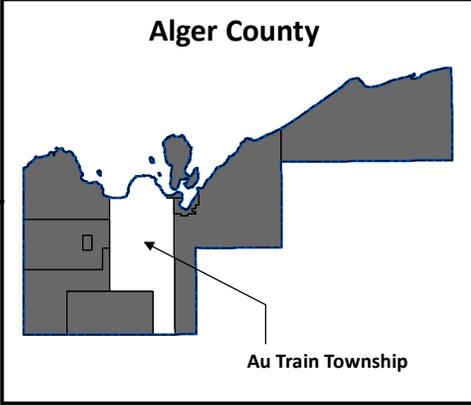
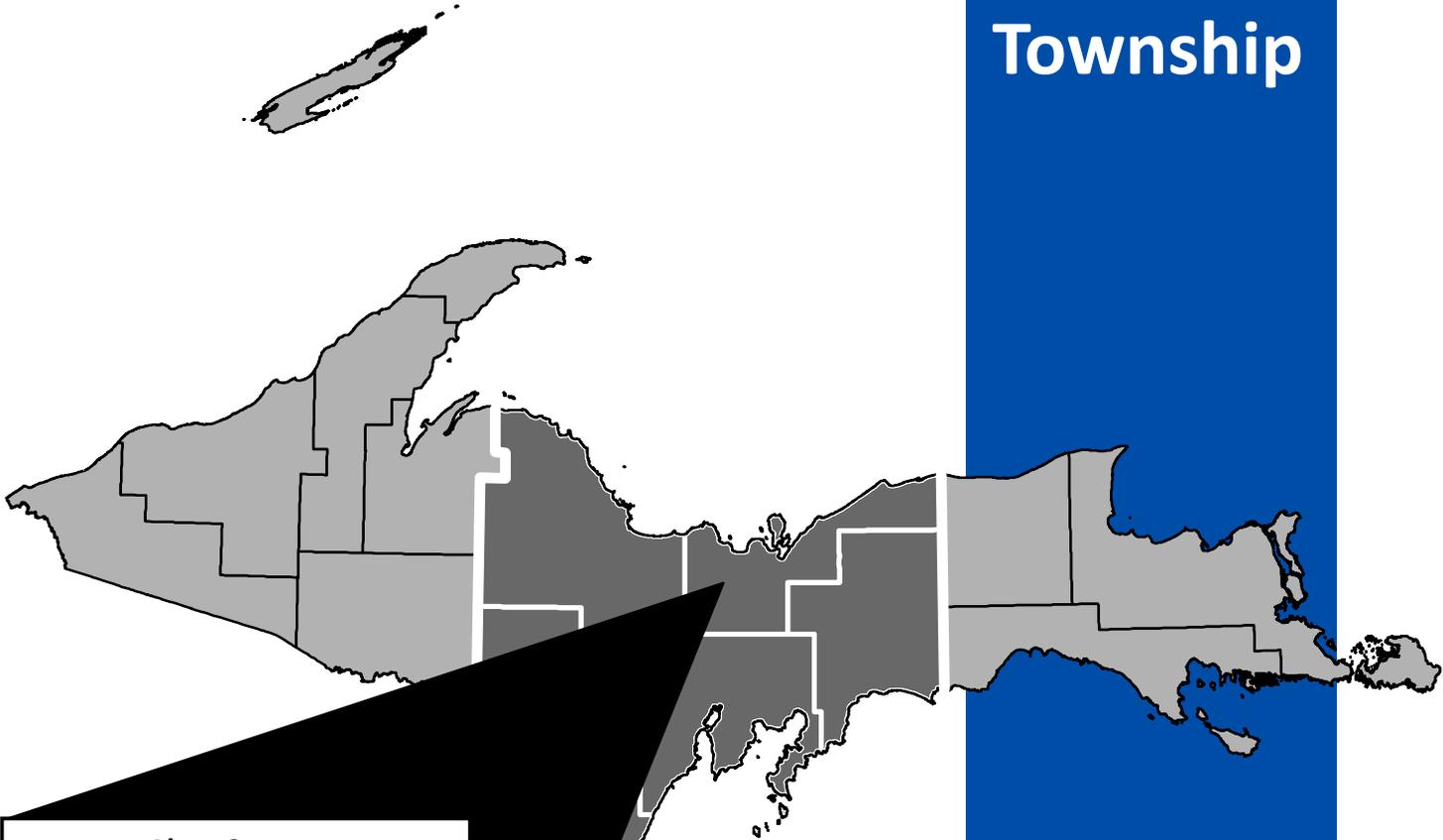


Au Train Township



Master Plan

Prepared By:

**Au Train Township Planning Commission
&**

Au Train Township Board

Adopted: October 10, 2011



**Township of Au Train
County of Alger, Michigan
Resolution No. 11-1010**

TOWNSHIP BOARD RESOLUTION TO ADOPT MASTER PLAN

WHEREAS, the Michigan Planning Enabling Act (MPEA) authorizes the Planning Commission to prepare a Master Plan for the use, development and preservation of all lands in the Township; and

WHEREAS, the Planning Commission prepared a proposed new Master Plan and submitted the plan to the Township Board for review and comment; and

WHEREAS, on June 13, 2011 the Au Train Township Board received and reviewed the proposed Master Plan prepared by the Planning Commission and authorized distribution of the Master Plan to the Notice Group entities identified in the MPEA; and

WHEREAS, the Planning Commission held a Public Hearing on September 15, 2011 to consider public comment on the proposed new Master Plan, and to further review and comment on the proposed new Master Plan; and

WHEREAS, the Township Board finds that the proposed new Master Plan is desirable and proper and furthers the use, preservation, and development goals and strategies of the Township;

WHEREAS, the MPEA authorizes the Township Board to assert by resolution its right to approve or reject the Master Plan;

NOW THEREFORE BE IT RESOLVED AS FOLLOWS:

1. **Adoption of the 2011 Master Plan.** The Township Board hereby approves and adopts the proposed 2011 Master Plan, including all the chapters, figures, maps and tables contained therein. Pursuant to MCL125.3842 the Township Board has asserted by resolution its right to approve or reject the proposed Master Plan and therefore the approval granted herein is the final step for adoption of the plan as provided in MCL125.3843 and therefore the plan is effective as of October 10, 2011.

2. **Distribution to Notice Group.** The Township Board approves distribution of the adopted plan to the Notice Group.

3. **Findings of Fact.** The Township Board has made the foregoing determination based on a review of existing land uses in the Township, a review of the existing Master Plan provisions and maps, input received from the Planning Commission and public hearing, and with the assistance of a professional planning group, and finds that the new Master Plan will accurately reflect and implement the Township's goals and strategies for the use, preservation, and development of lands in Au Train Township

4. **Effective Date.** The Master Plan shall be effective as of the date of adoption of this resolution.

The foregoing Resolution offered by Board Member Fillmore.

Second offered by Board Member Rogers.

Upon roll call vote the following voted:

"Aye": Fillmore, Rogers, Castiglione, Albro, Clapp.

"Nay": None.

The Supervisor declared the resolution adopted.

Mary F. Rogers, Clerk
Mary F. Rogers, Au Train Township Clerk

At a special meeting of the **Au Train Township Planning Commission** on September 15, 2011 at 7:00pm, the following motion was offered:

Moved by Tom Balmes and seconded by Kim Rolfe to adopt the following resolution:

Resolution # 2011-01
Au Train Township Master Plan Adoption

WHEREAS, The Michigan Planning Enabling Act, PA 33 of 2008, provides that the Planning Commission may prepare a Master Plan and accompanying maps for the use, development and preservation of all lands in the township; and

WHEREAS, The Planning Commission notified each municipality contiguous to the township, the County Board, each public utility company and railroad company owning or operating a public utility or railroad within the township, and other agencies for purposes of notification, of its intent to adopt a Master Plan and accompanying maps; and

WHEREAS, The Planning Commission encouraged public participation during the planning process via public input sessions, a citizen input questionnaire and regular Planning Commission meetings; and

WHEREAS, The proposed Master Plan and accompanying maps were submitted to Township Board, who authorized distribution of the proposed plan; and

WHEREAS, The proposed Master Plan and accompanying maps were distributed to each municipality contiguous to the township, the County Board, each public utility company and railroad company owning or operating a public utility or railroad within the township, and other agencies for purposes of notification, for review and comment; and

WHEREAS, On September 15, 2011, after proper public notice, the Planning Commission held a public hearing on the proposed Master Plan and accompanying maps, during which members of the public were given the opportunity to comment on the proposed Plan and comments received were discussed; and

WHEREAS, The Planning Commission has determined that the draft of the Master Plan and accompanying maps represent the long-range vision of the township.

THEREFORE BE IT RESOLVED, The Au Train Township Planning Commission hereby approves and adopts the Master Plan and accompanying maps, as per the requirements of the Michigan Planning Enabling Act, PA 33 of 2008 and recommends adoption of the Master Plan by the Au Train Township Board.

Yes: X
No:

MOTION CARRIED.

I certify that the above is a true and complete copy of a resolution passed by the Au Train Township Planning Commission at a meeting on September 15, 2011.

By: Kristi Albo
Planning Commission Secretary

Table of Contents

1.0	INTRODUCTION AND HISTORICAL BACKGROUND	<u>Page</u>
1.1	Introduction	1-1
1.2	Au Train Township Historical Background.....	1-2
2.0	POPULATION	
2.1	Introduction	2-1
2.2	Population Trends.....	2-1
2.3	Age and Gender	2-4
2.4	Ethnic Composition.....	2-7
2.5	Educational Attainment	2-8
2.6	Household Characteristics	2-9
2.7	Issues and Opportunities	2-10
3.0	ECONOMIC BASE	
3.1	Introduction	3-1
3.2	Area Economy	3-1
3.3	Civilian Labor Force.....	3-2
3.4	Employment by Industry Group.....	3-3
3.5	Employment by Place of Work	3-4
3.6	Unemployment	3-6
3.7	Major Area Employers	3-8
3.8	Income	3-11
3.9	Poverty Rates	3-13
3.10	Issues and Opportunities	3-13
4.0	HOUSING	
4.1	Introduction	4-1
4.2	Housing Characteristics.....	4-1
4.3	Financial Characteristics	4-8
4.4	Current Housing Trends	4-12
4.5	Issues and Opportunities	4-13
5.0	COMMUNITY FACILITIES AND SERVICES	
5.1	Introduction	5-1
5.2	Township Owned Facilities and Services	5-1
5.3	Additional Facilities and Services.....	5-4
5.4	County and Other Facilities.....	5-5
5.5	Issues and Opportunities	5-14

6.0	TRANSPORTATION	
6.1	Introduction	6-1
6.2	Road System.....	6-1
6.3	Private Roads	6-3
6.4	National Classification of Roads.....	6-4
6.5	Road Condition Evaluation	6-5
6.6	Road Improvements.....	6-6
6.7	Financing.....	6-6
6.8	Traffic Flow and Volume	6-8
6.9	Public Transportation.....	6-9
6.10	Rail Service	6-9
6.11	Air Transportation.....	6-9
6.12	Port Facilities.....	6-9
6.13	Non-motorized Transportation Facilities.....	6-10
6.14	Issues and Opportunities	6-10
7.0	RECREATION	
7.1	Introduction	7-1
7.2	Recreation Administration.....	7-1
7.3	Township Owned Recreation Facilities.....	7-2
7.4	Recreation Development Schedule	7-3
7.5	Barrier Free Status	7-3
7.6	Additional Recreational Facilities.....	7-4
7.7	Area Recreational Facilities.....	7-8
7.8	State and National Historic Sites	7-9
7.9	Issues and Opportunities	7-11
8.0	NATURAL FEATURES	
8.1	Introduction	8-1
8.2	Geology and Bedrock Geology.....	8-1
8.3	Surface Geology	8-2
8.4	Soils	8-3
8.5	Topography	8-4
8.6	Water Features	8-5
8.7	Floodplains, Wetlands and Erosion Issues.....	8-6
8.8	Mineral Resources	8-8
8.9	Hiawatha National Forest	8-8
8.10	Scenic Sites.....	8-10
8.11	Climate	8-11
8.12	Issues and Opportunities	8-11

9.0	LAND USE	
9.1	Introduction	9-1
9.2	Factors Affecting Land Use	9-1
9.3	Land Cover Inventory.....	9-3
9.4	Residential Land Use.....	9-4
9.5	Commercial Land Use	9-5
9.6	Industrial Land Use	9-6
9.7	Forest and Agricultural Land Use.....	9-6
9.8	Land Ownership	9-7
9.9	Public and Quasi-Public Land Use.....	9-7
9.10	Contaminated Sites.....	9-8
9.11	Issues and Opportunities	9-9
10.0	GOALS AND RECOMMENDATIONS	
10.1	Introduction	10-1
10.2	Population.....	10-2
10.3	Economic Base	10-3
10.4	Housing	10-6
10.5	Community Facilities and Services.....	10-7
10.6	Transportation	10-10
10.7	Recreation.....	10-11
10.8	Natural Features	10-14
10.9	Land Use.....	10-15
11.0	FUTURE LAND USE AND ZONING PLAN	
11.1	Introduction	11-1
11.2	Zoning Districts and Zoning Plan.....	11-2
11.3	The Relationship Between Zoning and the Future Land Use Plan.....	11-5
11.4	Commercial Development	11-6
11.5	Industrial Development	11-6
11.6	Residential Development.....	11-7
11.7	Recreational Development	11-8
11.8	Forest Production	11-9
11.9	Alternative Energy Resources.....	11-9
11.10	Conclusion.....	11-9

Appendix A: Citizen Survey and Results

Appendix B: Maps

CHAPTER 1.0 INTRODUCTION AND HISTORICAL BACKGROUND

1.1 Introduction

The preparation of this Master Plan represents many months of study, analysis and review by the Au Train Township Planning Commission with technical assistance from the Central Upper Peninsula Planning and Development (CUPPAD) Regional Commission. The Township derives its authority to prepare a Master Plan from the Michigan Planning Enabling Act, PA 33 or 2008, as amended. The Act states:

Sec. 31. (1) A planning commission shall make and approve a master plan as a guide for development within the planning jurisdiction...

Sec. 33. (1) A master plan shall address land use and infrastructure issues and may project 20 years or more into the future. A master plan shall include maps, plats, charts, and descriptive, explanatory, and other related matter and shall show the planning commission's recommendations for the physical development of the planning jurisdiction.

Major elements discussed in this document include: population, economic base, natural features, land use, community facilities and services, housing, recreation and transportation. Each of these chapters, or elements, includes a summary of the points having the greatest relevance to future Township decision-making. Thus, this plan addresses the issues of present conditions, Township needs and desired future conditions, while also providing a means to achieve future development goals and objectives.

The Master Plan is not a Zoning Ordinance. The Master Plan is the long range policy guide for the physical arrangement and appearance of the Township. The Zoning Ordinance more specifically regulates the manner in which individual properties are used. The Zoning Ordinance is only one of a number of tools used to implement the Master Plan.

Citizen participation was received throughout the process of drafting the Master Plan, via written citizen feedback and through three community brainstorming sessions. The public input from the written citizen feedback and brainstorming sessions is anecdotal information. The data is NOT statistically significant public input, as proper scientific method and an adequate return rate for the survey would be required. The information remains significant because it

The Master Plan has the following characteristics:

- It is a physical plan. Although social and economic conditions are considered, the plan will be a guide to the physical development of the community.*
- It provides a long range viewpoint. The Master Plan will depict land use and community development within a time frame of 20 years.*
- It is comprehensive, covering the entire Township and all the components that affect its physical makeup.*
- It is the official statement of policy regarding such issues as land use, community character and transportation which impact the physical environment. As a policy guide, it must be sufficiently flexible to provide guidance for changing conditions and unanticipated events.*

represents the ideas and visions of Au Train residents that are concerned enough about the community to participate.

In summary, this plan is intended for use as a guide for local officials when considering matters related to development and land use. Planning is a process that requires ongoing review and analysis. To that end, this plan will remain a “work-in-progress” and will require timely and thoughtful revision to be of the greatest value.

1.2 Au Train Township Historical Background

Au Train Township is centrally located in Alger County, in the heart of the Hiawatha National Forest. Au Train Township is bordered by Lake Superior and the Au Train River flows through the Township (Map 1-1). There are many lakes, including Au Train Lake, located throughout the Township, providing an abundance of recreational opportunities. Au Train Township boasts ideal conditions for swimming, boating, fishing, camping, waterskiing, canoeing, kayaking, hiking, biking, snowmobiling, ice fishing, snowshoeing, cross country skiing, bird watching and relaxation. The Township has developed into a tourist destination and an ideal location to live, recreate and retire.



Photo 1-1 Lake Superior

Au Train Lake was of historical significance long before Europeans reached the central Upper Peninsula. Chippewa Indians were early inhabitants of the river valley, as documented by Charles Whittlessey. Due to the convenient location, less than five miles south of Lake Superior, Au Train Township was assured a place in Alger County’s history. Travelers followed the southward canoe portage trail between Lake Superior and Michigan along the Au Train and Whitefish Rivers.

The name Au Train is based on the French word “trainerant,” meaning to shortcut. The Au Train River deposits an abundance of sand into Lake Superior at the mouth of the River, and explorers following the shoreline in canoes found it easier to get out and drag their canoes across the sand. Just south of Lake Superior, Au Train Village had experienced sporadic short-term visitation from European explorers since the mid-1770s and was also a dog-team stop on the northern Upper Peninsula mail route.

Originally Au Train, Munising and Grand Marais were a part of Schoolcraft County, which was created in 1843. The first white man, William Cameron, settled in Au Train in 1856. Au Train Village was officially founded in 1881, when the Detroit, Mackinac and Marquette Railroad was being constructed through the area. Alger County was separated from Schoolcraft County and the Township was created the same day, March 17, 1885. Au Train was named as the first county seat; growth was gradual and never extended beyond the limits of today’s village. The county seat was moved to Munising in 1901.

Iron ore mining and lumbering brought many people to the area. Many Finnish immigrants settled in the area and worked for the mining and lumbering companies. The expanding iron ore industry on the Marquette Range created a demand for building material. Logs were floated down the Au Train River to Lake Superior for transport to major hubs. Efforts to process local timber began and a shingle mill was set up in Au Train in July of 1887. In the absence of roads, sawmill sites were limited to waterfront locations, like Au Train. Cleveland-Cliffs Iron Company purchased large tracts in Alger County in the early 1900s. Originally the land was acquired to furnish timber to the mines the company operated. As the hardwoods became more valuable, the company began to sell the veneer and sawlogs to manufacture lumber. The company operated large camps for railroad logging into the late 1930s. Mechanization of the logging process eventually led to the decline in the number of men needed in the woods.

Plans were announced to build a charcoal-fired blast furnace on Grand Island Harbor in 1869. The Bay Furnace Company was organized in July of 1869 and purchased the enterprise the following month. The Bay Furnace went into blast in the spring of 1870 and produced nearly 3,500 tons of pig iron in the first year. The Bay Furnace operated almost constantly through the seven years of its existence, largely due to a well designed furnace and efficient management.¹

The development of a resort town at Christmas was brought about by a game warden with the Conservation Department, Julius Thorson, when he purchased 40 acres on M-28, about five miles north-west of Munising. Mr. Thorson, along with his daughter Mrs. Louis Passinault and son-in-law Louis Passinault platted the land and planned for a town. The group constructed a grocery store as the first commercial building in order to serve the growing Alger County population. Mr. Passinault named the community Christmas after the toy factory his father-in-law built in hopes of being a manufacturing anchor for the small town. "Christmas Industries," was constructed in 1939 and produced a few products, when the building was destroyed by fire in 1940. Another plant was never built and the vision of manufacturing seasonal items collapsed.² A nightclub was established in 1940 and was followed by motels, a gift shop, grocery stores, a restaurant and a bar. A postal substation was also authorized, and North Pole postmarks became popular. The substation has since closed.

The County's natural resources have always been the predominant force in the local economy, beginning with trapping and fur trading, followed by logging and commercial fishing and now through the expansion of tourism services and high-quality recreational opportunities. Jobs and customers created by a booming tourist industry have enhanced the local economy. The Au Train River and Au Train Lake, Pictured Rocks National Lakeshore, Hiawatha National Forest, Alger Underwater Preserve and Grand Island are among the major area attractions and offer a wide variety of active and passive four-season recreational choices that compare with the best in the United States.

¹ Source: Alger County: A Centennial History 1885-1985: Symon, Charles

² Source: The Munising News, 115th Year, Issue 19, June 30th, 2010

CHAPTER 2.0 POPULATION

2.1 Introduction

Population change is the primary component in tracking a community's past growth as well as forecasting future population trends. Population characteristics relate directly to housing, educational, community, recreational, health care, transportation, and future economic development needs. The growth and characteristics of population in a community are subject to changes in prevailing economic conditions. Such characteristics are presented throughout this chapter.

It has been estimated that approximately 60 percent of Au Train Township's population reside in the Township year round. This estimate is based on the 2010 US Bureau of the Census population, voter registration files and the general knowledge of the Township Treasurer. There are three general concentrated population areas within the Township; Au Train, Christmas and the 16 Mile Lake Area. Limited 2010 Census data has been released at this time; it is included when available.

2.2 Population Trends

Au Train Township has experienced a large increase in population from 1940 to 2010. The Township's population grew from 467 in 1940 to 1,138 in 2010, representing a 143.7 percent increase. Many Townships in the Upper Peninsula have experienced similar growth, while cities in the region have observed a population decline over the same time period, as the City of Munising has. After a peak of 4,409 residents in 1940, the City has experienced a population decline of 46.6 percent to 2,355 in 2010.

Au Train Township's growth has tapered only slightly in recent years; the Township expanded its' population 11.9 percent from 1990 to 2000, while the Township's population declined by approximately 3.0 percent from 2000 to 2010. Au Train Township may have experienced an influx of population in past years due to the high percentage of seasonal residents who make the Township their home for a portion of the year. Many area township populations have increased due to an out-migration of residents from urban to rural areas. Munising Township and Onota Township have experienced significant growth as well.

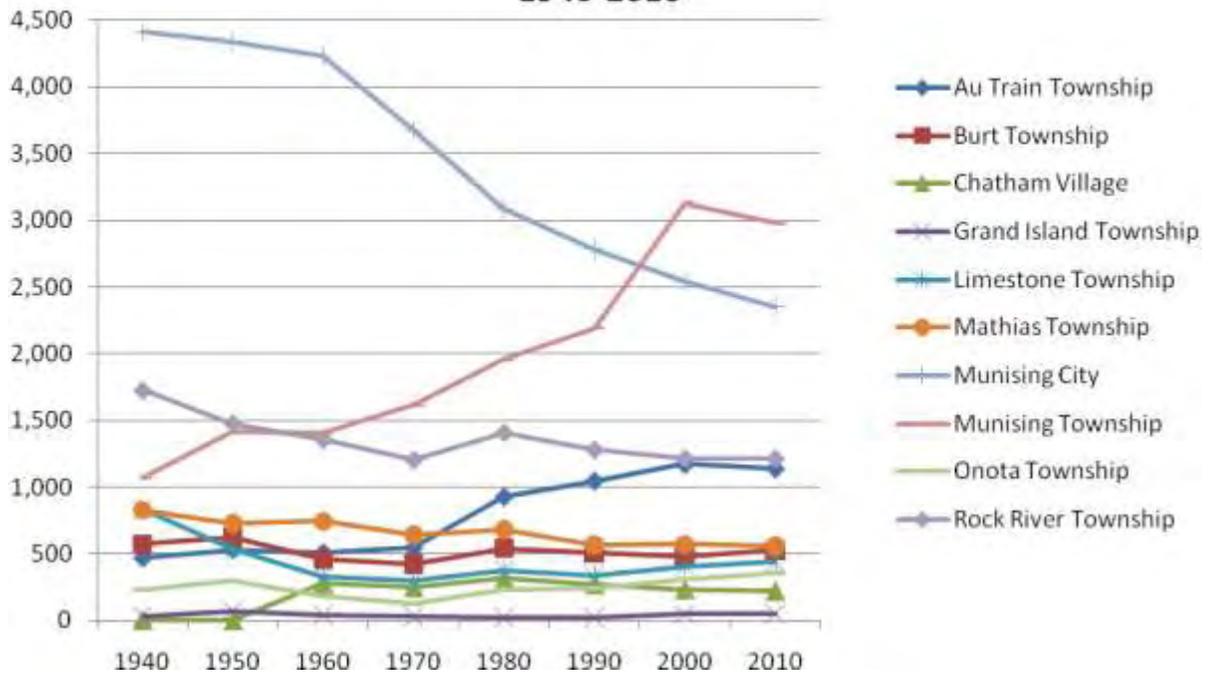
Table 2-1 reports the population for selected areas from 1940 to 2010.

**Table 2-1
Population, Selected Areas, 1940-2010**

Governmental Unit	1940	1950	1960	1970	1980	1990	2000	2010	% Change 1940-2010
Au Train Township	467	529	508	545	928	1,047	1,172	1,138	143.7
Burt Township	570	624	457	424	539	508	480	522	-8.4
Chatham Village	-	-	275	246	315	268	231	220	-
Grand Island Township	31	73	40	32	23	21	45	47	51.6
Limestone Township	829	535	330	302	373	334	407	438	-47.2
Mathias Township	827	726	742	644	680	563	571	554	-33.0
Munising City	4,409	4,339	4,228	3,677	3,083	2,783	2,539	2,355	-46.6
Munising Township	1,073	1,412	1,408	1,614	1,963	2,193	3,125	2,983	178.0
Onota Township	234	293	183	128	228	244	310	352	50.4
Rock River Township (w/ Village of Chatham)	1,727	1,476	1,354	1,202	1,408	1,279	1,213	1,212	-29.8
Alger County	10,167	10,007	9,250	8,568	9,225	8,972	9,862	9,601	-5.6

Source: U.S. Bureau of the Census, years cited.

**Population, Alger County Municipalities
1940-2010**



The trend of population growth for townships that surround cities is not simply a local phenomenon. In major metropolitan areas this trend has taken the form of migration from the city to its surrounding suburbs, while in smaller urban areas people are moving into surrounding rural areas. There are many reasons for this migration, including lower taxes and user fees, lower development costs, a desire for a more rural lifestyle, lower incidences of crime, desire for larger residential lots, etc. Over the past two decades, the population growth in townships surrounding Upper Peninsula cities has been substantial.

Alger County's population declined slightly in every decade, with the exception of the 1970s. During the 1970s a population increase of 7.7 percent was recorded. Overall, the 1940 to 2010 period saw the county's population decrease by 566 persons, or 5.6 percent. The State of Michigan experienced population growth in each of the decades from 1940 to 2000. Michigan was the only state to experience a population decline in the 2010 Census; severe economic conditions have led many Michigan residents to seek employment elsewhere.

Population change is the result of a combination of natural increase and migration. When births in a community within a period of time exceed deaths, a positive natural increase occurs. If deaths exceed births, a negative natural increase is the result. Communities with a relatively young population tend to have a high natural increase, due to a higher birth rate. Those communities with a large number of older people tend to have a small natural increase; a negative natural increase is uncommon.

Net migration describes the difference between the number of people moving into a community and the number of people moving out. Net migration is positive when more people move into an area than move out. Economically depressed areas often experience significant out-migration as residents leave in pursuit of employment opportunities elsewhere. The State of Michigan is currently facing extensive out-migration.

In Alger County, births exceeded deaths in the decades of 1970 and 1980 resulting in a natural increase. During the 1970s, as a result of the natural increase together with in-migration, a population gain was experienced. In the 1990s however, deaths outnumbered births and the total natural increase was surpassed by out-migration, explaining the county's population decline during the 1990s. This information is presented in Table 2-3.

Table 2-3 Components of Population Change, Alger County, 1970-1999			
	1970-1979	1980-1989	1990-1999
Live Births	1,322	1,182	837
Deaths	1,033	1,054	1,503
Natural Increase	289	127	-144
Migration	369	-381	1,277
Total Population Change	657	-253	-1,111

Source: Michigan Information Center, Michigan Department of Management and Budget.

Michigan’s net loss to outmigration -- the number of people leaving the state minus those moving in from other states -- has skyrocketed since 2001. Since 2001, migration has cost Michigan an estimated 465,000 people. It has been reported that residents leaving Michigan are those that are young and college educated; the state suffered a net loss to migration of 18,000 adults with a bachelor's degree or higher in 2007 alone. It has also been reported that people moving from state to state are disproportionately young. While almost 13 percent of Michigan's population is over 65, only 2.5 percent of those leaving are that old. That means outmigration is adding to the costs associated with an aging population, such as the state's share of Medicaid payments to retirement homes.

2.3 Age and Gender

According to data obtained in the 2010 Census, the population of Au Train Township is significantly older than Alger County as a whole. Au Train Township’s median age in 2010 was 51.7, higher than that of Alger County (45.0), as well as Michigan (37.6) and the United States (37.2) overall. From 1980 to 2010, the Township experienced a 21.6 year increase in the median age of its residents. While the median age rose in every municipality in Alger County, Onota Township’s 26.1 year increase was the most dramatic. Table 2-4 presents comparative data on median age.

Area	1980	1990	2000	2010	Change 1980-2010
Au Train Township	30.1	36.2	42.3	51.7	+21.6
Burt Township	42.2	48.1	56.7	62.9	+20.7
Chatham Village	--	36.2	40.8	42.5	--
Grand Island Township	42.5	37.5	45.8	50.5	+8.0
Limestone Township	32.8	37.8	45.5	51.5	+18.7
Mathias Township	31.6	39.9	44.6	49.1	+17.5
Munising City	34.3	39.7	43.8	45.7	+11.4
Munising Township	28.7	32.4	35.2	37.5	+8.8
Onota Township	31.4	38.6	49.8	57.5	+26.1
Rock River Township	29.9	36.1	42.3	46.3	+16.4
Alger County	31.6	36.7	41.2	45.0	+13.4
State of Michigan	28.8	32.6	35.5	37.6	+8.8
United States	30.0	32.9	35.3	37.2	+7.2

Source: U.S. Bureau of the Census, 2010 Census Table DP-1, 2000 Census of the Population, STF 1A, Table 1; 1990 Census of the Population, General Population Characteristics, Table 44; 1980 Census of the Population, Table 33.

The examination of a community’s age structure is critical to sound decision making within a community. Persons ages five through 18 make up the school age portion of the population- which is further divided into elementary, middle and high school age groups. The working age population is generally accepted as those from 18 to 65 years of age. Those persons 18 or older constitute the eligible voting population. Of course, not everyone between the ages of 18 and

64 is in the labor force, and not everyone 18 or older actually votes. However, this breakdown does give communities a sense of how their population is distributed for planning and comparative purposes. In 2000, the U.S. Bureau of the Census reorganized the age groups; the working age group is reported as ages 20-64.

An analysis of the information in Tables 2-5 and 2-6 by age cohort provides another perspective on age distribution within the population. By studying the population fluctuations within this and other groups, it is possible to evaluate the important factors of in-migration and out-migration. Data for several age groups were not completed for the 1990 Census and are absent in Table 2-5.

Age Group	1990	
	Number	Percent
Preschool Age		
Under 5	70	6.7
<i>Subtotal</i>	70	6.7
School Age		
5 -17	205	19.6
<i>Subtotal</i>	205	19.6
Working Age		
18 – 20	21	2.0
21 – 24	39	3.7
25 – 44	330	31.5
45 – 54	109	10.4
55 – 59	46	4.4
60 – 64	56	5.3
<i>Subtotal</i>	601	57.4
Retirement Age		
65 – 74	118	11.3
75 – 84	45	4.3
85 years and over	8	0.7
<i>Subtotal</i>	171	16.3
Total	1,047	

Age Group	2000	
	Number	Percent
Preschool Age		
Under 5	69	5.9
<i>Subtotal</i>	69	5.9
School Age		
5 -9	73	6.2
10 – 14	76	6.5
15 – 19	73	6.2
<i>Subtotal</i>	222	18.9
Working Age		
20 – 24	43	3.7
25 – 34	116	9.9
35 – 44	198	16.9
45 – 54	195	16.6
55 – 59	90	7.7
60 – 64	68	5.8
<i>Subtotal</i>	710	60.6
Retirement Age		
65 – 74	112	9.6
75 – 84	52	4.4
85 years and over	7	0.6
<i>Subtotal</i>	171	14.6
Total	1,172	

Source: U. S. Bureau of the Census, 1990 Census of the Population, General Population Characteristics, STF 1, 010; 2000 Census of the Population, General Population Characteristics, Table 68.

Table 2-6 Population Distribution by Age Group, Au Train Township, 2010		
Age Group	2010	
	Number	Percent
Preschool Age		
Under 5	41	3.6
<i>Subtotal</i>	41	3.6
School Age		
5 -9	47	4.1
10 – 14	51	4.5
15 – 19	67	5.9
<i>Subtotal</i>	165	14.5
Working Age		
20 – 24	51	4.5
25 – 34	68	5.9
35 – 44	126	11.1
45 – 54	215	18.9
55 – 59	121	10.6
60 – 64	110	9.7
<i>Subtotal</i>	691	60.7
Retirement Age		
65 – 74	158	13.9
75 – 84	65	5.7
85 years and over	18	1.6
<i>Subtotal</i>	541	21.2
Total	1,138	

Source: US Bureau of the Census, 2010 Census Table DP-1.

In 2010, the age group of 45-54 made up the largest portion of the Township's total population, at 215 persons, or 18.9 percent; the 65-74 age group was the second largest at 158 persons, or 13.9 percent. In 2000, the age group of 35-44 years made up the largest portion of the Township's total population, at 198 persons, or 16.9 percent. The age group of 45-54 years made up the second largest age group at 195 persons, or 16.6 percent. In 1990, the age group of 25-44 years was the largest, at 330 persons, or 31.5 percent.

Many Upper Peninsula natives leave the area after high school to attend college and obtain jobs. The lack of jobs in the area is often cited as the reason for losing local youth. In 2000, it was reported that 9.9 percent of the Township’s population was represented by the 25-34 years age group. In 2010, the number of residents in the 25-34 year age group declined to 5.9 percent.

The elderly population, which includes those 65 years and older, made up 21.2 percent of the total population in 2010, up from 14.6 percent in 2000. The data indicates that the population of the Township is aging, although somewhat slower than several Alger County municipalities. Growth of the older segment of the population influences the type and costs of services offered by the Township and other providers.

In recent decades, there has been a shift in population from the school age and working age population into the retired age group. This change has occurred almost universally across the country. The proportion of individuals in the preschool and school age groups continues to shrink which contributes declining school enrollment. Many residents in the working age population have been forced to move to areas with more employment opportunities. As the "baby boomers" begin to reach retirement age, a smaller proportion of the population is participating in the workforce. With a diminishing workforce, there are fewer people contributing to pension funds and additional programs that support retirees. As the number of working persons decreases in comparison to retirees, there is distress over the future of programs such as Social Security.

2.4 Ethnic Composition

The ethnic composition of Au Train Township, consistent with the entire Upper Peninsula is overwhelmingly white. The largest non-white ethnic group was identified as American Indian, Eskimo and Aleut, up from 32 persons in 1990 to 60 persons in 2010. Data for persons of two or more races was not computed in 1990.

Race	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
White	1,015	96.9	1,081	92.2	1,033	90.8
Black	--	--	--	--	2	0.2
American Indian, Eskimo, & Aleut	32	3.1	55	4.7	60	5.3
Asian & Pacific Islander	--	--	--	--	--	--
Other Races	--	--	2	0.2	1	0.1
Two or More Races	n/a	n/a	34	2.9	42	3.7
Total	1,047	100.0	1,172	100.0	1,138	100.0

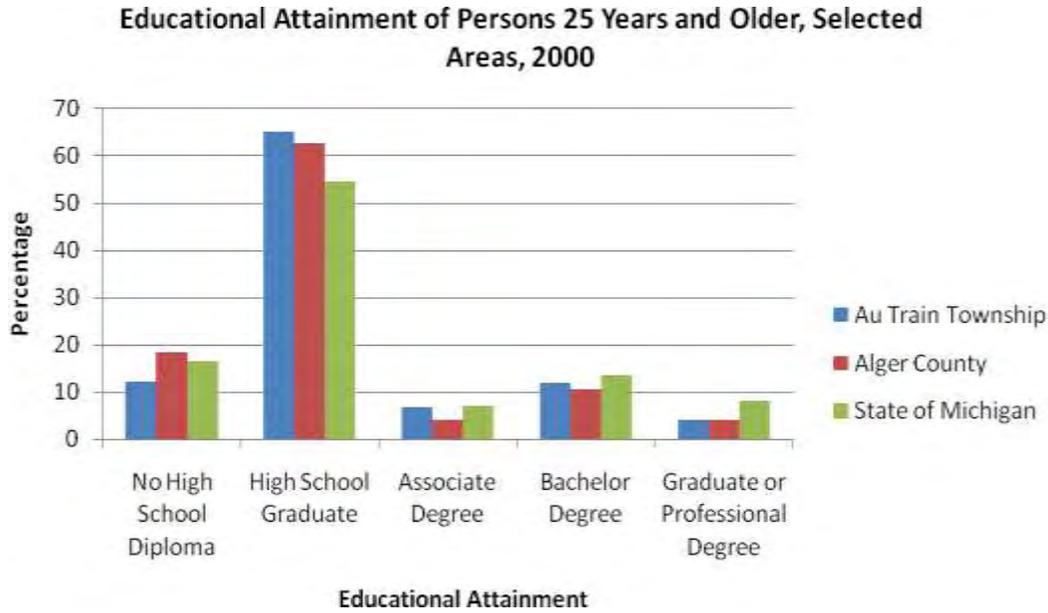
Source: U.S. Bureau of the Census, 2010 Census Table DP-1, 2000 Census of the Population, STF, 1A Table P006; 1980 Census of the Population, STF 1, Table 007.

2.5 Educational Attainment

The 2000 Census indicates that 87.9 percent of the Township’s population 25 years and older have a high school diploma. This is significantly higher than that of Alger County (81.5 percent) and the State (83.4 percent). The Township also exhibits higher rates of college graduates (16.1 percent) when compared to the County (14.7 percent) although the rate is lower than the State (21.8 percent). These figures are presented in Table 2-8 and in a generalized manner in Figure 2-1.

Educational and training requirements have been increasing for workforce entrants. Employers who previously required little in the way of formal education are, in many instances, now looking for employees with post-high school education, due to the complexity of the equipment and methods being utilized in the workplace. A highly trained, educated workforce is an asset in attracting employers to a community.

Educational Level	Au Train Township		Alger County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Less than 9 th Grade	30	3.6	428	6.0	299,014	4.7
9 th - 12 th Grade, No Diploma	71	8.5	895	12.5	765,119	11.9
High School Graduate	360	43.0	3,035	42.3	2,010,861	31.3
Some College, No Degree	185	22.1	1,463	20.4	1,496,576	23.3
Associate Degree	57	6.8	296	4.1	448,112	7.0
Bachelor Degree	100	11.9	760	10.6	878,680	13.7
Graduate or Professional Degree	35	4.2	292	4.1	517,579	8.1
High School Graduate or Higher	--	87.9	--	81.5	--	83.4
Bachelor Degree or Higher	--	16.1	--	14.7	--	21.8



Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, STF 3A, P37.

2.6 Household Characteristics

Evaluation of the changes in household characteristics in a community can often provide additional insight regarding population trends. Household relationships reflect changing social values, economic conditions, and demographic changes, such as increased lifespan and the increasing mobility of our society.

The Census defines a household as all persons who occupy a housing unit, i.e., a single family, one person living alone, two or more families living together, or any group or related or unrelated persons sharing living quarters. A family consists of a householder and one or more persons living in the same household who are related by birth, marriage, or adoption. A non-family household can be one person living alone, or any combination of people not related by blood, marriage or adoption.

From 2000 to 2010, the number of households in the Township decreased from 349 to 344, as the population decreased 2.9 percent. From 1990 to 2000, the number of households increased by 39, as the population increased by 11.9 percent. The average household size decreased from 2.55 persons in 1990, to 2.37 persons in 2000, down to 2.18 persons per household in 2010. Across the region and the United States, smaller household sizes have been the trend, largely due to an increase in the number of single-parent households. From 1990 to 2010, non-family households have increased from 100 to 178, the majority of the increase coming from householders living alone. From 1990 to 2010, there was a slight increase in the number of householders living alone over the age of 65.

Household Type	1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent
Family Households	310	75.6	349	70.6	344	65.9
Married-Couple Family	278	67.8	305	61.7	297	56.9
Female Householder	19	4.6	34	6.9	24	4.6
Non-Family Households	100	24.4	145	29.4	178	34.1
Householder Living Alone	84	20.5	117	23.7	149	28.5
Householder 65 years and older	39	9.5	38	7.7	46	8.8
Total Households	410	100.0	494	100.0	522	100.0
Average Household Size	2.55		2.37		2.18	

Source: U. S. Bureau of the Census, 2000 Census of the Population and Housing, STF 1A, P003, P016 and H017A; 1990 Census of the Population and Housing, STF 1, 003, 016 and 035, 2010 Census Table DP-1.

2.7 Issues and Opportunities

- Au Train Township experienced a substantial growth spurt in the period from 1940 to 2010, a 143 percent increase. The Township may have experienced growth due to out-migration from the City of Munising as well as from an influx of seasonal residents. If the growth continues at the current rate, the Township may need to reassess current infrastructure as well as community services and facilities.
- According to U.S. Bureau of the Census, the Township has experienced a very slight population decline from 2000 to 2010.
- The Township experienced a median age increase of 21.6 years between 1980 and 2010. Taking into account the increase, the population of Au Train Township is similar in age the population of surrounding communities. The Township is significantly older as a whole than neighboring Munising Township. The Township exhibits a higher median age than Alger County overall.
- The Township exhibits a high proportion of residents ages 35-54 and 65-74. Many communities around the region are losing many residents from younger age groups due to lack of employment opportunities.
- Age group data indicates that the population of the Township is aging, although slightly slower than several surrounding municipalities. Growth of the older segment of the population influences the type and costs of services offered by the Township and other providers.
- The ethnic composition of the Township is mostly white, as is the entire Upper Peninsula.

- The Township has reported significantly higher high school and college graduation rates than the County.
- The average household size in the Township has decreased since 1990. Most communities around the country have exhibited a decrease in household size, due to the increase in the number of households; many of them single parent households.
- The number of non-family households in the Township has increased as have the number of persons living alone.
- If Alger County's population continues to decline over the next ten years, many communities may consider looking at a consolidation of services to save money and to continue providing a high level of services.

CHAPTER 3.0 ECONOMIC BASE

3.1 Introduction

Central to a community's stability and growth is its economic base. Two major sectors make up a community's economy: one which provides goods and services for markets outside of the community (basic or export sector) and one which provides goods and services for local consumption (non-basic sector). Economic vitality and balance rely heavily on the creation and retention of local basic sector jobs. The factors that affect the economic base in a community extend beyond its boundaries; increasingly so as the effects of the global economy are realized. This chapter will not only include information which is specific to Au Train Township, but it will also include comparative data from Alger County, the Upper Peninsula and the state. Much of the economic information presented is available only at the county level. The high degree of personal mobility may affect the accuracy of some information regarding the local economy.

According to the US Bureau of the Census, Au Train Township's employment base is primarily centered on manufacturing, education, health and social services and construction. Locally, recreational opportunities are an enormous asset to the community. There are many resorts and lodges in the area that are used seasonally for recreation. Residents may wish to expand the job market in the Township by diversifying employment opportunities.

3.2 Area Economy

Historically, the local economy, like that of the county, is closely related to natural resources and features. The proximity and abundance of forest products provide much of the raw material utilized in commercial enterprises such as paper and lumber mills.

Tourism has been, and continues to be, a major and growing industry in the area. Once limited primarily to the summer season, tourism has become much more of a year-around industry due at least in part, to the popularity of fall "color tours" and winter sports, especially snowmobiling (Michigan leads the nation in the number of licensed snowmobiles). Au Train Township offers many resorts, cabins and lodges for daily, weekly and monthly rental opportunities.

As an industry, tourism is among the leaders in Michigan. The term "tourism" is comprehensive and includes a range of activities associated with natural and man-made attractions such as products and services for leisure and recreational pleasure. Alger County has an abundance of hiking and skiing trails, snowmobile trails, waterfalls, and opportunities for fishing, boating, kayaking and swimming.

Tourism and recreation have changed over the years as transportation options have increased personal mobility. Today's tourists are more likely to travel frequently, take shorter trips and stay closer to home. Heritage-tourism and eco-tourism have increased in popularity. Heritage-tourism draws those interested in the historic and cultural offerings of a community or institution. Eco-tourism is popular among those desiring to experience nature through activities such as bird watching, hiking, and kayaking.

A major tourist attraction in the County is the Pictured Rocks National Lakeshore, a diverse area encompassing over 73,000 acres. Authorized in 1966, Pictured Rocks National Lakeshore offers spectacular scenery and an array of outdoor activities that attracted over 421,000 visitors in 2006.

The Township benefits from the diversity that exists among area businesses and industries. The Kewadin Casino, located in Christmas, provides employment opportunities for many area residents and draws in visitors from across the Upper Peninsula. Alger Maximum Correctional Facility employs many Alger County residents. Manufacturing industries like the Neenah Paper mill and the Timber Products Michigan sawmill and veneer mill provide a strong base of employment for the area. Hiawatha Communications, Inc. (HCI) is the locally owned and operated holding company that oversees four Incumbent Local Exchange Carriers (ILECs) across the Upper Peninsula, including Hiawatha Telephone Company, in the City of Munising.

Economic activity in the service and retail trade sectors has favorably impacted employment as the tourist industry has grown. Community groups the Greater Munising Bay Partnership for Commerce Development have worked to bring about infrastructure improvements and have initiated marketing programs which have benefitted the local economy.

3.3 Civilian Labor Force

The civilian labor force consists of persons currently employed and those currently seeking employment, excluding persons in the armed forces and those under the age of 16. Shifts in the age and sex characteristics of residents, seasonal changes, and employment opportunities can all cause fluctuation in the number of persons in the labor force.

In 2000, the percentage of persons within the Township, age 16 or older who were in the labor force (labor force participation rate) was 60.7 percent, much higher than Alger County’s rate of 51.0 percent and lower than the 64.6 percent reported by the State of Michigan. Of those residents in the labor force, approximately 5.2 percent were unemployed, according to 2000 Census data, which is higher than rates reported for the County and the State. Table 3-1 provides comparative labor force data.

Characteristics	Au Train Township		Alger County		Michigan	
	Number	Percent	Number	Percent	Number	Percent
Population 16 Years and Over	948	100.0	8,102	100.0	7,630,645	100.0
Civilian Labor Force	575	60.7	4,136	51.0	4,926,463	64.6
Employed Labor Force	526	55.5	3,776	46.6	4,637,461	60.8
Unemployed Labor Force	49	5.2	357	4.4	284,992	3.7

Source: U.S. Bureau of the Census, 2000, STF 3A, P070.

Workforce participation by females is presented in Table 3-2. Of the 471 females over the age of 16 in the Township, 56.7 percent are in the civilian labor force, while 54.8 percent are employed. Labor force participation rates for females over 16 in the Township are higher than that of the County and slightly lower than rates reported by the state. As reported by the Bureau of Labor Statistics, labor force participation rates for men have been decreasing since 1950 while the rate for women increased significantly in the 1970s and 1980s, peaking in 1999 and decreasing slightly since that time (<http://www.bls.gov/opub/ted/2007/jan/wk2/art03.htm>).

Characteristics	Au Train Township		Alger County		Michigan	
	Number	Percent	Number	Percent	Number	Percent
Females 16 Years and Over	471	100.0	3,671	100.0	3,943,137	100.0
In Civilian Labor Force	267	56.7	1,890	51.5	2,305,121	58.5
Employed in Labor Force	258	54.8	1,782	48.5	2,178,114	55.2

Source: U.S. Bureau of the Census, 2000, SF3, Table P45.

3.4 Employment by Industry Group

Table 3-3 provides comparative data derived from the 2000 Census using the Standard Industrial Classification (SIC) manual. This system allows for a classification of establishments by the type of industrial activity in which they were engaged. The census data used were collected from households rather than businesses, which may be less detailed in some categories. The three leading employment categories for the Township included: manufacturing; educational, health and social services; and construction. Persons employed in the construction division in the Township labor market were reported at much higher rates than the County or the State.

Broad Economic Division	Au Train Township		Alger County	Michigan
	Number	Percent	Percent	Percent
Manufacturing	101	19.2	19.4	22.5
Educational, health, and social services	90	17.1	19.3	19.9
Public Administration	55	10.5	11.4	3.6
Arts, entertainment, recreation, accommodation and food service	60	11.4	11.3	7.6
Retail Trade	60	11.4	9.6	11.9
Construction	65	12.4	7.6	6.0
Finance, insurance, real estate, and rental and leasing	24	4.6	4.7	5.3

Table 3-3 Employment by Broad Economic Division, Selected Areas, 2000				
Broad Economic Division	Au Train Township		Alger County	Michigan
	Number	Percent	Percent	Percent
Agriculture, forestry, fishing & hunting, and mining	14	2.7	4.3	1.1
Professional, scientific, management, administrative, and waste management services	21	4.0	3.4	8.0
Other services (except public administration)	15	2.9	4.1	4.6
Transportation & Public Utilities	7	1.3	3.3	4.1
Information	7	1.3	1.1	2.1
Wholesale Trade	7	1.3	0.8	3.3
Total	526	100.0	100.0	100.0

Source: U.S. Bureau of the Census, 2000, Table DP3.

3.5 Employment by Place of Work

Census information pertaining to where Township residents work and their methods of transportation is presented in Tables 3-5 and 3-6. According to the 2000 Census data, 14.0 percent of the working age population was employed outside of Alger County. This indicated that many residents may be traveling to Marquette, Schoolcraft and Delta Counties for employment. Nearly 99 percent of employed residents worked in the state of Michigan.

Table 3-5 Residents Aged 16 or Older by Place of Work, Au Train Township, 2000		
Characteristics	Number	Percent
Total Township Residents Employed	515	100.0
Worked in Alger County	436	84.7
Worked Outside of Alger County	72	14.0
Worked in Michigan	508	98.6
Worked Outside of Michigan	7	1.4

Source: U.S. Bureau of the Census, 2000, SF 3A, P26.

Approximately 80 percent of employed Township residents, ages 16 and older drive alone to work, while approximately 12 percent carpool. Very few Au Train Township and Alger County residents utilized public transportation as a means to get to work. About 4 percent of Au Train Township and Alger County residents worked from home.

Table 3-6 Means of Transportation to Work, Residents 16 or Older, Selected Areas, 2000			
Means of Transportation	Au Train Township		Alger County
	Number	Percent	Percent
Car, Truck, Van-Drive Alone	410	79.6	76.0
Car, Truck, Van-Carpool	60	11.7	12.0
Public Transportation	9	1.7	1.0
Walk	12	2.3	6.0
Other Means	4	0.8	0.9
Worked at Home	20	3.9	4.1
TOTAL Workers 16+	515	100.0	100.0

Source: U.S. Bureau of the Census, 2000, DP-3 Profile of Selected Economic Characteristics, SF-3.

Table 3-7 presents travel time to work for residents 16 and older in Au Train Township.

Table 3-7 Travel Time to Work (Residents 16 and Older), Au Train Township, 2000		
Residence to Work Travel Time	Number of Workers	Percent
Did Not Work at Home	495	96.1
Less than 5 Minutes	22	4.3
5 to 9 Minutes	40	7.8
10 to 14 Minutes	83	16.1
15 to 19 Minutes	131	25.4
20 to 24 Minutes	82	15.9
25 to 29 Minutes	17	3.3
30 to 34 Minutes	42	8.2
35 to 39 Minutes	6	1.2
40 to 44 Minutes	13	2.5
45 to 59 Minutes	22	4.3
60 to 89 Minutes	22	4.3
90 or More Minutes	15	2.9
Worked at Home	20	3.9
Total Workers 16 and Older	515	100.0
Mean Travel Time to Work	24.9 minutes	

Source: U.S. Bureau of the Census, 2000, SF 3A, P31.

Au Train Township residents reported a mean travel time of 24.9 minutes to get to work. About 73 percent of residents reported a travel time of less than 30 minutes to work, while approximately 23 percent reported travel times of over 30 minutes. Table 3-5 above indicated a relatively high number of Township residents commuting to places of employment outside of Alger County, likely resulting in an increased commute time.

The workplace as we have come to know it has been greatly influenced by technological advancements and economic globalization. It is predicted that fully one-third of the 21st century workforce will be independent with regard to location; electricity and phone line availability will be the only requirements. Places that can offer quality living environments will be the locations of choice for these types of work arrangements.

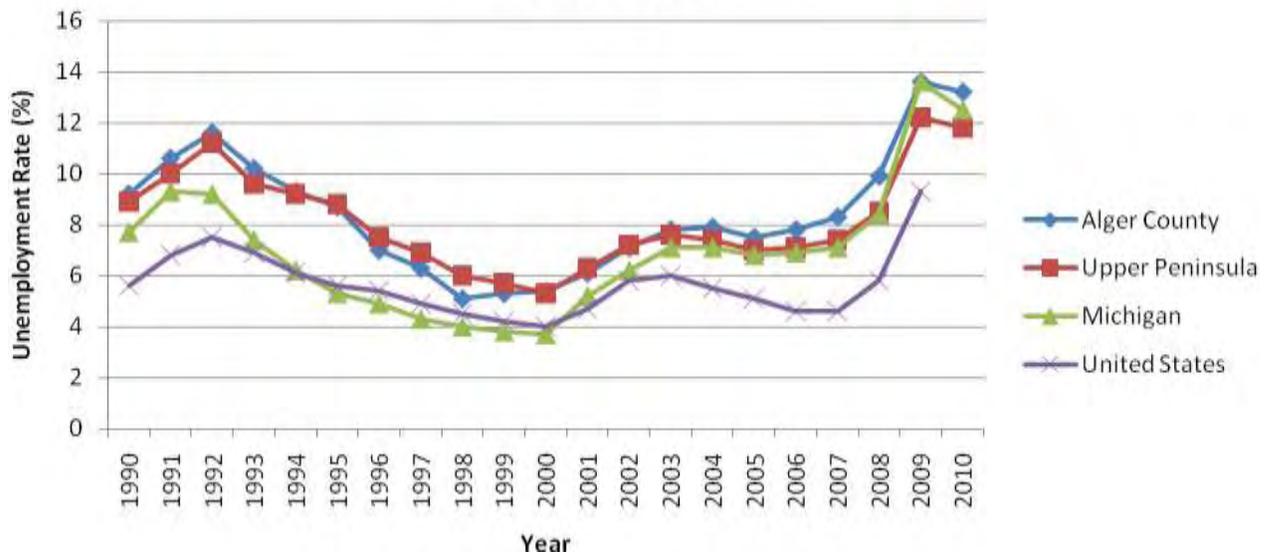
3.6 Unemployment

The Michigan Employment Security Agency (formerly the Michigan Employment Security Commission) collects and analyzes unemployment and labor force data by county. Prior to 1965, unemployment figures were based on Bureau of the Census data. A comparison of unemployment and labor force data is presented in Table 3-8. Unemployment rates in Alger County have generally followed the regional pattern. In nearly every year of the comparison, Alger County has experienced annual unemployment rates in excess of those recorded for the state and nation. 2010 data indicates a slight decrease in the unemployment rate for the County from a high of 13.6 percent in 2009; the 2010 rate was 13.2 percent. The civilian labor force fluctuates with prevailing economic conditions. The civilian labor force has decreased from a high of 4,478 in 2006 to 4,112 in 2010.

Year	Alger County Labor Force			Unemployment Rates (Percentage)			
	Labor Force	Employed	Unemployed	Alger County	Upper Peninsula	State of Michigan	United States
1990	3,814	3,462	352	9.2	8.9	7.7	5.6
1991	3,869	3,458	411	10.6	10.0	9.3	6.8
1992	3,940	3,484	456	11.6	11.2	9.2	7.5
1993	4,008	3,600	408	10.2	9.6	7.4	6.9
1994	4,133	3,750	383	9.3	9.2	6.2	6.1
1995	4,242	3,871	371	8.7	8.8	5.3	5.6
1996	4,208	3,193	295	7.0	7.5	4.9	5.4
1997	4,273	4,003	270	6.3	6.9	4.3	4.9
1998	4,298	4,080	218	5.1	6.0	4.0	4.5
1999	4,403	4,169	234	5.3	5.7	3.8	4.2
2000	4,373	4,139	234	5.4	5.3	3.7	4.0
2001	4,432	4,161	271	6.1	6.3	5.2	4.7
2002	4,402	4,090	312	7.1	7.2	6.2	5.8
2003	4,431	4,084	347	7.8	7.6	7.1	6.0
2004	4,377	4,032	345	7.9	7.4	7.1	5.5
2005	4,381	4,052	329	7.5	7.0	6.8	5.1
2006	4,478	4,130	348	7.8	7.1	6.9	4.6
2007	4,412	4,046	366	8.3	7.4	7.1	4.6
2008	4,296	3,872	424	9.9	8.5	8.4	5.8
2009	4,288	3,705	583	13.6	12.2	13.6	9.3
2010	4,112	3,569	543	13.2	11.8	12.5	9.6

Source: Michigan Department of Labor and Economic Growth, for years cited.

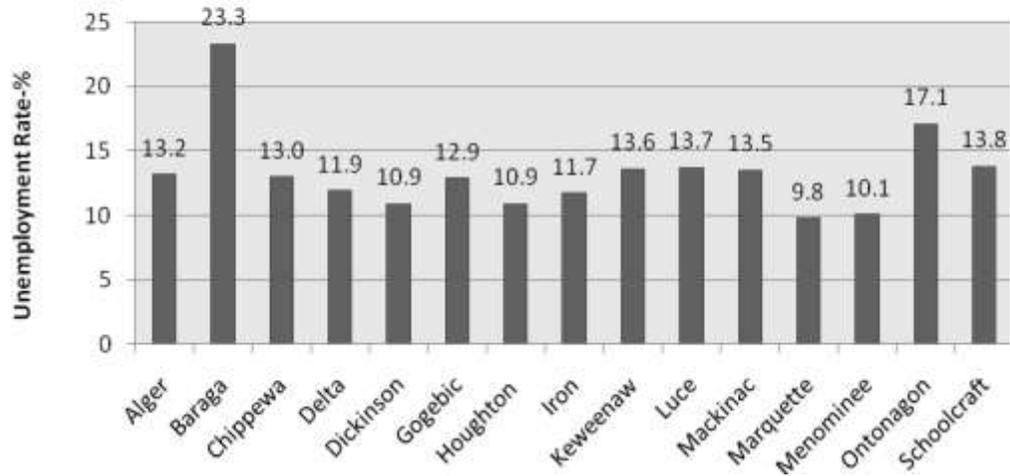
Unemployment Rate, Selected Areas 1990-2010



County	Total Labor Force	Employed	Unemployed	Unemployment Rates (Percentage)
Alger	4,112	3,569	543	13.2
Baraga	4,216	3,235	981	23.3
Chippewa	17,016	14,807	2,209	13.0
Delta	19,080	16,801	2,279	11.9
Dickinson	14,033	12,498	1,535	10.9
Gogebic	7,348	6,397	951	12.9
Houghton	17,379	15,783	1,896	10.9
Iron	5,559	4,907	652	11.7
Keweenaw	1,102	952	150	13.6
Luce	2,665	2,300	365	13.7
Mackinac	6,088	5,269	819	13.5
Marquette	35,558	32,086	3,472	9.8
Menominee	12,657	11,379	1,278	10.1
Ontonagon	3,090	2,562	528	17.1
Schoolcraft	3,903	3,364	539	13.8

Source: Michigan Department of Labor and Economic Growth, 2011.

Labor Force and Unemployment, Upper Peninsula Counties, 2010



3.7 Major Area Employers

Photo 3-1 Kewadin Casino



Kewadin Casino, located in Christmas, is operated by the Sault Ste. Marie Tribe of Chippewa Indians. A 21,000 square foot expansion has elevated additional jobs to 140, as of 2007, and is now one of the area’s largest employers. The casino offers a variety of gaming options and attracts visitors from across the Upper Peninsula. Amenities in Christmas include Frosty’s Bar & Grill, the Northern Lights gift shop, and free parking. The casino is open seven days a week.

Neenah Paper is the largest single employer in Alger County. The manufacture of paper began in 1902 after the Munising Paper Company completed construction of a pulp mill. The facility was acquired by the Neenah Paper and remains operational at its original location. Employment has been in the range of 300 to 315 in recent years. Raw materials and other products required for making specialty papers, such as latex, chemicals and baled pulp, are delivered by rail and truck. Coal is delivered by boat.

Alger Maximum Correctional Facility, located in Munising Township, was constructed in 1990 at the cost of \$42 million. As of 2007, employment at the prison facility was 369. The Alger Maximum Correctional Facility has a total of six housing units. Five are identical, and the sixth has additional beds. Three housing units are general population and three are used for segregation. Other buildings provide food service, health care, maintenance, storage and space for administrative offices. The facility occupies 78 acres and as of 2010 houses approximately 870 inmates.

Timber Products Company, located in Munising Township approximately 6 miles east of the City of Munising, operates both a sawmill and veneer mill. Over the past ten years, employment has fluctuated in a range from 250 to 300 employees. Currently, two shifts are operating in each mill. Timber Products processes hardwood logs (maple, beech, oak, cherry, ash, and basswood) into high value lumber products. Timber availability is a main concern. The company no longer finds it practical to purchase timber from U.S. Forest Service managed forests due to regulatory burdens.

Hiawatha Telephone Company, located in the City of Munising, currently employs around 55 people. Services provided by HCI include local and long distance voice, dial up and high speed internet, calling features, voicemail and web hosting services. Services provided by Hiawatha Telephone Company have the ability to provide technology needs to new businesses locating in the Munising area.

Other major employers in the area include Munising Memorial Hospital with 95 employees (2007), Tendercare Health Center with 100 employees (2007), Munising Public Schools with 126 employees (2009), and Pictured Rocks National Lakeshore and Hiawatha National Forest with 20 permanent employees and about 30 seasonal employees (2009). Approximately 14 percent of Au Train Township residents work outside of Alger County; many travel to Marquette County and are employed at Marquette Branch Prison or Marquette General Hospital.

The largest employers in the greater Munising area, according to MESC 2007 data, are presented in Table 3-10. State and Federal government agencies employ numerous Alger County residents.

Employer	Location	Number of Employees	Type of Business
Alger County Maximum Prison	Munising Township	369	Prison
Neenah Paper	Munising	300	Paper Mill
Timber Products Company	Munising Township	280	Sawmill and Veneer Mill
Kewadin Casino, Inc.	Christmas	140	Gaming Casino
Munising Public School District	Munising	140	Public School System
Tender Care Health Center	Munising	75	Health Care
Munising Memorial Hospital	Munising	95	Health Care
Hiawatha Telephone Company	Munising	55	Telecommunications
People’s State Bank of Munising	Munising	25	State commercial bank
Pictured Rocks National Lakeshore and Hiawatha National Forest	Munising/Munising Township	20 permanent and ~30 seasonal	National Lakeshore and National Forest

Source: Michigan Employment Security Agency, ES 202, 2007 and Pictured Rocks National Lakeshore, 2009.

Three small communities, consisting of Au Train, Christmas and 16 Mile Lake serve as the commercial centers for Au Train Township. Because of the Township’s close proximity to the City of Munising as well as the City of Marquette, many Township residents rely on the cities for employment, commodities and services.

Au Train Township originated with sawmills, particularly at the Au Train River mouth. The Township is still somewhat dependent on the forest and wood products industry for employment and income. There are numerous businesses mentioned above that rely on forest yields to manufacture their wood products. There are no sawmills or paper mills located directly in the Township, but there are several loggers and haulers operating in the area.

Photo 3-2 Au Train



The Township is also heavily reliant on tourism, a growing industry in the area. Au Train Township is home to numerous businesses that employ local residents. These Township establishments include: various lakesides cottages and resorts, several motels, campgrounds, charter fishing outfits, canoe and kayak outfitters, several small stores, electric service companies, construction companies, grocery store, storage, used car dealership, auto repair shop, bars and restaurants. Many of these businesses are located along the main transportation corridor, M-28, in Au Train and Christmas. The Township also presents opportunities for heritage tourism, with the Paulson House and other historic locations as well as eco-tourism, offering canoeing, hiking, kayaking and bird watching.

The unincorporated community of Christmas, located approximately nine miles east of Au Train, along Lake Superior and M-28, has developed a “Santa Claus” theme. Christmas was given its name by a Munising man who developed a roadside factory to produce holiday gift items. The factory is long gone, but the name and the roadside Santa that inspired it remain today. Businesses in Christmas also produce various popular tourist items. During the Christmas season, many people send their Christmas cards to Christmas’ Post Office, to be postmarked. Christmas is also home to Bay Furnace Park, a National Forest Campground and Picnic Area, and a popular tourist destination.

There is very little agriculture in the Township at this time, mainly consisting of hobby farms. The hobby farms are dispersed throughout the Township and produce food for the landowners’ consumption; raising chickens for consumption is becoming increasingly prevalent in the Township.

Photo 3-3 Christmas Sign



Diversification of the types of businesses located in the

Township is a priority, to reduce dependence on only one or two types of employment. Should the chance to develop “green energy” opportunities present itself in the Township, the Township should support compatible development.

3.8 Income

Examination of local income trends, and comparison of local income figures to state and national averages, provides information about the amount of wealth that is available locally for expenditures on goods and services. Income figures also reflect the wages and salaries paid to local workers. The income generated by a single individual or family is a good representation of the wages and salaries paid by employers in the area.

Household incomes are presented in Table 3-11 for the Township, County and State. Nearly 51 percent of Au Train Township households reported annual incomes between \$35,000 and \$74,999 in 1999. This compares to 37.1 percent for Michigan and 40.5 percent for the County overall. Income levels rose in each of the categories presented in the table when compared to the 1989 figures. Approximately 12 percent of Township residents reported annual incomes over \$75,000, while nearly 27 percent reported household incomes of less than \$25,000.

Annual Income	Au Train Township		Alger County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Less than \$10,000	52	10.5	383	10.1	313,905	8.3
\$10,000-\$14,999	27	5.5	277	7.3	219,133	5.8
\$15,000-\$24,999	53	10.8	573	15.1	469,100	12.4
\$25,000-\$34,999	50	10.1	612	16.1	470,419	12.4
\$35,000-\$49,999	131	26.6	788	20.8	624,326	16.5
\$50,000-\$74,999	120	24.3	749	19.7	778,755	20.6
\$75,000-\$99,999	38	7.7	246	6.5	432,681	11.4
\$100,000-\$149,999	14	2.8	125	3.3	324,966	8.6
\$150,000-\$199,999	4	0.8	13	0.3	79,291	2.1
\$200,000 or More	4	0.8	31	0.8	76,204	2.0
Total	493	100.0	3,378	100.0	3,424,122	100.0

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, Table DP3.

Median household incomes and median family incomes are shown for all Alger County jurisdictions in Table 3-12. Median household incomes and median family incomes for the six-county CUPPAD Region are shown in Table 3-13.

Table 3-12		
Median Incomes, Alger County Jurisdictions, 1999		
Jurisdiction	Median Household Income	Median Family Income
Au Train Township	\$40,331	\$42,857
Burt Township	\$27,500	\$32,656
Grand Island Township	\$76,094	\$82,500
Limestone Township	\$35,938	\$37,981
Mathias Township	\$25,167	\$27,500
City of Munising	\$33,899	\$46,133
Munising Township	\$40,946	\$45,114
Onota Township	\$38,750	\$44,500
Rock River Township	\$32,619	\$36,750
Alger County	\$35,892	\$42,017
State of Michigan	\$44,667	\$53,457

Source: U.S. Bureau of the Census, 2000, SF3, Table P53, P77.

Table 3-13		
Median Incomes, CUPPAD Region, 1999		
Jurisdiction	Median Household Income	Median Family Income
Alger County	\$35,892	\$42,017
Delta County	\$35,511	\$45,079
Dickinson County	\$34,825	\$43,021
Marquette County	\$35,548	\$46,281
Menominee County	\$32,888	\$40,268
Schoolcraft County	\$31,140	\$36,810
State of Michigan	\$44,667	\$53.457

Source: U.S. Bureau of the Census, 2000, SF3, Table P53, P77.

Au Train Township’s median household and median family incomes are higher than all Alger County jurisdictions, except for Grand Island Township and Munising Township Table 3-12). When looking at the same figures compared to the state, the Township’s figures are less than statewide levels, but remains high when compared to other Alger County jurisdictions. As shown in Table 3-13, Alger County reported the highest median household income for the CUPPAD Region, while Marquette County had the highest median family income for the region.

3.9 Poverty Rates

Poverty levels are determined by the United States Bureau of the Census based on a complex formula that includes 48 different thresholds that vary by family size, number of children within the family and the age of the householder. The data provided in Table 3-14 is based on 1999 incomes as gathered for the 2000 Census. The annual income poverty level for a family of two was \$11,060; for a family of three, \$13,880. The average household size in 2000 was 2.37 for the Township.

Au Train Township’s 2000 poverty rate (10.2 percent) for all persons was slightly lower than the statewide percentage of 10.5. Alger County’s poverty rate was slightly higher than the Township, at 10.3 percent. It should be noted that the 1999 percentage levels were lower in most cases across the board when compared to the 1989 figures.

The most notable comparisons can be drawn from female householder families and families with children under 5. Over 42 percent of families that are led by a female householder, with no husband present report being below the poverty level. Alger County reported 27.9 percent of female-led households were below the poverty level, while the state reported 24.0 percent. The Township’s percentage of families with children under five years of age below the poverty line (17.6) is much higher than that of the state and for Alger County as a whole. Increased promotion of services available for women with children, especially children under five, may be necessary for Alger County residents.

Poverty Rates by Group	Au Train Township	Alger County	State of Michigan
All Persons	10.2	10.3	10.5
18 years and over	10.5	9.4	9.3
Female Householder Families	42.3	27.9	24.0
Families with Children Under 5	17.6	14.9	14.7
Persons 65 or Older	7.8	8.1	8.2

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing, STF 3A, Income and Poverty Status.

3.10 Issues and Opportunities

- The economy is and has historically been linked to the area’s natural resources and geography. Whether used as raw materials, as in the case of the wood products industry, or for recreational activities, natural resources such as timber, lakes, shoreline and geographic features are vital to businesses in the area.
- Au Train, Christmas and 16 Mile Lake serve as the economic centers of the Township.
- Au Train Township has the opportunity to continue to market the area as a destination for four season recreational activities. The natural surroundings provide favorable circumstances for area tourism promotion.

- Small businesses in the Township are concentrated in Au Train and Christmas. The Township is dependent on recreational and tourism dollars.
- The community of Christmas has developed a theme and businesses that cater to the tourist industry.
- The Kewadin Casino in Christmas provides employment for many Township residents.
- Many Au Train residents travel to the City of Munising and the City of Marquette for employment and commercial opportunities.
- There is no significant agricultural activity in the Township; there are a few hobby farms in existence, producing food for owner consumption.
- Significant increases in the number of women with children in the labor force affect the needs for child care, educational and recreational programs and facilities. Changes in the working environment to accommodate family needs of both men and women, such as flexible days and hours of work, job sharing, etc. may in turn affect commuting, transportation and shopping patterns.
- Alger County is dependent on the forest products and tourism industries. Diversification of the local economy is necessary.
- About 85 percent of Township residents work in Alger County; about 80 percent drive to work alone and 73 percent report commuting times of less than 30 minutes to work.
- Unemployment rates for Alger County generally coincide with Upper Peninsula rates. Alger County tends to report a significantly higher unemployment rate than both the State and the nation.
- Nearly 51 percent of Au Train Township households reported annual incomes between \$35,000 and \$74,999 in 1999. This compares to 37.1 percent for Michigan and 40.5 percent for the County overall.
- Poverty rates for the Township are similar to those reported for Alger County and for the State.

CHAPTER 4.0 HOUSING

4.1 Introduction

Housing is an important part of Au Train Township's land use and economy. The type, location, availability, affordability and quality of housing will determine what kinds of neighborhoods are present in the Township. Dilapidated and deteriorated housing can depress entire neighborhoods. Conversely, charming, well-designed neighborhoods can cultivate strong communities and are an asset to the residents of Au Train Township.

Housing can also impact economic development. Commercial development generally follows rooftops and major employers are concerned about having an available workforce, reasonably close to the jobsite. Construction of new housing, as well as improvement of existing units, create jobs and foster spending for construction materials and home furnishings. While the housing industry creates positive economic activity, those housing rooftops also represent new demands for government services. New residential development can intensify existing traffic, pollution and water usage problems and creates additional costs to the local government for streets, schools and other infrastructure.

Researching housing statistics provides Au Train Township the opportunity to inventory existing housing stock and its condition, occupancy and affordability characteristics; to assess its adequacy and suitability for serving current and future population and economic development needs; to articulate community housing goals; and to formulate an associated implementation program for the adequate provision of housing for all sectors of the population.

4.2 Housing Characteristics

Data on the types of housing units provides a measure of the diversity of the housing stock and can provide insight to future community housing needs and goals. The current and historic numbers of single-family, multifamily and manufactured dwellings for selected areas are listed in Table 4-1.

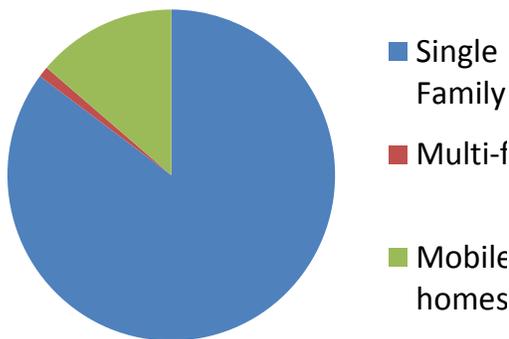
Housing in Au Train Township is concentrated in the communities of Au Train and Christmas. There are also a large number of homes on 16 Mile Lake and Cooks Lake. Recent residential growth in the Township has been occurring around many of the lakes. Residential development in the Township around the lakes consists of seasonal homes as well as year-round residences, contrasted with other areas of the Township, where development is mainly for year-round residences.

Table 4-1 Percent Historic and Current Housing Types by Unit, Selected Areas, 1990-2000									
Unit of Government	% 1990			% 2000			% Change 1990-2000		
	Single Family	Multi-family	Mobile Homes	Single Family	Multi-family	Mobile Homes	Single Family	Multi-family	Mobile Homes
Au Train Twp.	81.1	1.0	13.1	88.8	1.2	10.3	+7.7	+0.2	-2.8
Grand Island Twp.	100.0	-	-	95.9	-	4.1	-4.1	-	+4.1
City of Munising	70.6	24.1	3.7	72.4	17.2	7.6	+1.8	-10.3	+3.9
Munising Twp.	79.7	1.7	15.6	87.4	0.4	11.8	+7.7	-1.3	-3.8
Alger County	79.3	5.7	10.9	83.7	6.2	9.3	-4.4	+0.5	-1.6
State of Michigan	72.8	19.8	6.4	74.5	18.8	6.5	+1.7	-1.0	+0.1

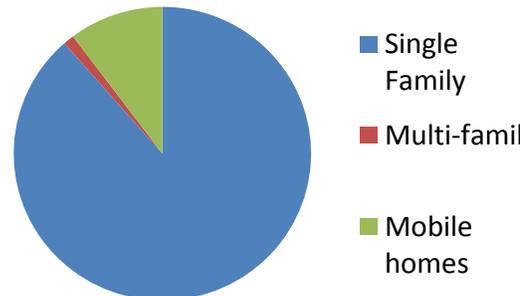
Source: US Bureau of the Census, STF1 and STF 3, 1990-2000.

Figure 4-1

Housing Types by Unit, Au Train Township, 1990



Housing Types by Unit, Au Train Township, 2000



Current Housing Types

As indicated in Table 4-1 and Figure 4-1, nearly 90 percent of the housing units in Au Train Township are single family homes. About 13 percent of the housing units are mobile homes, while just over one percent consists of multi-family homes. There is a concentration of mobile homes at a mobile home park in Christmas. Housing unit data reported for surrounding Townships was similar, while the City of Munising reported a much higher percentage of multi-family homes. Alger County reported a comparable rate for single family homes (83.7 percent) and for mobile homes (9.3 percent), while the number of multi-family homes reported was much higher in the county (6.2 percent). Michigan also reported a much higher number of multi-family housing units, common in an urban setting.

The availability of multifamily units is an essential component of a diversified housing stock. Multifamily units are often located in higher density areas, close to schools and infrastructure. The lack of a diversified housing stock can create challenges to the economic health of the community. One possible outcome is a housing supply that is inconsistent with the incomes of workers in the community. Diversification of the current housing stock may be necessary to provide viable housing stock options to all area workers.

Table 4-2 contains information on the total number of housing units, based on occupancy and tenure for Au Train Township, Alger County and the state of Michigan.

Housing Units	Au Train Township		Alger County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Total Units	991	100.0	5,964	100.0	4,234,279	100.0
Occupied	494	49.8	2,785	63.5	3,785,661	89.4
Owner	435	88.1	3,121	82.5	2,793,124	65.9
Renter	59	11.9	664	17.5	992,537	23.4
Vacant	497	50.2	2,179	36.5	448,618	10.6
For Rent	19	1.9	95	12.5	72,805	1.7
For Sale	7	0.7	104	3.2	44,250	1.0
Rented/Sold, Not Occupied	3	0.3	35	0.6	27,161	0.6
Seasonal Use	446	45.0	1,842	30.9	233,922	5.5
Other Vacant	22	2.2	121	2.0	70,480	1.7

Source: US Bureau of the Census, SF3, Table H8, 2000.

The percentage of occupied units in Au Train Township is much lower (49.8 percent), than the County (63.5 percent) and the state (89.4 percent). While Alger County reported a high percentage of units designated for seasonal use, at 30.9 percent, the Township’s percentage (45.0 percent) was much higher. Only 5.5 percent of the housing units in the State are reported as seasonal units. The number of seasonal units reported in the Upper Peninsula is generally much higher than the number reported for the state, due to the rural nature of the area and the high use of housing for seasonal, recreational or occasional use. Au Train Township’s number of seasonal units is exceptionally high, likely due to the fundamentally recreational nature of the Township.

Age and Condition of Housing

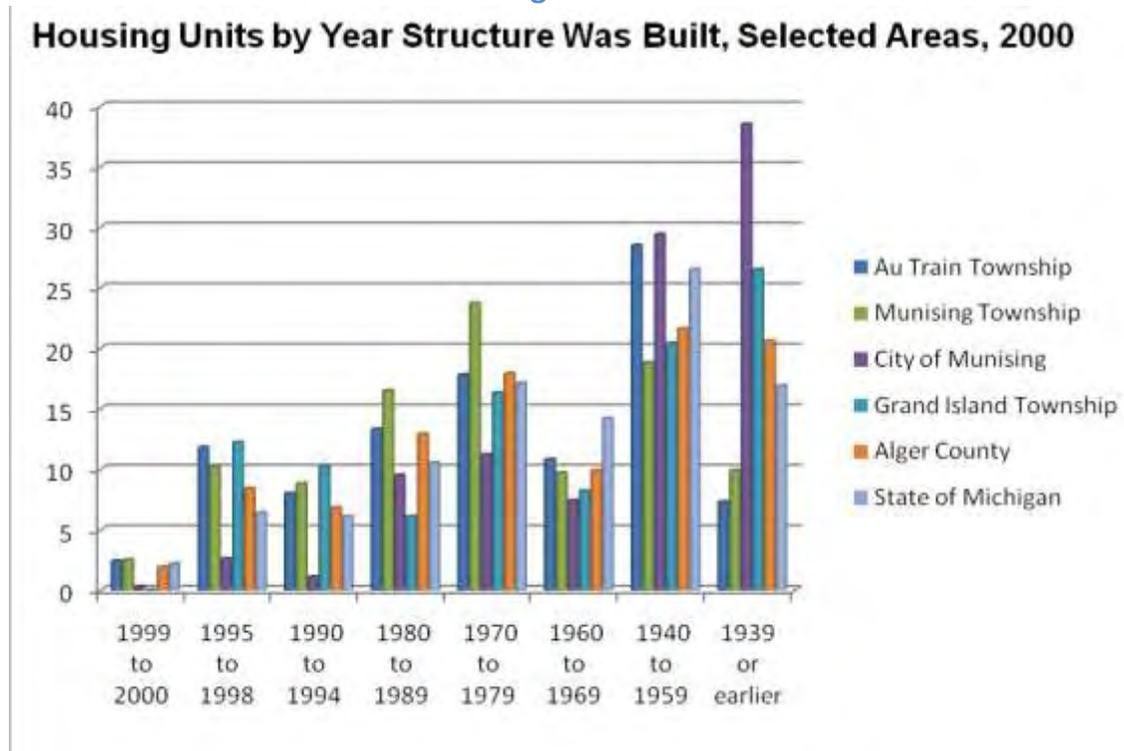
The age and condition of housing in a community can be an important indicator of housing needs and can assist in identifying housing that requires special attention to continue to provide safe and suitable shelter. Declining housing conditions can be an indication of unsafe and inadequate shelter for some residents.

The age and condition of housing in a community can be an important indicator of housing needs and can assist in identifying housing that requires special attention to continue to provide safe and suitable shelter. Declining housing conditions can be an indication of unsafe and inadequate shelter for some residents. Table 4-3 and Figure 4-2 contain information on the age of housing units in Au Train Township, surrounding communities, Alger County and the state of Michigan.

Table 4-3 Housing Units by Year Structure Was Built, Selected Areas								
Unit of Government	Percent Built from 1999 to 2000	Percent Built from 1995 to 1998	Percent Built from 1990 to 1994	Percent Built from 1980 to 1989	Percent Built from 1970 to 1979	Percent Built from 1960 to 1969	Percent Built from 1940 to 1959	Percent Built in 1939 or earlier
Au Train Twp.	2.4	11.8	8.0	13.3	17.8	10.8	28.5	7.3
Grand Island Twp.	-	12.2	10.2	6.1	16.3	8.2	20.4	26.5
City of Munising	0.3	2.6	1.1	9.5	11.2	7.4	29.4	38.5
Munising Twp.	2.5	10.2	8.8	16.5	23.7	9.7	18.8	9.9
Alger County	1.9	8.4	6.8	12.9	17.9	9.9	21.6	20.6
State of Michigan	2.2	6.4	6.1	10.5	17.1	14.2	26.5	16.9

Source: US Bureau of the Census, 2000.

Figure 4-2



Over 64 percent of the Township’s housing stock was constructed after 1960. Munising Township (71.4 percent) and Grand Island Township (53 percent) also reported a majority of the housing stock was less than 50 years old. Only 32.1 percent of the City’s housing stock was built after 1960, and 38.5 percent was built in 1939 or earlier. About 58 percent of the County’s and nearly 57 percent of the State’s housing stock is less than 50 years old.

The current trend of residential developments expanding outside of more densely populated areas on larger land parcels has been occurring nationwide, accounting for much of the recent construction occurring in outlying Townships. Waterfront development has also increased where accessible. Older housing units may be more difficult to maintain; their age may create challenges in terms of housing quality and safety. Older homes are generally a source of affordable housing for many people, when compared to the high cost often associated with a newly constructed single-family home. Newly constructed housing units generally have more rooms, while older homes are much more likely to lack complete kitchen facilities and some plumbing facilities. There is land available in the western end of the community of Au Train for new development.

Table 4-4 provides information about the type of heating fuel utilized for selected areas.

Table 4-4						
Occupied Housing Unit Heating Fuel, Selected Areas, 2000						
Source	Au Train Township		Alger County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Utility Gas	227	46.0	1,815	48.0	2,961,242	78.2
Bottled, Tank or LP Gas	154	31.2	1,057	27.9	357,502	9.4
Electricity	24	4.9	141	3.7	251,208	6.6
Fuel Oil, Kerosene, etc.	27	5.5	266	7.0	130,933	3.5
Coal or Coke	--	--	--	--	659	--
Wood	59	12.0	499	13.2	54,608	1.4
Solar Energy	--	--	--	--	641	--
Other Fuel	2	0.4	4	0.1	18,413	0.5
No Fuel	--	--	3	0.1	10,455	0.3
Total Units	493	100.0	3,785	100.0	3,785,661	100.0

Source: US Bureau of the Census, Table DP-4, 2000.

Most Township residents reported using utility gas and bottled, tank or LP gas as the primary heating fuel for their homes. The same was reported for the County and the State. Au Train Township and Alger County residents use wood as their source of heating fuel at much higher rates than the State as a whole, likely due to the rural nature of the area and less access to utility or bottled gas.

Table 4-5 contains information regarding the condition of housing units in the Township as well as the surrounding municipalities. Housing units lacking complete plumbing (hot and cold piped water, flush toilet and bathtub or shower) or complete kitchen facilities (an installed sink,

range and other cooking appliances and refrigerator) are considered substandard. Seasonal housing units have an impact on the percentages shown for the townships, city, county and state. While Au Train Township has a much greater percentage of housing units dedicated for seasonal use than other communities, it has not produced an increase in the number of housing units lacking complete plumbing, kitchens and telephone service, likely due to the modern housing stock.

**Table 4-5
Conditions of Housing Units, Selected Areas, 2000**

Area	Lacking Complete Plumbing				Lacking Complete Kitchens				No Telephone Service			
	1990		2000		1990		2000		1990		2000	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Au Train Township	34	3.7	-	-	36	3.9	3	0.6	6	1.5	3	0.6
Grand Island Township	-	-	-	-	-	-	-	-	-	-	-	-
City of Munising	3	0.2	8	0.7	3	0.2	-	-	29	2.7	40	3.6
Munising Township	33	3.1	5	0.6	50	4.7	-	-	48	7.5	11	1.3
Alger County	219	3.8	40	1.1	178	3.1	22	0.6	146	2.5	94	2.5
State of Michigan	32,492	0.8	16,971	0.4	34,613	0.9	17,844	0.5	139,082	3.6	99,747	2.6

Source: US Bureau of the Census, Table DP-4, 2000.

Au Train Township reported a decrease in the number of households lacking complete plumbing facilities, complete kitchen facilities and having no telephone service from 1990 to 2000. The rates reported for 2000 in each of these categories were less than 1 percent for the Township. Rates for the surrounding communities, Alger County and the State were comparable to those reported for the Township. The City of Munising had an increase in the number of households reporting no telephone service from 1990 to 2000.

Household Type and Relationship

The US Bureau of the Census categorizes households into three types: family households, non-family households, and group quarters. *Family households* consist of a householder and one or more persons living in the same household who is related by birth, marriage or adoption. *Non-family households* consist of either one person living alone or of two or more persons who share a dwelling but do not constitute a family. *Group quarters* refer to facilities providing living quarters that are not classified as housing units (i.e. prisons, nursing homes, dormitories).

Table 4-6 presents census data on household types and the relationships occurring in those households for the Township, the County and the State.

Composition of Households	Au Train Township		Alger County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Total Population in Households	1,172	100.0	9,862	100.0	9,938,444	100.0
Family Households	349	70.6	2,587	68.3	8,189,108	82.4
Householder	494	42.2	3,785	38.4	2,575,699	25.9
Spouse	305	26.0	2,157	21.9	1,947,710	19.9
Child	299	25.5	2,362	24.0	3,037,440	30.6
Other Relatives	26	2.2	217	2.2	116,192	1.1
Non-relatives	48	4.1	355	3.6	195,189	2.0
Non-family Households	145	29.4	1,198	31.7	1,499,537	15.1
Householder Lives Alone	117	23.7	1,016	26.8	993,607	10.0
Householder 65 Years & Over	38	7.7	477	12.6	862,730	8.7
In Group Quarters	--	--	986	10.0	249,889	2.5
Institutionalized	--	--	912	9.2	126,132	1.3
Noninstitutionalized	--	--	74	0.8	123,757	1.2

Source: US Bureau of the Census, Table DP-1, 2000.

In the Township, 70.6 percent of the population in households lives in a family household, higher than the County (68.3 percent) and lower than the State (82.4 percent). About 29 percent of the population in Au Train Township lives in a non-family household; lower than the County (31.7 percent), but nearly double the rate of the state than the State (15.1 percent). The majority of residents in non-family households are householders living alone, about 32 percent of residents living alone are 65 years and older. The Township reports no residents in group quarters, while Alger County reported 10 percent of the population living in group quarters, which is much higher than the state (2.5 percent). The high proportion of institutionalized residents is due to the location of Alger Maximum Correctional Facility and Camp Cusino within the County.

Household Size

Household size has been steadily decreasing over the past 100 years. In the early 20th century it was common to have grandparents living in the home. With the advent of better transportation and looser moral restrictions, people were able to leave the nest. Today a combination of greater wealth, individuality and mobility has lead to a shrinking family size. Financial success has lead to people getting married later, having fewer children and helping people live longer, all factors in leading to smaller average households. Table 4-7 compares household size for selected areas over the past 20 years.

Table 4-7 Persons Per Household, Selected Areas, 1980-2000		
	Persons Per Household	
	1990	2000
Au Train Township	2.55	2.37
Alger County	2.69	2.35
State of Michigan	2.66	2.56

Source: US Bureau of the Census, 1990, 2000.

The number of persons per household in Au Train Township has decreased slightly from 1990 to 2000, from 2.55 to 2.37. Household size in Alger County has decreased by 12 percent and has decreased by 3.8 percent in the State.

4.3 Financial Characteristics

The cost of housing should be compatible with the income of its residents. If affordable housing is not available in a community, workers may be forced to live elsewhere and commute to their jobs. Conversely, if there is not an adequate supply of middle and upper-income housing, the future economic development potential of the community may be hindered.

Median housing values have been steadily increasing nationwide. The home value is an estimate of how much the property would sell for if it were for sale. Estimates of home value are based on owner occupied units only. Following national trends, median gross rent has increased since 1990, possibly due to an increase in demand for rental units. Data for median home values and median gross rent are presented in Tables 4-8 and 4-9 respectively.

Table 4-8 Median Housing Values, Selected Areas 1990-2000		
Area	1990	2000
Au Train Township	\$44,100	\$103,000
Grand Island Township	\$67,500	\$162,500
City of Munising	\$38,100	\$66,500
Munising Township	\$42,600	\$84,100
Alger County	\$39,200	\$75,900
State of Michigan	\$60,600	\$115,600

Source: US Bureau of the Census, 1990, 2000.

Table 4-9 Median Gross Rent, Selected Areas 1990-2000		
Area	1990	2000
Au Train Township	\$310	\$415
Grand Island Township	\$425	-
City of Munising	\$290	\$370
Munising Township	\$302	\$396
Alger County	\$296	\$376
State of Michigan	\$423	\$546

Source: US Bureau of the Census, 1990, 2000.

Median housing values have increased exponentially in Au Train Township from 1990 to 2000. Larger homes built on waterfront property within the last 20 years may have aided in the spike in housing value. Housing values in the surrounding townships, the City and the County have experienced rapid growth as well. Median gross rent has also increased in the Township as well as the surrounding communities. Rent in the Upper Peninsula remains relatively low when compared to the State.

The US Department of Housing and Urban Development (HUD) has determined that households should spend no more than 30% of their incomes on housing. Using definitions established by HUD, cost burden is calculated as gross housing costs, including utility costs, as a percentage of gross income. Households that pay more than 30% of their incomes on housing are considered to be cost burdened; households that pay more than 50% of their incomes are said to be severely cost burdened. Cost burdened households will find it difficult to meet all their household’s needs; severely cost burdened households may be in danger of homelessness. By considering the number and characteristics of these households, the community can more easily develop a response to the need.

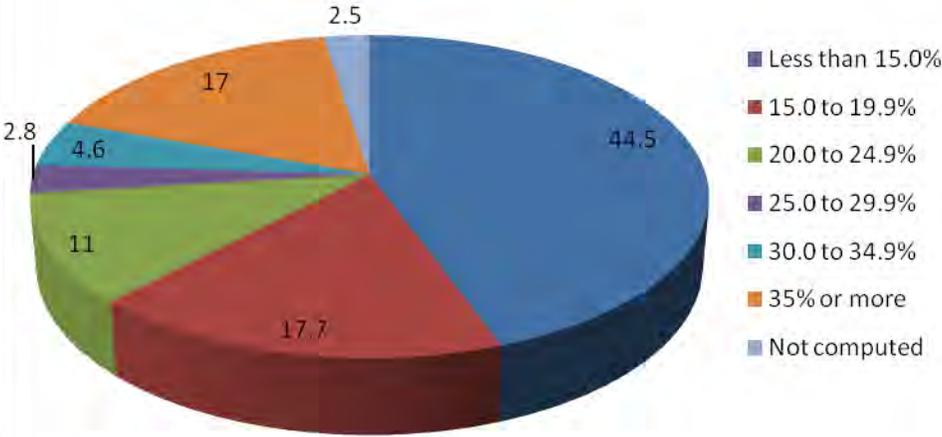
An analysis of the cost of housing compared to household income can provide valuable information on the availability of housing that is affordable to the workforce. Tables 4-10 and 4-11 present a breakdown of the percentage of income dedicated to housing costs for owner occupied and renter occupied housing units.

Table 4-10
Monthly Owner Costs as a Percentage of Household Income, Selected Areas, 1999

Monthly Owner Costs as a % of Household Income	Au Train Township	Grand Island Township	City of Munising	Munising Township	Alger County	State of Michigan
Less than 15.0%	44.5	78.6	50.4	45.1	48.9	41.8
15.0 to 19.9%	17.7	-	14.5	17.5	15.6	18.4
20.0 to 24.9%	11.0	-	11.4	14.8	11.9	13.1
25.0 to 29.9%	2.8	-	7.6	8.5	7.1	8.3
30.0 to 34.9%	4.6	14.3	5.6	5.3	4.7	5.0
35% or more	17.0	7.1	10.0	8.7	11.0	12.7
Not Computed	2.5	-	0.6	-	0.8	0.8

Source: US Bureau of the Census, 2000.

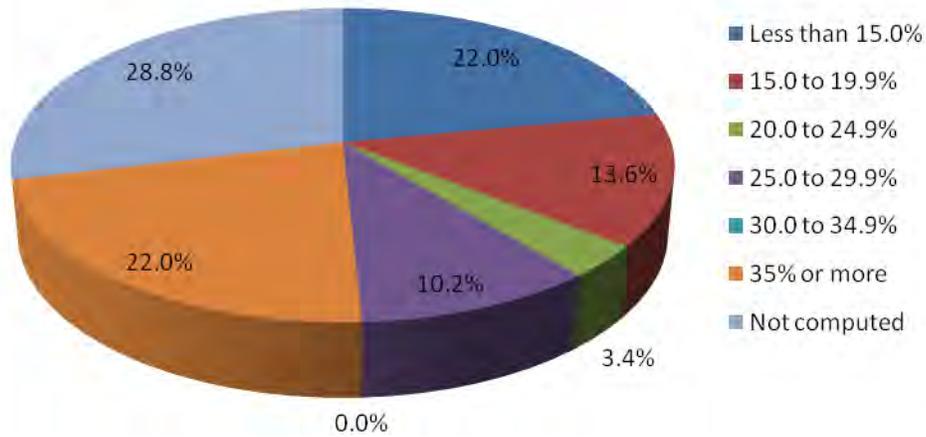
Monthly Owner Costs as a % of Household Income, Au Train Township, 2000



Gross Rent as a % of Household Income	Au Train Township	Grand Island Township	City of Munising	Munising Township	Alger County	State of Michigan
Less than 15.0%	22.0	-	21.6	29.8	23.3	20.9
15.0 to 19.9%	13.6	-	19.3	17.5	17.1	14.9
20.0 to 24.9%	3.4	-	10.2	-	8.6	12.4
25.0 to 29.9%	10.2	-	10.2	3.5	8.8	10.0
30.0 to 34.9%	-	-	9.1	3.5	6.5	6.8
35% or more	22.0	-	19.0	3.5	17.1	28.4
Not Computed	28.8	-	10.7	42.1	18.7	6.7

Source: US Bureau of the Census, 2000.

Gross Rent as a Percentage of Household Income, Au Train Township, 2000



Seventy-six percent of homeowners in the Township dedicate less than 30 percent of their income to a mortgage. This rate is slightly lower than that of the County, where nearly 84 percent of homeowners dedicated less than 30 percent of their income to housing. About 49 percent of renters in the Township paid dedicated less than 30 percent of their income to rent; the County reported about 58 percent. These results may not be entirely accurate, due to the high percentage of results listed as “not computed.” Overall, housing costs in the Township are affordable, with the vast majority of home owners and renters paying less than 30 percent of their income on housing.

Publicly Subsidized Housing

There are no publicly subsidized housing units located in the Township at this time. There are several publicly subsidized housing units in the City of Munising. With the aging population, subsidized housing, especially for the elderly may be needed in the Township.

Table 4-12 Subsidized Housing, City of Munising			
Development Name	Units	Year Built	Type
Lakeshore Manor	74	1974/1983	Elderly Low Rise
Hillside Apartments	12	1974	Family
Bay View Apartments	4	1974	Family
Jericho House	15	Remodeled 1995	Elderly Low Rise
Windjammer Apartments	24	1982	Family

4.4 Current Housing Trends

Building permits for the entire county are issued by the Alger County office of Building Code Administration. Reports are issued annually. Permitting activity for the years 2005-2009 for Alger County and Au Train Township is presented in Table 4-13.

Table 4-13 Building Permits Issued, Au Train Township, 2005-2009	
Year	Number of Permits Issued Au Train Township
2005	45
2006	41
2007	38
2008	39
2009	32

Source: Alger County Office of Building Code Administration, 2010.

Housing in Au Train Township is currently concentrated in Au Train, Christmas, 16 Mile Lake and Cooks Lake. A great deal of residential building has occurred in recent years along the lakes and many of the lakes are platted. Many older camps that were built along the lakes have replaced, with larger camps/summer homes taking their place. There are very few dilapidated homes in the Township. Many residents have moved to the Township seeking larger lots where a bigger home can be built, particularly on waterfront property to enjoy the recreational opportunities the area has to offer. Development throughout the remainder of the Township is well dispersed, due to the scattered nature of private property. There are no anticipated future housing developments at this time. Building on waterfront properties is expected to continue, providing that lots are available. There is adequate room to build new homes in areas currently designated as residential on the Township’s Zoning Map, particularly in west end of the community of Au Train.

Hiawatha National Forest, additional state and federal lands and an abundance of wetlands may present barriers to residential development. Currently, water and sewer services are not offered to Township residents; residents rely on well and septic systems for their water and wastewater services. Barring a population boom in the area, the development of a water and sewer system will be unnecessary. Areas of the Township with smaller parcels may experience water and septic issues should there be a dramatic increase in development. Existing paved roads are in decent condition and the gravel roads in the Township have been upgraded and are also in good condition. There are no sidewalks in the Township at this time.

Future housing demand to satisfy projected population growth is a critical component of the Master Plan. Housing development is typically market driven, but the market may not be providing the right types of housing for various sectors of the population. As the population ages, there will be an increased demand for housing that accommodates the associated change in lifestyle. One story dwellings or townhomes, with minimal outdoor maintenance requirements will likely become more desirable. Neighborhoods that provide close access to everyday goods and services will offer more opportunities to older residents.

4.5 Issues and Opportunities

- Nearly 90 percent of the housing units in Au Train Township are single family homes, while 10 percent of the housing units are mobile homes, and approximately one percent consists of multi-family homes. The availability of multifamily units is an essential component of a diversified housing stock. Diversification of the current housing stock may be necessary to provide viable housing stock options to all area residents.
- The percentage of occupied units in Au Train Township is much lower than the County and the State. Due to the recreational nature of living in Au Train Township, many homes are used seasonally or for recreational purposes.
- Over 64 percent of the Township's housing stock was constructed after 1960, resulting in very few dilapidated homes in the Township. Newer homes are often easier to maintain, while older homes may experience some symptoms of blight.
- Most Township residents reported using utility gas and bottled, tank or LP gas as the primary heating fuel for their homes. Wood is also used frequently as a primary heating source, especially in rural areas of the Upper Peninsula, where wood is plentiful.
- The Township's housing stock is relatively new, with very few units reporting a lack of plumbing, kitchen facilities or telephone service.
- The number of persons per household in Au Train Township has decreased slightly from 1990 to 2000, from 2.55 to 2.37, following nationwide trends. With more people living alone, diversification of the Township's housing stock may be necessary.

- Overall, housing costs in the Township are affordable, with the vast majority of home owners and renters paying less than 30 percent of their income on housing, falling within guidelines recommended by HUD.
- The nearest publicly subsidized housing units are located in the City of Munising. With the aging population, subsidized housing may be needed, especially units catering specifically to the elderly with little to no maintenance.
- The Township has several natural barriers to development, including Hiawatha National Forest as well as other state/federal lands and an abundance of wetlands. Water and sewer services are not currently provided to residents. Future residential development in the Township is likely along available waterfront property.
- Township residents have been attracted to the area by the natural surroundings, recreational opportunities, availability of waterfront lots and a sense of community.

CHAPTER 5.0 COMMUNITY FACILITIES AND SERVICES

5.1 Introduction

Services and facilities provided by local government are vital elements of a community’s progress and well-being. Services include police and fire protection, street and recreational facilities maintenance and operations, solid waste disposal and recycling. Community facilities include government buildings, schools, hospitals, marinas, parks, and maintenance and storage facilities.

As a part of the land use planning effort, Au Train Township’s services and facilities are described and evaluated as to their present condition and adequacy to meet present and future needs of the Township.

5.2 Township Owned Facilities and Services

Au Train Township Hall

The Au Train Township Hall, located at N7569 Spruce Street in Au Train, was constructed in 1980. The Township Hall houses the offices of the Township Supervisor, Assessor, Clerk, Treasurer and Zoning Administrator. The Township Board, Planning Commission, Zoning Board of Appeals, Board of Review and other municipal bodies hold meetings at the complex. The Township’s annual meeting is also held at the office complex; additional meetings may be held at the complex upon request. The Au Train Township Fire Department also maintains a fire hall at this location.

The Township Hall in Au Train serves as the polling place for elections. The Hall also serves as a community center for Au Train Township. The entire complex is ADA compliant and barrier free. The meeting room is available for residents to rent for a minimal fee. Generally, there is no charge for events related to youth programming.

Within the last several years, the Township has added a new roof, offices, siding, soffits and accessible sidewalks to the Township Hall. Renovations and remodeling of the building have not been necessary up to this point and there are no future renovations planned for the complex at this time.

Citizen’s Reach Events are also held monthly at the Township Hall. The events are available to area residents and offer a wide range of educational opportunities, experiences and demonstrations on a variety of topics.

Photo 5-1 Au Train Township Community Center



Au Train Township Fire Department

Fire protection services are provided by a staff of 20 volunteer firefighters, one fire chief, one assistant fire chief and two officers. There are no Au Train Township firefighters that are trained as EMT's at this time. Au Train Township maintains three fire halls; in Au Train, 16 Mile Lake and Christmas. The fire halls all contain showers and office space. The Au Train Hall has recently received a new roof. The 16 Mile Lake Hall has also experienced recent repairs, including a new well, the addition of a bathroom and backup heating. The Christmas Hall had a new well and septic system installed. The fire halls are in good condition and no major renovations are scheduled at this time.

Photo 5-2 Au Train Township Fire Department



Fire trucks include two tankers, two pumpers and a combination pumper/tanker. The Fire Department also has thermal imaging equipment and recently purchased two new fire trucks. New equipment for the Fire Department is always a necessity and grant funding may be pursued to aid in purchasing. The Township and the Township Fire Department plan on purchasing a new pickup truck to share. The Township also plans on purchasing a generator for the Au Train Township Hall/Fire Hall; the Hall will then serve as an emergency shelter.

The adequacy of fire protection is evaluated by Insurance Service Office (ISO) Commercial Risk, Inc through the use of the Grading Schedule for Municipal Fire Protection. The schedule provides criteria to be used by insurance grading engineers in classifying the fire defenses and physical conditions of municipalities. Grading obtained under the schedule is used throughout the United States in establishing base rates for fire insurance. While ISO does not presume to dictate the level of fire protection services that should be provided by a municipality, the findings of its Municipal Survey Office are frequently used by municipal officials in planning improvements to their fire fighting services. The grading is obtained by ISO based upon analysis of fire department equipment, alarm systems, water supply, fire prevention programs, building construction, and distance of potential hazard areas (such as the central business district) from fire station.

The Township's assigned fire insurance rating is an 8 rating as determined by ISO. In rating a community, total deficiency points in the areas of evaluation are used to assign a numerical rating of 1 to 10. The best protection is 1 and 10 would be a community that is essentially unprotected. Where a single number is assigned, all properties within the classified area receive that rating. Where more than one classification is indicated, the first number applies to properties located within five (5) road miles of the responding fire department and within 1,000 feet of a fire hydrant. Class 9 applies to properties located within 5 road miles of the responding fire department but over 1,000 feet from a fire hydrant. Class 10 applies to properties located more than 5 miles from the responding fire department.

In rural areas where municipal water systems are not available, dry hydrants are used to supply water for fighting fires; there are four dry hydrants in Au Train Township. Dry hydrants are located at Grand Island, the 16 Mile Lake Road area and Woodland Avenue.

Mutual aid agreements currently exist between the Au Train Township Fire Department, the City of Munising and the fire departments of the surrounding townships in Alger County as well as the Tri-County Volunteer Fire Department. Mutual aid agreements between fire departments provide for cooperation in the use of personnel and fire equipment for the safety, health and welfare of the people of the respective units of government in times of emergency. Au Train Township also maintains a contractual fire protection agreement with Grand Island Township.

Public Works/Water/Wastewater Systems

Au Train Township does not currently have a Department of Public Works, Water or Wastewater System. Water and wastewater services are provided by private wells and septic systems throughout the Township. There are no future plans to provide water and wastewater facilities at this time.

Parks and Recreation

Recreational facilities and programs are discussed in detail in Chapter 7 of this plan. The Township owns and maintains two recreation facilities, one in Au Train and the other in Christmas.

Zoning Permits

The Township's Zoning Ordinance is administered by the Township Zoning Administrator. Requests for site plan review, conditional use permits and other various requests are heard by the Planning Commission. Requests for variances to current zoning requirements are heard by the Zoning Board of Appeals.



**Photo 5-3 Serenity Pines Cemetery
Veterans Memorial**

Building permits are issued by the Alger County Building Code Administrator, located at 100 Court Street in Munising. A zoning compliance permit from the Township is required to receive a building permit from Alger County.

Serenity Pines Cemetery

Serenity Pines Cemetery is located Cemetery is located 0.3 mile west of County Rd H-O3 (Forest Lake Rd), on the north side of M-28. The cemetery is Township owned and covers approximately 10 acres. The cemetery is plotted to some degree. Volunteers constructed a Veterans Memorial in the cemetery.

5.3 Additional Facilities and Services

Solid Waste Disposal/Recycling

Residential solid waste is collected each week on Mondays and Tuesdays by Great American Disposal, a private company. The frequency of commercial solid waste pickup is scheduled by the customer. Some Township residents haul their own garbage to the Wood Island Landfill.

The Township does not currently provide recycling services. A drop-off for recycling is located on the Altran Road across from the City of Munising Wastewater Treatment Plant. Metals and many other materials are accepted at the Wood Island Landfill. There is potential for the Township to cooperate with other local units of government to provide recycling to area residents. Ideally, a recycling center could be located off of a major traffic corridor (M-28 or M-94), with exceptional access and located at an appropriate distance from residential areas.

A solid waste transfer station owned by Waste Management is located in the Industrial Park in Wetmore (City of Munising-owned). However, waste generally is transported directly to a transfer station in Marquette. Ultimately, the waste is hauled to Menominee County for disposal in a licensed landfill facility.

Wood Island Landfill

Wood Island Landfill is located at 1008 M-28 in Wetmore. The landfill covers approximately 313 acres. The landfill was established in 1994 and is owned and managed by Great American Disposal. In 2008, Wood Island disposed of 199,006 cubic yards of Type II waste and 12,076 cubic yards of Type III waste. Type II waste is municipal solid waste and Type III waste are certain wastes generated in industrial and construction/demolition activities.

Electrical Service

Electrical power is provided by the Upper Peninsula Power Company (UPPCO), a subsidiary of Wisconsin Public Service Company and Alger Delta Electric Company. UPPCO and Alger Delta Electric Company own and operate the distribution system within the Township, including poles, wires, etc.

Natural Gas Service

Natural gas service is provided to several areas of Au Train Township by DTE Energy. Natural gas is available in Au Train Village, along M-28 west through the Christmas area and long Au Train Forest Lake Road (from Au Train Village along the road for approximately 4 miles). Service is not available to the side roads off of Au Train Forest Lake Road. Expansion of natural gas service in the Township is unlikely at this time due to cost.

Telephone Service

Telephone service throughout the Township is provided by the Hiawatha Telephone Company, a division of Hiawatha Communications, Inc. and TDS Telecom. Information regarding the number of customers is considered proprietary and is not permitted under federal law.

Long distance and 800/888 are available through several providers. Cellular service for the area is provided by Verizon and AT & T. The construction of additional cell towers would provide improved service to area cellular users.

Internet Service

High speed DSL and dial-up internet service is available through the Hiawatha Telephone Company, Charter Communications and TDS Telecom. Improved internet availability would be a great benefit to the Township and may allow additional knowledge based businesses locate in the area.

Cable Television Service

Cable television service is provided by American Cable and Charter Communications for portions of the Township. Many Township residents rely on satellite television provided by Dish Network and DirecTV. TV antennas are also used frequently.

Greater Munising Bay Partnership for Commerce Development

The Greater Munising Bay Partnership for Commerce Development is comprised of the former Alger Chamber of Commerce and the Munising Area Partnership for Development. The Partnership is working to create a strong local economy by actively promoting the community, providing networking opportunities, service as the voice of business and spearheading political action (<http://www.algercounty.org/GMBPCD%20UD.pdf>). Township residents are encouraged to participate in economic development activities.

5.4 County and Other Facilities and Services

Alger County Building/Courthouse

County offices including Probate, District and Circuit Courts, Prosecuting Attorney, Clerk & Register of Deeds, Treasurer, Friend of the Court, Juvenile Officer, Equalization Office, Extension Service, and Building Code Administration are located in the County Building located at 101 Court Street.

Sheriff's Office/County Jail

The Alger County Sheriff's Office is composed of 12 full time and 4 part time officers who perform road patrol, jail and ambulance services. The jail facility can house up to 24 inmates at full capacity. Ambulance service is provided chiefly by trained volunteers who are compensated on a "per call" basis by the county. The Sheriff's Office includes an Advanced Life Support EMS System as well as medical first responders in outlying areas of the County. A paramedic works on every shift. The Office also maintains a Water and Land Search and Rescue, which includes a canine unit.

Michigan State Police Post

Currently seven troopers, two uniformed Sergeants, one Detective Sergeant and one Post Commander are assigned to the Munising post with a geographical service area that includes all of Alger County and a portion of Schoolcraft County. The Detective Sergeant and Post Commander cover the Munising Post as well as the Manistique post. The post is located next to

the Pictured Rocks National Lakeshore/Hiawatha National Forest Interagency Visitor Center on Munising Avenue in the City of Munising.

In 2011, the Michigan State Police announced the adoption of a regional policing model designed to provide increased services while relying less upon traditional "bricks and mortar" post buildings. The plan emphasizes enhanced technology and data-driven policing without any trooper layoffs. The plan would close twenty-one posts across the state as part of a plan designed to save \$21 million. The changes would take effect with the start of Michigan's next budget year in October 2011. The Munising post is slated for closure. Additional closures include posts in Detroit as well as Adrian, Bad Axe, Battle Creek, Bridgeport, Bridgman, Cheboygan, Corunna, Gladwin, Groveland Township in Oakland County, Hastings, Iron River, Ithaca, L'Anse, Manistee, Newaygo, Richmond, Stephenson, Traverse City and Ypsilanti.

Au Train-Onota Public School

The Au Train-Onota Public School is located at N8790 Deerton Road in Deerton and serves students from Au Train and Onota Townships, as well as school-of choice students from nearby communities. The school offers Kindergarten through 8th Grade classes and preschool classes for three and four year old children. The School Board voted to add 7th and 8th grade classes in 2009; there are approximately 51 students that attend the school at this time. Kindergarten classes meet three full days per week. Preschool children attend three afternoon sessions per week. All students attending Au Train-Onota School receive instruction in music, art and physical education each week. Students from the district continue their educations at Munising Public Schools, Superior Central Schools or Marquette Public Schools.

Photo 5-4 Au Train-Onota Public School



The Au Train-Onota Public Schools building in Deerton was built in 1926. The current structure has been renovated at different times, with the most recent renovations taking place during the summer of 2008. All windows were replaced and new driveway blacktop was installed. The school houses an Administration office, Staff and Board of Education room, supply and storage rooms, art classroom and a preschool-kindergarten class on the lower level of the building. There are three classrooms and a library on the upper level. Student restrooms, the kitchen, gym-lunchroom and learning disabilities classes are located in the newer section of the building. Building renovations and maintenance continue to be on-going. The Diane Kordich Children's Library became fully automated for the start of the 2008-09 school year.

Munising Public Schools

Au Train Township is also served by Munising Public Schools. Student enrollment has fluctuated widely over the years from 1,037 in the 1990-2000 school year to the recent enrollment of 705 in 2008-09. The high school building is located along the shoreline on M-28

west and was constructed in 1980. Grades 7-12 and the district's administrative offices are housed in this 110,600 square foot facility.

The Munising School Board voted unanimously in spring 2009 to close Central Elementary School, with students moving to the Mather Building. Central Elementary was built in 1960 and housed students in grades K-6. Enrollment also includes an early childhood program. The 45,500 square foot facility is located at 124 East Chocolay Street and is currently for sale.

The William G. Mather Elementary School, formerly Mather Middle School was constructed in 1921 and is located at 411 Elm Avenue. The multi-purpose facility contains 80,000 square feet. The building will house Preschool-6th grade students beginning in the 2009-10 school year. Mather Auditorium is a publicly utilized facility, offering the community the opportunity for theater productions, concerts, awards ceremonies and a movie house. Other facilities of the district include a 3,000 square foot bus garage, athletic field and a high school practice field.

Superior Central School

Students in Au Train Township may also attend the Superior Central School. Superior Central School is a K-12 public school district located in Eben Junction, with approximate enrollment of 400 students and 38 faculty members. The school is in one building and participates in the Michigan School of Choice Program.

The district was formed in 1987 through the consolidation of the Mathias Township School District, the Rock River Limestone Township School District and a small portion of Au Train Township. Superior Central is a small rural school and was the first school in the Upper Peninsula to be given "Green School" status. Students have participated in water quality projects to preserve the surrounding watershed and two wind turbines have been constructed as part of the "Green School" initiative.

Private Schools

Area private schools include the Munising Baptist School and the Munising Seventh-Day Adventist Elementary School.

The Munising Baptist School facility is located in Munising Township. Approximately 45 students are enrolled at this K-12 facility.

Munising Seventh-Day Adventist Elementary School is located in Grand Island Township and provides instruction in grades 1- 8. Annual enrollment averages about 12 students.

Home schooling is also an option for area students.

Post-Secondary Education and Training

The campus of Northern Michigan University is located approximately 45 miles away in the City of Marquette. Lake Superior State University is located in Sault Ste. Marie, about 125 miles east of the Township. Bay de Noc Community College in Escanaba is located about 58 miles

southwest of the Township. A wide range of technical, vocational and professional programs are offered at all of these facilities.

Library

The Munising School Public Library is a combination school/public library. It serves students in grades 7-12 of the Munising Middle/High School and the public for all of Alger County. The library is currently located on the first floor of the Munising High School.

The facility is open most weekdays at 10:00 a.m. The library is currently closed on Saturdays. Hours of operation are limited during the summer months to weekdays. Extended hours of operation are observed during the school year and include Sunday afternoons.

The library is a modern facility complete with barrier free access, a computer learning lab and automated circulation. Special services include Internet access with public use computers, copier and fax service, a large print collection and audio books, newspapers, magazines, local newspapers for the past 100 years, and genealogy microfiche records. Special programs include children's story hours and a summer reading program.

Alger County Transit Authority (ALTRAN)

Countywide public transit services were initiated in January 1982. The Alger/Marquette Community Action Board was the third-party operator of transit services for Alger County until March 1990. ALTRAN, an Act 196 transit authority, was created in March 1990 to provide countywide transit services.

ALTRAN currently occupies a 14,000 square foot facility located at 520 East Munising Avenue in Munising. The facility was completed and occupied in 1991. 8,000 square feet were recently added to the Altran building's maintenance facility. A new wash bay should was completed in 2010.

ALTRAN currently has five full-time and fourteen part-time employees. A fleet of fourteen buses provide demand-response service Monday through Saturday within Alger County between the normal operating hours of 5:30 am and 6:00 pm. All buses are lift-equipped vehicles. Passenger vans are also used for transportation. Extended hours of operation are available for weekends and holidays. Senior citizens and handicapped citizens comprise 60 percent of ALTRAN's annual ridership.

ALTRAN remains as the sole provider active in the regional (R-Tran) arrangement launched in 1998 to connect the areas of Iron Mountain, Escanaba, Manistique, Marquette, and Munising. ALTRAN provides 3 trips from Munising to Marquette daily. Medical appointment trips to the Peninsula Medical Center and Marquette General Hospital are provided free of charge to passengers. Work trip runs are provided to Harvey twice a day. School transportation is also provided.

Daily tours of Grand Island are available beginning June 15 and continuing until October 5. From July 1 through Labor Day, tours are offered twice daily. The tours are about two and one-half hours in duration and feature the history and natural features of Grand Island. Shuttle service to the island ferry landing is available every day. Beginning in 2010, an environmentally friendly hybrid bus will be available for tours on the island. In addition, Altran provides extended and flexible shuttle service to accommodate persons backpacking along the Pictured Rocks National Lakeshore. A grant has also been applied for to provide a hybrid bus for Pictured Rocks National Lakeshore.

ALTRAN received funding through the American Recovery and Reinvestment Act for 2010 in the amount of \$186,218 for the purchase of one transit bus, energy improvements for the facility, dispatch software and operating assistance.

Alger County Animal Shelter

Temporary housing for dogs and cats and pet adoption services are provided at the Alger County Animal Shelter located on East Munising Avenue in Munising. The nonprofit shelter organization is supported by donations and fundraising. Currently the shelter is operated by volunteers.

The county-owned facility is situated on property leased from the City and can house up to 16 dogs and up to 35 cats. Hours of operation are from 9:00 am to noon daily. Evening hours are based on volunteer availability, generally from around 5:30 pm to 8:00 pm. A recent upgrade to the facility included: new flooring, air conditioning and the construction of a large outdoor cat pen.

Alger County Road Commission

The main office of the Alger County Road Commission is located on E9264 M-28 in Munising Township. The building is 30,000 square feet including office space and garage area. The Alger County Road Commission moved into the new facility in 2002. The building also serves as one of three district garages located within the county. There are 3 office personnel, 3 mechanics and 12 maintenance employees working in the office.

Alger County Heritage Center

Historical records, memorabilia, and artifacts are available for public viewing at this facility. Formerly the Washington School, the building has been renovated to capture the original design features. The most recent addition to the center is an authentic blacksmith's shop.

The center is open throughout the year on Tuesday through Saturday during the hours of 10:00 a.m. to 4:00 p.m. It is supported entirely through membership contributions and community donations.

Hanley Field Airport

Hanley Field is located on leased U.S. Forest Service land south of Wetmore in Munising Township. This site has been used as an airfield since at least 1928. Hanley Field is licensed as

a “basic utility airport” by the Michigan Department of Transportation, Bureau of Aeronautics.

The 4,000 foot turf runway is 120 feet wide and was used by an estimated 300 airplanes in 2007. It is operated seasonally from May 15 through November 1. The facility is owned by the U.S. Forest Service and is leased to Alger County. The county is considering purchasing Hanley Field and upgrading the runway and facility. Upgrading the airport has the potential to encourage aircraft related businesses to move to the area.

Commercial passenger service is available from Sawyer International Airport in Marquette County approximately 35 miles away, or from the Delta County Airport in Escanaba, which is located approximately 60 miles from the Township.

Health Care

In October 2008 Munising Memorial Hospital opened a brand new, state-of-the art health care facility. The existing medical office building, which is now attached to the new facility, will house several specialists. The new facility spans 59,000 square feet and incorporates all aspects of patient care under one roof. Features of the new facility include:

- A completely digitalized radiology department, with a general X-ray room, CT, Fluoroscopy, Ultrasound, Dexascan and mammography. There are also future plans for a mobile MRI unit to complete diagnostic testing locally.
- An operating room comprised of one main suite, a scope room and a five bed recovery area. The new OR will allow for same day outpatient surgery.
- Laboratory services received upgrades to equipment, computers and space.
- The Outpatient Rehabilitation department was moved into new building, allowing easier patient access and includes a new and updated gym. There are four treatment rooms and a hydrotherapy room.
- The new Emergency Room is three times the size of the old facility. The ER includes a walk-in area, three private exam rooms and a three-bay trauma room. The new building has also allowed for an enlarged ambulance garage. The two-bay garage also includes a decontamination area.
- Two conference centers are used for support groups, educational programs and administrative meetings.

Bay Care Medical Center is located within the hospital building. The medical office has 15 exam rooms, 6 physician offices and 2 procedures rooms. Electronic Medical Records have been implemented at Bay Care Medical.

Harbour View, a 20 bed assisted living facility built in 1999, is also located on the facility grounds. For those seniors that are not ready for assisted living, senior housing will be built. The construction of six duplexes on the lake shore is planned to begin in 2010. Plans for the twelve units are to be two bedrooms, one bath homes with a one car garage included.

Marquette General Hospital

Marquette General Hospital, the Upper Peninsula's regional medical center, is located in the City of Marquette. The 352-bed specialty care hospital provides care in 54 specialties and subspecialties and 24-hour emergency services. Marquette General houses the Upper Michigan Heart Institute; the Upper Michigan Centers for Neuroscience, Rehabilitation and Cancer Treatment; and Upper Michigan Behavioral Health Service. The Family Practice Residency Program serves as a teaching facility affiliated with Michigan State University. The medical staff of more than 200 doctors work with the about 2,700 employees providing care to approximately 11,000 inpatients and 350,000 outpatients per year.

Luce/Mackinac/Alger/Schoolcraft (LMAS) Health Department

LMAS Health Department provides services and resources for the physical, mental and environmental health for the citizens of Luce, Mackinac, Alger and Schoolcraft Counties. The Health Department places emphasis on: education and information; maintenance or creation of environmental condition conducive to health; prevention of disease; early detection, treatment and rehabilitation of those afflicted; providing high quality home care services and; providing pain relief and care to the terminally ill. Offices in Alger County are located at E9526 Prospect Street in Wetmore.

Alger Conservation District

The Alger Conservation District is located at 101 Court Street in the City of Munising at the County Courthouse. The Alger Conservation District works with local landowners, organizations and municipalities to help manage natural resources. The Conservation District provides groundwater conservation assistance, wetland protection, native trees, shrubs and plants, forestland assistance, forester site visits and wildlife habitat assistance.

Shingleton Field Office (Cusino Wildlife Research Station and Field Office)

The Shingleton Management Unit administers roughly 380,000 acres of state-owned land in the Alger, Delta and Schoolcraft Counties and is part of the Michigan Department of Natural Resources. The Shingleton Field Office, locally known as the Cusino Wildlife Research Station, serves as the Unit's primary operations center, and there are two satellite offices. One is located in Manistique at the Wyman Nursery; and the other is in Seney, which is staffed only for fire control and recreation. The border stretches northward to Grand Marais, on the shore of Lake Superior, and southward to Summer Island, which lies in Lake Michigan off the tip of the Garden Peninsula. The Shingleton Unit's ownership is very contiguous in the north with large blocks of state land. The southern portion of the Unit is more fragmented with private ownership.

U.S. Forest Service

The Forest Service, a division of the Department of Agriculture, maintains a District Ranger Station at 400 East Munising Avenue in the City of Munising. The Munising District is one of three within the western section of the Hiawatha National Forest. Forest Service personnel are responsible for management and maintenance of national forest lands and facilities. Shop facilities for repair work and equipment storage are located 601 Cedar Street. Visitor

information is available at the District Ranger Station. Chapter 6 deals with the recreational facilities and opportunities available nearby in the Hiawatha National Forest.

U.S. Department of the Interior, National Park Service

National Park Service personnel manage and maintain the lands and facilities of the Pictured Rocks National Lakeshore, a unit of the National Park Service. Park headquarters is located in the former Coast Guard station on Sand Point. Information is available at the barrier-free Munising Falls Interpretive Center or at the year-round information center operated in conjunction with the Forest Service at the District Ranger Station. Facilities and types of recreation available within the Pictured Rocks National Lakeshore are described in Chapter 6.

Post Office

Au Train Township residents are served by three post office locations; Arbutus Street in Au Train, 9714 M-28 in Wetmore and 220 Elm Avenue in Munising.

Au Train Hydroelectric Project

The Au Train Dam and Power Plant are located along M-94 at Forest Lake in Au Train Township; the reservoir is visible from the road. The hydroelectric project was constructed in 1910 by the Cleveland Cliffs Iron Company. The purpose was to provide power to the Munising paper mill, which is still in operation. Hydro power plants harness the energy of falling water to make electricity. A dam backs up the water, creating a deep reservoir and a higher fall of water. In other words, the reservoir is a form of stored energy. When the water is released, its force turns a turbine. The turbine turns a generator, where electricity is produced.

The reservoir is unique; is not formed by damming one single river. There are actually two dams, one at either end of the reservoir. The water comes from three sources: Slapneck Creek, Johnson Creek, and Joe Creek. First built in 1910 as a wooden structure, the AuTrain Dam was upgraded to a 38-foot-high concrete and earthen dam in 1930. The dam has a 1,500 foot-long earthen embankment, which includes a 100-foot-long concrete spillway mid-section.

The AuTrain Basin has a surface area of 1,557 acres and at normal pool high level has an elevation of 780 feet above sea level. In September, the dam water elevation was at 775 feet and was previously dropped to a mud lake at 762 feet during a recent draw-down for repairs. The basin saddles a peninsular divide with some of the water run-off draining north to Lake Superior and the rest draining south to Lake Michigan. A 4,500-foot-long earthen levy, 15 feet high, was built at the south end of the basin in 1930.

Upper Peninsula Power Company (UPPCO) is now the former owner of the power plant and dam and had sought to divest itself of the dam after it was determined the capacity of the reservoir and spillways could not withstand a "probable maximum flood" event on the AuTrain River. Costs to make suitable repairs to the dam were estimated at between \$8 and \$12 million, a figure UPPCO officials said would outstrip the value of the electricity produced by the relatively small facility. New study results have indicated that repair costs may be lower.

Several meetings were held with local residents, many of whom wanted to keep the dam intact. UPPCO has reached an agreement with North American Hydro to transfer ownership of the dam and power plant, along with the corresponding Federal Energy Regulatory Commission (FERC) operating license. The agreement has received FERC approval. The transfer agreement states that UPPCO will buy back the power produced from North American Hydro for ten years, with UPPCO receiving renewable energy credits for the electricity produced. Included in the sale are the dam itself, the Basin and lands immediately surrounding it, the penstock, the powerhouse and the transfer of the FERC operating license. The hydroelectric project manages inflow and sustains water levels; proper maintenance of the project greatly affects land use and recreation opportunities for residents of Au Train Township. UPPCO still owns about 1,900 acres of non-project land just outside of the Au Train Dam project boundaries which it is seeking to divest.

5.5 Issues and Opportunities

- The Au Train Township Hall is fully accessible and provides space for meetings and functions as a polling place and community center for Township residents.
- New equipment for the Township Fire Department is always a necessity and grant funding may be pursued to aid in purchasing the equipment.
- Au Train Township participates in mutual aid agreements with the other communities in Alger County. Mutual aid agreements are an excellent example of intergovernmental cooperation.
- Township residents rely on private water wells and septic systems. There are no plans for Au Train Township to provide water/wastewater facilities in the future.
- The Township owns and maintains two recreational facilities.
- Construction of additional cellular towers in the Township would help improve continuous cellular service in the area.
- ALTRAN is the only provider of public transportation in the area.
- Hanley Field is licensed as a “basic utility airport” and is located south of Wetmore in Munising Township. Area residents must travel to Sawyer International Airport in Marquette County or Delta County Airport in Escanaba for commercial flights.
- Au Train Township is served by the Au Train/Onota Schools, Munising Public Schools and Superior Central Schools. Declining enrollment may require school consolidation in the future.
- Au Train Township residents have several local options for private school as well as nearby post-secondary educational opportunities.

- Township residents may make use of the fully accessible Munising School Public Library.
- Munising Memorial Hospital recently opened a new state of the art facility, providing modern health care opportunities locally. Residents may also travel to Marquette General Hospital for services.
- The approved transfer of the Au Train Hydroelectric Project from UPPCO to North American Hydro will help preserve land use and recreational opportunities for Au Train residents.

CHAPTER 6.0 TRANSPORTATION

6.1 Introduction

Communities depend on the effective movement of people and goods to sustain a functioning economy. Broadly speaking, a transportation system can be defined as any means used to move people and/or products. A major goal of a transportation system is to move goods and people through and within local, regional, national and international economies safely and efficiently. Transportation efficiency is a key factor in decisions affecting land use and development.

A region's employment base and quality of life is closely linked to the effectiveness of the transportation system. A compilation of needs and goals is necessary to guide the future development of various modes of transportation including: highways, local roads, public transportation, railroads, airports, marinas, and non-motorized trail systems. Transportation services and facilities must be maintained and developed to achieve a community's overall vision.

Roads and other transportation systems have been largely influenced by the physical barriers present, primarily Lake Superior, the Au Train River, steep slopes and rugged terrain. Therefore, transportation routes were often established along areas presenting the least physical resistance.

An inventory of the existing transportation facilities in the Township, along with a discussion of future transportation needs and concerns is presented in this chapter. Descriptions of the various elements of the road system, port facilities, airport and air service, railroad facilities and public transit service are included. Identification and prioritization of vital traffic corridors has become an increasingly important part of regional commerce enhancement.

According to data from the Michigan Department of Transportation, there are approximately 216 miles of roadway in Au Train Township, including the state public roadways and private roads.

6.2 Road System

Michigan Public Act 51 of 1951 requires that all counties and incorporated cities and villages establish and maintain road systems under their jurisdiction, as distinct from state jurisdiction. Roads within the Township, classified under Act 51, are identified on Map 6-1. The Township does not own, control, or have responsibility for any roads in the Township. All bridges and local roads are the responsibility of the Alger County Road Commission, the state or the federal government.

Counties, cities and villages receive approximately 61 percent of the funding allocated through Act 51 for local roads. State highways under the jurisdiction of the Michigan Department of Transportation receive the remaining 39 percent. Road funding allocations are determined by a formula that includes mileages.

The five roads for roads categorized by Act 51 include, state trunkline, county primary, county local, city/village major, and city/village minor. A description of the categories applicable to roads within Au Train Township follows.

State Trunkline Highway

Road prefix “M” indicates state highways and “US” signifies federal highways. Both types of highways are included in the state trunkline highway category. State trunklines provide the highest level of traffic mobility for the public. While the highway system carries more than half the total statewide traffic, it makes up less than 10 percent of the Michigan roadway network length. There are approximately 18.926 miles of state trunkline highway in Au Train Township.

Photo 6-1 M-28 (Christmas)



M-28 is an east-west state trunkline highway that almost completely traverses the Upper Peninsula, from Wakefield to near Sault Ste. Marie. Along with US-2, M-28 forms a pair of primary highways linking the Upper Peninsula from end to end, providing a major access route for traffic from Michigan and Canada along the southern shore of Lake Superior. M-28 is the longest state trunkline in Michigan numbered with the "M-" prefix at 290.43 miles. The entire highway is listed on the National Highway System, while three sections of M-28 are part of the

Lake Superior Circle Tour. M-28 also carries two memorial highway designations along its route.

Throughout its course across the Upper Peninsula, M-28 passes through forested woodlands, bog swamps, urbanized areas, and along the Lake Superior shoreline. Sections of roadway cross the Ottawa National Forest and both units of the Hiawatha National Forest. Some of the other landmarks accessible from M-28 include the Seney Stretch, Seney National Wildlife Refuge and several historic bridges. M-28 in Au Train Township extends from the western boundary of the Township east through the Township to the Au Train Township/Grand Island Township border.

There are 4,275 miles of state highway that compose the Priority Commercial Network (PCN). State highways given this designation are recognized for their importance to agriculture, forestry, wholesale trade, manufacturing and tourism. Highway M-28 is included in the Priority Commercial Network.

M-94 also runs through Au Train Township. M-94 is a state trunkline that runs for 89.16 miles from K. I. Sawyer to Manistique. The highway is part of the Lake Superior Circle Tour during a concurrency with M-28. In the City of Munising, M-94 joins a concurrency with M-28 and the Lake Superior Circle Tour from Munising to Shingleton in Munising Township. Until the turn at Shingleton, the route travels east-west rather than north-south. Between Shingleton and Manistique, M-94 is travels a north-south route.

South of Shingleton, M-94 runs through forest lands as a part of the Great Manistique Swamp. There are several national forest campgrounds located near Steuben in Schoolcraft County along M-94.

County Road System

County roads are classified as either primary or local. Primary roads facilitate the movement of traffic from areas of smaller population to larger population centers within a county that are not served by state trunklines. The primary system also serves as an important supportive road network to the state trunkline system.

There are 36.61 miles of primary roads located within Au Train Township. Primary roads within the township are paved and examples include the portions of the following roads (See Map 6-1):

- 16 Mile Lake Road
- Au Train Forest Lake Road
- Buckhorn Road
- Round Lake Road
- FF 2268 (Doe Lake Road)
- Rapid River Truck Trail



Photo 6-2 Au Train/Forest Lake Road

Roads not classified as primary are considered local. Local roads comprise the most miles in the county system, but have the lowest level of traffic. The roads in this system are often referred to as “Township roads,” though the county road commission maintains jurisdiction of those roads. There are a total of 31.988 miles of local roads within Au Train Township.

6.3 Private Roads

Within Au Train Township, a number of private roads serve residential areas. The maintenance of these roads (snow plowing, grading, dust control, drainage ditch maintenance, etc.) becomes the responsibility of the residents living along these roads, who usually accomplish these tasks either on their own or through a contract agreement with a private entity.

The Road Commission does not provide any maintenance service to privately owned roads. The condition and location of private roads may affect some of the services provided to the residents such as fire protection, garbage collection, and emergency services. Residents living on private roads need to be aware that school bus service may not be provided. Generally, school buses will pick-up students only on public roadways.

Access for fire and emergency vehicles on private roads can be difficult, especially if the roads are badly maintained, narrow, and/or lack enough space for turning around. As further development occurs along private roads, the possibility of conflicts between residents living along these roads with ongoing maintenance may occur. Often residents will request the Township Board or the Road Commission to pay for maintenance of private roads. The Township does not currently list regulations for private road construction in the Zoning

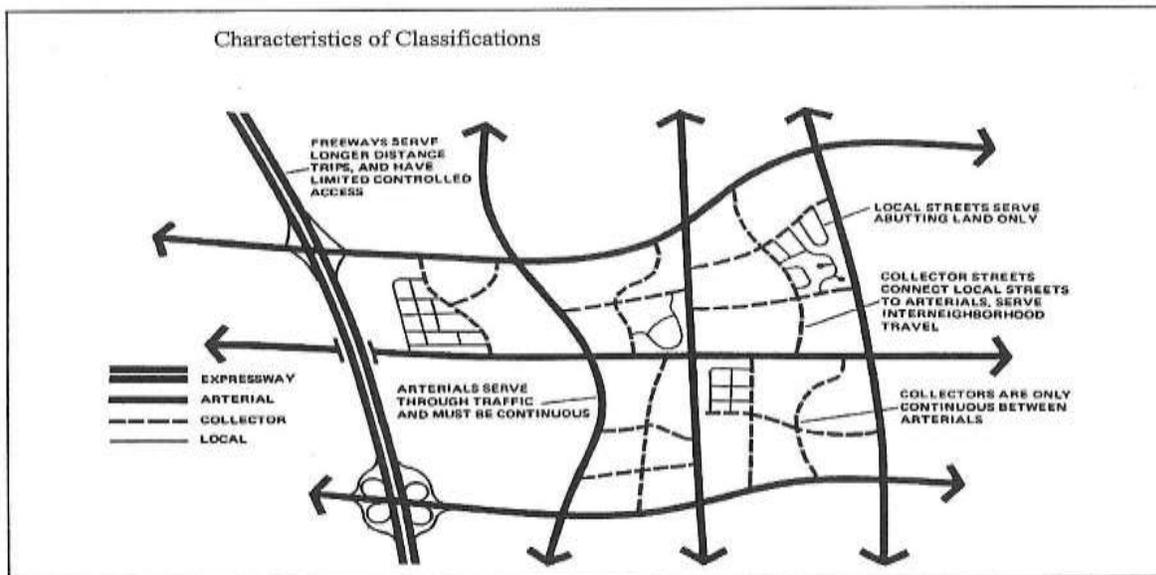
Ordinance.

6.4 National Classification of Roads

Federal, state and local transportation agencies use the National Functional Classification as a planning tool. Developed by the Federal Highway Administration, the system classifies roads according to their function as it relates to greatest mobility/greatest access. Principal arterials provide the greatest mobility. In order of functional importance; principal arterials are followed by minor arterials, major collectors, and then minor collectors. Local roads provide the greatest access to property.

The functional system creates more categories than is provided under Act 51. All roads in the functional road classification system that are arterials and collectors are considered either state trunklines or primary roads in the county road system under Act 51.

The following graphic shows the characteristics of road classifications.



Source for Figure 2-2 and 2-3: *Arterial Street Access Control Study*, Tri County Regional Planning Commission, 1981, p.3.

Principal Arterial

Roads within this classification function to move traffic over medium to longer distances quickly, safely and efficiently. Often the movement is between regions or major economic centers. In Au Train Township, the segment of M-28 through the Township is classified as a principal arterial. There are approximately 8.156 miles of principal arterial roads in the Township.

Minor Arterial

Roads within this classification function to move traffic over medium distances within a community or larger area at a moderate to a quick rate. M-94 is considered a minor arterial road in Au Train Township.

Collector Roads

A collector road provides access between residential neighborhood and commercial/industrial areas. Its function is to provide a more general service, such as area-to-area rather than point-to-point. A collector usually serves medium trip lengths between neighborhoods on moderate to low traffic routes at moderate speeds and distributes traffic between local and arterial roads. Usually, this involves trips from home to places of work, worship, education and areas where business and commerce are conducted.

Within Au Train Township, portions of 16 Mile Lake Road, Au Train Forest Lake Road, Rapid River Truck Trail and Buckhorn Road are considered “major collector roads” and portions of FF-2268 (Doe Lake Road) is considered a “minor collector road.” Together portions of these roads are a part of a network that encompasses 31.224 miles of collector roadways classified in the Township.

Local Roads

All roads not serving as arterials or collectors are classified as local. The predominant function of roads in this classification is to provide direct access to adjacent land uses. A local road serves as the end for most trips within a community. Local roads include all streets not classified as arterials or collectors. The Township’s 128.49 miles of local roads provide direct access to adjacent land uses and should be designed to move traffic from an individual land parcel to places of business and employment via collector roads.

6.5 Road Condition Evaluation

Roads under the jurisdiction of the Michigan Department of Transportation are evaluated on the basis of pavement condition, ride quality, friction and rutting. Surface conditions are determined by the amount of deterioration such as cracking, faulting, wheel tracking, patching, etc. Determining ride quality is subjective, but is based on the degree of comfort experienced by drivers and passengers.

Roads within Au Train Township have been evaluated using the PASER (*Pavement Surface and Evaluation and Rating*) system. Every year, a survey team consisting of road commission members and CUPPAD staff drives a portion of the roads and the PASER system is used to evaluate the pavement surface condition. A portion of the results is listed in Table 6-1 below.

Asphalt PASER descriptions range from 1-Failed to 10-Excellent. The scale is as follows:

- Asphalt 10-Excellent
- Asphalt 9-Excellent
- Asphalt 8-Very Good
- Asphalt 7-Good
- Asphalt 6-Good
- Asphalt 5-Fair
- Asphalt 4-Fair
- Asphalt 3-Poor
- Asphalt 2-Very Poor
- Asphalt 1-Failed

**Table 6-1
Au Train Township PASER Rating, Selected Roads, 2008/2009**

Road Segment	From	To	PASER Rating
16 Mile Lake Road	Buckhorn Road	M-94	6
Au Train Forest Lake Road	M-94	Power Dam Road	3
Au Train Forest Lake Road	Norlin Way	M-28	3
Buckhorn Road	FF Road 2473	Township Line	6
Buckhorn Road	16 Mile Lake Road	FF Road 2341	6
M-28	Au Train Forest Lake Road	Roadside Park Drive	2
M-28	Woodland Road	Koski Road	4
M-28	Bayberry Road	Saint Nicholas Lane	4
M-28	Saint Nicholas Lane	Township Line	4
M-94	Township Line	Storage Basin Road	6

Source: RoadSoft, CUPPAD, 2010.

6.6 Road Improvements

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

Local planning efforts consist of the Township’s annual prioritizing of street improvement projects. The Township Board has compiled a priority listing of roads needing improvements. Projects include: grading and gravelling of Wildwood, Maple Grove and Crossover Roads, plus paving projects in Christmas and Au Train. Regular maintenance, including seasonal dust control is also planned.

The Recovery Act-funded Au Train Road Reconstruction Project was completed in 2010. The project resurfaced a total of 2.96 miles of the Buck Bay Road (FF2276), Campground Road (FF2596) and the Au Train Lake Campground and Boat Accesses. The project was accomplished cooperatively by Hiawatha National Forest and the Alger County Road Commission (ACRC). Hiawatha National Forest is providing the Recovery Act funding, while the ACRC is implementing the project with its work crews and subcontractors.

6.7 Financing

Local Funding

Au Train Township voters approved 2 mills for three years for upgrading and maintaining roads within the Township in 2008; the millage expired in 2010 and the renewal was subsequently voted down in May of 2011. The levy generated approximately \$104,802 in the first year. The

millage will likely appear on the ballot again in 2012. General fund dollars are spent to supplement the millage if necessary. Local funding is used mainly for dust control and repaving when possible.

Michigan Transportation Fund

Revenues collected from fuel taxes and motor vehicle registration fees are distributed to county road commissions, cities, and villages by formula through the Michigan Transportation Fund, established under Public Act 51 of 1951. Road classification, road mileage, and population are factored into a formula to distribute funds to all the county road commissions. A percentage of the funding received by each road commission is also set aside for engineering, snow removal, and urban roads.

Michigan Transportation Economic Development Fund

The establishment of this fund in 1987 set forth a mission “to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state.” Investment in highway, road and street projects necessary to support economic expansion is the purpose of the TEDF. The six funding categories of the TEDF are as follows:

- 1. Category A - Target Industries
- 2. Category B - State Trunkline Takeover
- 3. Category C - Urban Congestion
- 4. Category D - Rural Primary
- 5. Category E - Forest Road
- 6. Category F - Urban Area

Other

Federal assistance for state highways is supported mainly through motor fuel taxes. Construction and repair funding associated with state trunkline systems are generated from these taxes. On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.

SAFETEA-LU addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment – as well as laying the groundwork for addressing future challenges. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities.

Ten percent of each state’s Surface Transportation Program (STP) funding is set aside for transportation enhancement projects. Enhancement activities are meant to be such things as

landscaping, bicycle paths, historic preservation, storm water runoff mitigation and other quality-of-life projects. A formal process of application has been established by the Michigan Department of Transportation to afford local and state jurisdictions an opportunity to pursue this funding.

SAFETEA-LU legislation expired in 2009 and was recently extended until December 2010. The federal government is currently in the process of drafting new transportation legislation.

6.8 Traffic Flow and Volume

It is anticipated that travel demand may grow by 50 percent in the next decade. Each year there are more cars, more drivers and fewer carpoolers. Nationally, two car households increased from 10 million in 1960 to 40 million in 2000. According to Experian Automotive, the average household in the United States owns 2.28 cars, with nearly 35 percent of households owning three or more cars. The largest population growth is occurring in suburbs where dependence on private automobiles is greatest. New road construction is not keeping pace with this growth and roads are becoming increasingly crowded.

According to the Michigan Department of Transportation, highway travel in Michigan is increasing at a far greater rate than the state population. Michigan roads have experienced an increase in traffic volume. In 1940, travel logged on Michigan roads totaled 14.6 billion miles. The total travel volume in 2006 was 103.3 billion miles, seven times more miles traveled than in 1940. Volumes are usually presented as an average daily traffic (ADT) figure, and are calculated for a particular intersection or section of roadway. AADT (Annual Average Daily Traffic) means the estimated mean daily traffic volume. The Commercial Annual Average Daily Traffic (CAADT) is the estimated mean daily traffic volume for commercial vehicles.

Traffic counts for Au Train Township are presented in Table 6-3. Average daily traffic around Au Train Township has actually decreased since 2000. The rising cost of fuel and the drastic decrease in commercial truck traffic from Canada may have contributed to the decrease in daily traffic.

Road Segment	From	To	AADT		CAADT	
			2000	2009	2000	2009
M-28	Sand Land Road (Western County Line)	Au Train Road	3,563	3,122	450	163
M-28	Au Train Road	Lake Street in Christmas	4,285	3,081	450	163
M-94	Slapneck Road	Junction M-67	1,527	1,502	99	60
M-94	Junction M-67	Forest Lake Road	1,880	1,677	270	147

Source: MDOT ADT counts for years cited, <http://mdotnetpublic.state.mi.us/tmispublic/Default.aspx>.

When the number of vehicles on a roadway increases, turning onto or off of the roadway becomes more difficult. At the same time, as the traffic level increases, frontage along the road becomes more desirable for development. Often, such development occurs with little, if any, attention to how entrances and exits will affect traffic movement and safety.

Congestion created by strips of roadside commercial land uses is one of the most objectionable impacts of development. Businesses naturally locate on the most accessible land, but the many driveways they require and the congested intersections they create impede travel to all locations. Road users, landowners, and businesses then suffer from reduced accessibility.

Access management consolidates driveways, provides better vehicle and pedestrian circulation and otherwise reduces the impact of roadside land use on the efficiency of the road system. It requires a good relationship among road agencies, local government and property owners to develop an access plan and possibly adopt an overlay zoning district. This approach has yielded successes for some communities. Such a strategy may be useful along the M-28 corridor.

6.9 Public Transportation

Public transportation is provided by the Alger County Transportation Authority (ALTRAN). ALTRAN, an Act 196 transit authority, was created in March 1990 to provide countywide transit services. Senior citizens and disabled persons comprise 60 percent of the system’s annual ridership. In 2008, the system transported 86,596 passengers and logged 421,348 miles with a fleet of 14 vehicles. ALTRAN is discussed in detail in Chapter 5, Section 5.4.

6.10 Rail Service

There is no industrial or passenger rail service is available in the Township.

6.11 Air Transportation

Commercial passenger service is not available in Alger County. Hanley Field is located on leased U.S. Forest Service land south of Wetmore in Munising Township. This site has been used as an airfield since at least 1928. Hanley Field is licensed as a “basic utility airport” by the Michigan Department of Transportation, Bureau of Aeronautics. Should funding become available, improvements to Hanley Field would greatly benefit the residents of Alger County.

Commercial passenger service is available from Sawyer International Airport in Marquette County approximately 45 miles away, or from the Delta County Airport in Escanaba, which is located approximately 70 miles from the Township.

6.12 Port Facilities

Munising Bay affords a natural deep-draft harbor (24' depth) that is used to off-load coal at the Neenah Paper mill in the City of Munising. Munising is among the 38 Michigan ports that regularly accommodate commercial cargoes. Bayshore Marina in the City of Munising offers ten transient slips and nine seasonal slips. Amenities include: water, electricity (20, 30 and 50 amp), restrooms, showers, gasoline, pump out, ice, boat launch, long-term parking, public phone, day-use dockage and grills/picnic tables.

6.13 Non-motorized Transportation Facilities

In recent years, the construction of non-motorized facilities has increased in response to public interest. Walking and bicycling are among the top five individual exercise activities according to a national survey (walking is number one). Alternate modes of transportation are encouraged and made safer by facilities such as bike lanes and walking paths. The Township attempted to levy 0.5 mills for three years for the Forest Lake Road improvements and bike path project in 2008; the millage did not pass. Township residents have expressed an interest in non-motorized trails.

Sidewalks have served to connect residents to their neighborhoods, schools, stores and workplaces for as long as they have been around. In the absence of sidewalks, people will either drive to where they need to go or use the street as they would a sidewalk. Sidewalks are pedestrian transportation corridors. The recommended standard for requiring sidewalks is where lot sizes are 10,000 square feet and smaller. Sidewalks do not currently exist in the Township.

6.14 Issues and Opportunities

- The Township Board and the Planning Commission should continue to work with the Alger County Road Commission and MDOT to ensure that transportation deficiencies are not impediments to investment in the Township.
- Au Train Township should continue to prioritize local road improvement projects and work with the Alger County Road Commission to schedule these projects as local and road commission funds become available.
- The opportunity may exist to work with MDOT to develop access management plans for areas along M-28 in the Township, in order to reduce the potential for future safety hazards and to preserve the current road conditions while spending less money to do so.
- The Township's road improvement millage expired in 2010 and the renewal was voted down in May 2011. The millage will likely appear on a 2012 ballot. Additional funding may need to be secured to continue road improvement projects.
- The aging of the local population could result in future needs for additional transportation services for the elderly and/or disabled.
- Limited public transportation is available locally on a demand-response basis. Bus transportation is available by Altran.
- The Township does not currently maintain any non-motorized facilities. Residents have expressed an interest in the development of trails and bike paths.

CHAPTER 7.0 RECREATION

7.1 Introduction

Information provided in this chapter is intended to provide current and comprehensive data to guide Township decision makers regarding future recreation area development and/or acquisition. Much of the information was provided by the updated Au Train Township Recreation Plan, prepared by the Director of the Alger Parks and Recreation Department. Existing parks and other recreational facilities are discussed in the context of location, condition, features and use.

Recreation related to tourism is vital to area economics, particularly to Au Train Township and is an expanding industry nationwide. Attractions and facilities located in close proximity to the Township present many opportunities for active and passive recreation. Au Train Township has evolved into a resort and residential community. The Township offers a variety of resorts, cabins and lodges for rental opportunities, attracting visitors from around the Upper Peninsula as well as from out of state.

Alger County is exceptionally rich in natural resources which draw a growing number of visitors each year. Pictured Rocks National Lakeshore attracts thousands of visitors to the area each year and offers a variety of recreational opportunities. Au Train Township is bordered by the Lake Superior shoreline to the north. In addition to the shoreline, the Township benefits from many lakes, forested land and an abundance of wild game, birds and fish that lend themselves to recreational opportunities. The local tourism industry that was previously limited to a short summer season has evolved into a four season business enterprise. Having adequate recreational facilities to meet the needs of visitors and as well as residents, is vital to the community.

7.2 Recreation Administration

The Alger Parks and Recreation Department (APRD) Director drafted the most recent revision of Au Train Township's Recreation Plan with assistance from the Au Train Township Board. APRD contacted recreational user groups including the Munising Little League, Munising Hockey Association, Shingleton Recreation Authority, Volleyball League participants and other interested parties to gather information for the plan. Informal meetings/telephone calls with representatives from user groups along with informal surveys were also done to gather suggestions, concerns and ideas. The recreation plan was adopted in 2010 and subsequently approved by the Michigan Department of Natural Resources.

Au Train Township, Grand Island Township, Munising Township, the City of Munising and APRD entered into a joint agreement to provide for a public recreation system in September of 1998. This agreement also involves cooperation from other recreation related organizations and ex-officio members, including: Munising Public Schools, the National Park Service, the U.S. Forest Service and the Department of Natural Resources. The agreement maintains that APRD shall have full responsibility and authority to provide full-time, year-round, broad based recreation programs to the residents of Au Train, Grand Island and Munising Townships and the City of

Munising. The APRD committee has the power to make all programming, financial and staffing decisions, with the City of Munising acting as the fiscal agent. The APRD committee includes representatives from each of the cooperating agencies.

The Au Train Township Board works in cooperation with the APRD and Commission to provide recreational opportunities to Au Train Township residents. The Director of Parks and Recreation advises and contacts various community recreation user groups in the area and works in coordination with the groups.

The APRD is funded by the General Funds of Au Train Township, Grand Island Township, Munising Township and the City of Munising. The maintenance on Au Train Township owned recreational facilities is the responsibility of the Township and is performed by Township volunteers or is contracted out. Programming of recreational classes, leagues and activities is administered through the APRD Director and staff. These programs include activities such as athletics, enrichment and parks for seniors, adults, youth and families.

Figure 6-1 illustrates the organization chart for the joint recreational partnership agreement.



7.3 Township Owned Recreation Facilities

Township owned parks and recreational facilities are discussed in this section (See Map 7-1). Condition, maintenance provisions and other relevant factors are presented, including future projects for each recreational area. Au Train Township owns two recreation facilities, one in Au Train and one in Christmas.

Photo 7-1 Baseball Field in Au Train



The Au Train Playground is located in Au Train. The park is approximately one acre in size. The park has playground equipment, a basketball court and a baseball field. The Township also owns a park area in Christmas with playground equipment. There is a baseball/softball field located in Au Train on approximately five (5) acres of land owned by the U.S. Forest Service. The playgrounds are in poor condition and in need of upgrades.

7.4 Recreation Development Schedule

The Township Board has identified the following recreational needs for the Township.

- Modernization and improvement of existing playgrounds (Au Train-Christmas)
- Construction of a pavilion in Au Train
- Baseball field improvements
- Multi-purpose trail around Au Train Lake
- Bike path along Forest Lake Road – H-03
- Bike path trails throughout the Township on secondary roads
- Improvements at Au Train Beach area
 - Walkways
 - Stairs
 - Benches
 - Picnic tables
 - Handicapped accessible grills
- Fishing access for all-adults, children, people with disabilities
- Fitness center in Au Train Community Center
- Orange Bridge-needs to be updated/maintained



Photo 7-2 Playground Equipment in Au Train

During the drafting of the current Au Train Township Recreation Plan, an action plan for development was completed. The need for improvements was surveyed, a recreation committee comprised of residents and Au Train Township Board members was formed, community input was obtained through open meetings meeting announcements and surveys, funds available were researched and the plan was presented for approval at a public Township Board meeting. A capital improvement schedule for recreation plan implementation was developed based on the needs and recreational deficiencies identified by residents. This plan builds upon previously completed projects.

7.5 Barrier Free Status

Au Train Township and APRD place accessibility/barrier free facilities and programs very high on all priority lists. All facilities owned and operated by the Township have documented accessibility. It is the policy of the Township and APRD to provide recreational opportunities to all residents and visitors regardless of their age, sex, financial or physical abilities. All new

construction projects will be subject to barrier-free inspections. Engineering/architectural firms must comply with and exceed all ADA guidelines to receive any contract consideration.

7.6 Additional Recreational Facilities

The Township also boasts several recreational facilities that are administered by other entities. The recreational areas are discussed below.

Au Train River/Au Train Lake

The Au Train River got its name from the French word for dragging because early French voyageurs had to drag their canoes over a sandy shoal at the river's mouth on Lake Superior. The River empties into Au Train Bay in Lake Superior. In the 1880s it served as a major logging run, transporting 10 million board-feet of pine in one year. Today it carries families in canoes from the resorts that line the shores of scenic Au Train Lake to the popular swimming beach at the river's mouth. There is a one mile stretch of the Au Train River near the dam and is considered a class III/IV+ section of whitewater, according to American Whitewater. The remainder of the river is a popular destination for flat water paddling and canoeing.

Au Train Lake is the largest inland lake in the area. It is an 830-acre lake with a maximum depth of 30 feet and an average depth of 12 feet. The Au Train Campground has 36 large, wooded, campsites with tables and fireplaces. Au Train Lake offers sandy beaches and is also known for water-skiing.

The Au Train River and Au Train Lake offer great fishing as well as swimming, boating, camping, canoeing, kayaking and waterskiing. There are also plenty of modern cottage rentals as well as bed and breakfasts. Canoe and kayak rentals are also available. Bicycle rentals are also offered. There are also interconnecting trails for hiking.

In the winter Au Train Lake is a popular place for ice fishing. Lake Superior also provides ice fishing opportunities. There are snowmobile trails within close proximity to the Lake and River.

Au Train Falls

Au Train Falls are located five miles directly south of Au Train and very near the intersection of M-94 and County Road H-03. The falls are located between the Au Train Dam and the generating plant near the Au Train Hydro Electric project. The upper falls are accessible from a large ramp about 40 feet high. The lower falls is a short walk down the road and consists of a drop of less than 10 feet. Au Train Falls are easily accessible and can be viewed from a bridge over the river

Scott Falls/Rathfoot Park

Scott Falls is located approximately one mile east of Au Train, along M-28. The Harold Rathfoot Roadside Park provides a picnic area with a beach and is located on the south side of the highway. The Roadside Park is owned by the State of Michigan. The park is accessible, but the parking area is closed during the late fall, winter and early spring. There are picnic tables, a water pump and pit toilettes. There is also a viewing platform, stairs to the beach, the "Face in

the Rock” and a historical marker for Lake Superior. The terrain, except for the beach area, is mostly flat.

The "Face in the Rock" is a carving in the sandstone rock along the shores of Lake Superior. The carving was left by a French voyager in 1820 as a tribute to “Powers of the Air,” the only survivor of the peaceful Chippewa band of Native Americans who lived on Grand Island in the 19th Century, but were persuaded to battle the Sioux Tribe in a battle in Minnesota. The “Face in the Rock” has been weathered by time, winds and water, but can still be viewed by taking the path from the east side of the park.

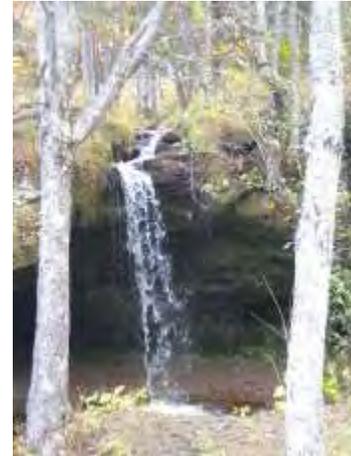


Photo 7-3 Scott Falls

Hiawatha National Forest

The Hiawatha National Forest is comprised of 880,000 acres and is administered by the National Forest Service. The forest is physically divided into two subunits, referred to as the east unit and west unit. In descending order of land it lies in parts of Chippewa, Delta, Mackinac, Alger, Schoolcraft and Marquette counties. Chippewa and Mackinac counties are in the Eastside, the rest of the counties in the west unit. The west unit contains about 56% of the forest’s area. The forest headquarters are located in Escanaba. Commercial logging is conducted in some areas. The Hiawatha National Forest has over 400 lakes and many rivers and streams. Hundreds of miles of trails are open to the public for hiking, mountain biking, cross country skiing and horseback riding.

Au Train Lake Campground

The campground is a bisected loop on the south shore of Au Train Lake adjacent to Buck Bay and Buck Bay Creek in heavily wooded native deciduous trees. There are 36 large, wooded combined tent and RV sites with tables and fireplaces. Drinking water and vault toilets are spaced throughout the campsite. Au Train Lake is an 830 acre lake with a maximum depth of 30 feet and an average depth of 12 feet. The campground's boat ramp provides access to water skiing, fishing and boating. Canoeing is a popular activity. There is a sandy swimming beach located at the day use areas. A Forest Service RV waste station is located at Bay Furnace campground in Christmas, MI. There is no electricity, water or sewer hook ups at this campground. ATV's or ORV's are not permitted within the facility. The campground is open May 15 to September 30.

The Alger County Road Commission and the Forest Service completed a major construction project in 2010 to make the campground more accessible. Nearly three miles of roadway leading into the campground and the parking lots surrounding the picnic areas and boat launch were repaved. New toilet buildings were also installed around the campsite areas.

Adjacent to the campground is the very special and unique Au Train Songbird Trail; an audio-guided interpretive trail.

Au Train Songbird Trail

The three-mile long Au Train Songbird Trail passes through uplands and forest, along a stream corridor, a bog and a platform overlooking Au Train Lake and the surrounding wetlands. May and June are particularly good months for viewing various warblers, bald eagles, ospreys, waterfowl and shorebirds. The interpretive trail allows visitors to interact with songbirds in their natural habitat. By renting a cassette player/tape at one of the stores in Au Train (A&L Grocery and Au Train Grocery), visitors can learn about and possibly communicate with 20 species of birds common to the area. The trail is located off of Forest Road 2276 near the campground access road.

Forest Lake Campground

Forest Lake Campground is located 2.5 miles southwest of Forest Lake via M-94 and Campground Road on the Au Train Basin and is owned and maintained by the MDNR. There are twenty-three sites for tent and small trailer use, five of which can accommodate a 40-ft vehicle/trailer and three walk in sites; the sites are available on a first-come, first-serve basis. The rustic campground includes vault toilets and potable water from well hand pump.

The MDNR and the U.S. Forest Service maintain a waterfowl refuge that consists of approximately 2,000 acres on the south end of the Au Train Basin. There is a tilled feeding areas and photo area.

Bay Furnace Campground and Picnic Area



Photo 7-4 Bay Furnace

This facility is a Hiawatha National Forest campground and provides 50 campsites, vaulted toilet facilities, a sanitation station, and a lighted cross-country ski trail. It is located in Christmas approximately 5 miles northwest of the City of Munising on M-28 on Lake Superior. The campground is located on Bay Furnace at the southwest shore of Lake Superior. Composed of two loops in a stand of third or fourth generation native deciduous trees, some sites overlook Lake Superior while others are

near Furnace Creek. The campground is known for spectacular sunrises and sunsets, and an occasional display of northern lights.

There is also a short 1/8 mile accessible trail that encircles the recently stabilized ruins of a blast furnace where pig iron was made between 1870 and 1877. One of the last remaining structures of its kind in the Upper Peninsula, it is also a good place to view Lake Superior and Grand Island.

Alger County Underwater Preserve: In 1981, the MDNR declared the 113 square mile area an underwater preserve, protecting its underwater natural resources. This preserve extends from Au Train Point to Au Sable Point and was the first underwater preserve selected in the state. Thirteen dive sites have been designated where varying features can be viewed at depths ranging from six to 100 feet. Diving enthusiasts can explore sunken ships, artifacts, large

colorful rocks and sea caves. An extensive historical record of the shipwrecks has been compiled. Among the shipwrecks is the *BERMUDA*, a 150-foot wooden hull schooner; the *MANHATTAN*, a 252-foot wooden hull freighter; the *HERMAN H. HETTLER*, a 210-foot wooden steamer; a 230-foot wooden hull steam barge, the *SMITH MOORE*; the steamer, *SUPERIOR*; the freighter, *KIOWA*; and a steel tug, the *STEVEN M. SELVICK*, the first vessel intentionally sunk within the Michigan underwater preserve system as a dive site.

Valley Spur Cross-country Ski Trail: Located within the Hiawatha National Forest, Valley Spur features 12 groomed and marked trails that cover 27 miles. Rental equipment and food are available in the warming shelter located in Au Train Township along M-94 about 5 miles southwest of Munising.

Beginning with the 2007-2008 season, the Valley Spur trail system now falls under the Noquemanon Trail Network organizational umbrella. However, grooming and maintenance as well as the lodge operations are the responsibility of the non-profit group, Friends of Valley Spur. The cross country ski trail system is groomed daily or as the need arises from December through March so that the trails are always ready. All trails are groomed for both skate and classic ski. There are also several snowshoe trail loops. Valley Spur also hosts several racing events during the year. In addition to wintertime activities, Valley Spur offers 26 miles of biking trails for mountain biking enthusiasts. All of the trails are shared with hikers. The Valley Spur Lodge is also available for day-time rentals.

Boy Scout Camp Hiawatha: Boy Scout summer camp activities were consolidated into Camp Hiawatha in 1967. The camp is located on Doe Lake Road, off the Rapid River Truck Trail 12 miles south-west of Munising. Boy Scout Summer Camp, Junior Leader Training Conference, Cub Scout Resident Camp, Webelos Woods, Order of the Arrow events and training events are held there.

Bay de Noc/Grand Island Riding and Hiking Trail: The Bay de Noc/Grand Island Hiking Trail is a 40 mile trail through the Hiawatha National Forest, used mainly by horses and riders. The trail begins at M-94 south of Au Train and follows the Whitefish River valley along the river bluff. There is a parking area north of M-94 near Ackerman Lake. The trail passes Haymeadow Falls and campground north of Rapid River.

Addis Lake Ski Trail: Addis Lake Ski Trail is located north of M-94 in Au Train Township.

ATV Trails: ATV trails are located in the Hiawatha National Forest. The Coalwood Trail and the Haywire Trail are designated ORV Trails on abandoned railroad beds and offer good rides through the forest. There are also other trails on a portion of the signed road system. Horizontal numbers mean the road is closed to ORVs while vertical signs mean the trail can be used unless it is gated or marked closed. No off-trail or cross-country riding is permitted in the Hiawatha National Forest. ORV's may be ridden on the shoulder of some Alger County Roads.

Bike Trails: There are biking opportunities on the trails and back roads of the Hiawatha National Forest. Bruno's Run is available for hiking and biking and is located about 11 miles south of Munising. There are several Grand Island Trails on Grand Island, with bike rentals available. The Valley Spur Mountain Bike Trail is located six miles southwest of Munising on M-94.

North Country National Scenic Trail: The North Country National Scenic Trail bisects the northern half of Au Train Township. The trail stretches more than 4,600 miles from Crown Point in eastern New York to Lake Sakakawea in western North Dakota. The trail is administered by the National Park Service, managed by federal, state, and local agencies, and built and maintained primarily by the volunteers of the North Country Trail Association (NCTA) and its partners.



7.7 Area Recreational Facilities

Au Train Bay Boat Launch: The Au Train Bay Boat Launch is located along M-28 on the Lake Superior shoreline in Onota Township.



Photo 7-5 Au Train Bay Boat Launch

Grand Island: All except 44 of the island's 13,500 acres are part of the Hiawatha National Forest since being acquired in 1990 from the Cleveland Cliffs Iron Company. The island is accessible by private boat or Forest Service ferry service. Visitors can hike, camp, fish, sightsee, bike or kayak. ALTRAN provides a bus tour of the island from beginning June 15th and continuing into October. The ferry departs from the Grand Island landing. The landing is located one mile west of the Munising city limits. A 23-mile trail for biking and hiking follows the shoreline of the island. Campsites include fire rings picnic tables, and bear poles. A day use area has been developed at Murray Bay that includes toilets, benches and pedestal grills. Two cabins were constructed in 2008.

Grand Island Harbor Scenic Turnout: This Michigan Department of Transportation rest area provides vaulted toilets, drinking water, a picnic table, information and a short pathway leading to an overlook of Grand Island and Munising Bay.

Sand Point Beach: Sand Point beach is located on Lake Superior just east of Munising and is part of Pictured Rocks National Lakeshore. Sand Point was named one of the "Top 5 Summer Beaches in America" by the Weather Channel. The undeveloped sand beach is ideal for children and a perfect place for kayaking launching. The beach is also a popular spot for watching the sunset over Munising Bay. A boardwalk is also located at Sand Point.

Munising Falls: Located across from Munising Memorial Hospital on Washington Street in Munising, Munising Falls is a part of the Pictured Rocks National Lakeshore. This is a fully

accessible site with parking and picnic areas, restrooms, the Munising Falls Interpretive Center, and a scenic 0.5 miles walk to the base of the 50-foot waterfall.

Wagner Falls: This scenic site is owned and maintained by the Michigan Department of Natural Resources. It is located approximately 1.5 miles south of Munising on M-94. A short walking trail begins at the parking area and leads to a series of small waterfalls that stretch for about 100 feet.

Alger Falls: This site is located about 1 mile south of Munising at the junction of M-28 and M-94. The waterfall cascades down about 30 feet of rock and is visible along the east side of M-28.

Horseshoe Falls: This privately-owned site is located within the Munising city limits and small admission fee is required. It is open daily from May 1 through October 15 and is accessible from Bell Avenue near the southern city limit.

Rudy Olson Memorial Falls: This site (formerly known as Tannery Falls) was donated to the Michigan Nature Association by the widow of Mr. Olson in 1987. It features a drop of about 40 feet from a rock shelf to its canyon below. It can be accessed from road H-58 at the base of Washington Street. There are no provisions for visitor parking.

MNA Memorial Falls: The Michigan Nature Association acquired this site in 1987. It is located about 500 feet from the Rudy Olson Memorial Falls, but on a different stream. Access to the top of the falls requires a walk of only a few hundred feet off of Nestor Street on the City of Munising's east side.

U.S. Forest Service Pathways: Many trails have been developed by the U.S. Forest Service to accommodate recreational activities such as cross-country skiing, biking, hiking, and horseback riding.

Island Lake Campground: Island Lake Campground is located approximately 10 miles south of Munising on FH-13, then 2 miles west on FR-2268, at the southwest end of lake. Island Lake is a 32.5 acre lake suitable for canoeing, fishing, hiking and camping.

Widewaters Campground: Widewaters Campground is situated on the Indian Wild and Scenic River, 13 miles south of Munising, on Highway H-13, then 1/2 mile NW on FR-2262. Widewaters Campground offers canoeing, fishing, hiking and camping in a quiet environment.

7.8 State and National Historic Sites

Heritage tourism, or tourism oriented toward the cultural legacy of an area, is becoming increasingly popular. Heritage tourism involves visiting historical sites to gain an appreciation of the past. Special historical significance is recognized through listings of the State or National Register of Historic Places. Properties may receive designation from both. Identification and

preservation of historical sites can enhance a community's awareness of its past. Area historical sites are listed below.

Lake Superior Informational Designation

A marker was established at the roadside park along M-28 in Au Train Township as an informational sign for Lake Superior. Lake Superior was listed on the state register of historic places in January of 1957 and a marker was constructed in April of 1957.

Au Train River Bridge

This medium-scale steel bridge constructed in 1921 carries Wolkoff Road over the Au Train River about a half-mile east of the town of Au Train. The structure is comprised of a single plate girder span, flanked on each end by a steel stringer approach span. A builder's plate on the girder identifies its fabricator: the Worden-Allen Company of Milwaukee, Wisconsin. The Au Train River Bridge is currently limited to pedestrian and snowmobile traffic, with the roadway partially blocked by 55-gallon drums and Armco railing. Its alterations are relatively minor: the approach span guardrails and perhaps the spans themselves have been replaced. The road and bridge were later incorporated into M-94, which itself became M-28 in the 1930s. Since its completion, the Au Train River Bridge has carried vehicular traffic until its more recent closure. The bridge is historically significant as one of only two remaining examples of this important early design standard. The Au Train River Bridge was listed on the National Register in 1999.

Bay Furnace

Bay Furnace is located in Christmas in Au Train Township. Bay Furnace is a significant reminder of the importance of the iron industry to the economy of early northern Michigan. The core of the local economy, Bay Furnace Stack Number One was put into operation on December 13, 1870. By January 1, 1874 Number One was producing fifteen tons of pig iron daily, profits of which spurred settlement and building activity. A second stack was built by demand in 1872. First used on December 15, 1872, Number Two had to be discontinued after one year for replacement of the boshes that were part of the stack. By 1874 fifty-two kilns had been erected throughout the timbered area owned by the Bay Furnace Company. Much of the iron produced at Bay Furnace was used for Bessemer rails, car wheels, stoves, and small iron domestic items. Bay Furnace closed forever when a fire in 1877 burned through the furnace and town, destroying all but three buildings. Due to a decline in the profitability in pig iron, the town was never rebuilt. Bay Furnace was listed on the State and National Registers in 1971.

Paulson House

The Paulson House is located south of Au Train on USFS Road 2278 in the Hiawatha National Forest. The Paulson House is a significant example of early ethnic log houses in Alger County. It was completed in 1883 by Charles Paulson, a Swede who established a homestead in AuTrain after working as a miner in the Ishpeming-Negaunee area. Vacant for years, the building needed and received many internal and external repairs during the early 1970s. Prior to World War I the loft area upstairs was used as a schoolhouse for area children. The Paulson House now serves as a museum and was listed on the State and National Registers in 1972. The

Paulson House is open in the afternoons from 2:00pm to 5:00pm Sunday through Friday in the summer.

Grand Island Harbor (Christmas) Range Lights (Bay Furnace Range Lights)

The Grand Island Harbor Rear Range Light is a lighthouse located off M-28 near Christmas. This is the Grand Island Harbor Rear Range Light, sometimes known as the "Bay Furnace Light" or the "Christmas Light". The light tower is about 62 feet tall and is constructed from quarter-inch steel plates riveted by six 4x4 inch metal struts. It is bolted to a concrete foundation and contains a metal spiral staircase. It was built in 1914, replacing a wood frame structure that was constructed in 1868. The official Coast Guard Light list for 1915 indicates it contained a 1,500 candle power light, which was visible for 16 miles. Range lights were designed to work in pairs. By keeping the rear range light aligned with a front range light, mariners were able to stay on the proper heading through the narrow channel west of Grand Island which leads to Munising Harbor. The rear range light was abandoned about 1969, and in 1977 the parcel of land was declared surplus by the Coast Guard and transferred to the Forest Service. The rear range light was listed on the National Register of Historic Places in 1990. It is no longer an active aid to navigation. Tours of the Rear Range Light are available seasonally.

7.9 Issues and Opportunities

- Au Train Township's natural features offer an abundance of passive and active recreational opportunities throughout the year. Expansion of recreational activities and facilities promoting the natural beauty of the surrounding area may be beneficial to residents and visitors.
- Au Train Township, in cooperation with the City of Munising, Grand Island Township, Munising Township and APRD entered into a joint agreement to provide recreational programming for the area. The joint agreement serves a small population spread over a large land area. The consolidated group efforts make recreation programming feasible for the area.
- The age and condition of some Township-owned recreational facilities will involve capital investment in the near future. The Township has planned improvements to each Township-owned recreational facility.
- The Township will continue to place accessibility/barrier free facilities and programs very high on all priority lists.
- The Township currently has an updated and Michigan Department of Natural Resources approved recreation plan; the Township is eligible to pursue grant funding available through the MDNR.
- The Township has several national and state registered historic sites that could encourage heritage tourism in the area.

CHAPTER 8.0 NATURAL FEATURES

8.1 Introduction

Natural features, including soils, geology, topography, water features and other natural resources, not only enhance the aesthetic quality of the area but also have a profound effect on a community's development. These physical features directly or indirectly constrain or encourage growth; for example, soil types and geology often affect the ability of a community to provide high quality water and wastewater services. The natural resources, such as timber or minerals, which occur in certain areas are often a primary factor in the establishment and growth (or decline) of communities. Development and growth in Alger County has historically been dependent on natural resources. Future utilization of Alger County's natural resources may result in population growth. Au Train Township must recognize the impacts that occur with increasing development and take steps to conserve and use these important natural resources wisely.

Natural features are often interrelated, and disturbance in one area can potentially distress other areas. From a planning standpoint, it is important to understand these interrelationships and the role that natural features play in determining a community's future development activities. This chapter will identify Au Train Township's natural features, such as geology, soils, water features and slope. Limitations for development and proper utilization of these natural features in relation to development will also be discussed.

8.2 Geology and Bedrock Geology

One of the primary factors which make geology important to a community's development is its ability to supply groundwater. The quality and quantity of groundwater are influenced by the types of bedrock in which it is found, and the layers through which the water passes before it is extracted. Certain types of bedrock increase the potential for groundwater contamination, particularly when such bedrock is close to the surface. Surface runoff is filtered through the soil, sand, and gravel which overlay bedrock. When bedrock is close to the surface there is less opportunity to filter out contaminants and the polluted runoff can enter the groundwater table. If the bedrock is highly permeable, contaminants can quickly enter the same layers of groundwater used for domestic purposes.

The geological formations of the Northern Peninsula fall readily into three classes, viz. (1) the crystalline or Pre-Cambrian rocks, (2) the Paleozoic rocks, and (3) the glacial drift. The glacial drift is deposited irregularly over all the hard rock formations of the peninsula, the Northern Peninsula may be divided into two distinct provinces, an eastern and a western province, divided by a meridian passing through Marquette. West of this meridian the rocks are of Pre-Cambrian age, while east of it are the Paleozoic rocks. On the other hand, the rocks of the eastern province are relatively unchanged. They include shale, sandstone and limestone which are in the form of beds or strata, which lie in an almost undisturbed position, dipping gently southward, so that one passes from older to younger formations in going from north to south. Paleozoic rocks of the eastern province differ in hardness and have weathered unequally. The glacial drift is a mass of boulders, gravel, sand, and clay, differing greatly in constitution from

place to place. The drift was brought in by a sheet of ice or continental glacier such as now covers Greenland.

Bedrock geology consists of solid rock formations found below the soil which were formed during the early periods of the earth's evolution. These formations have undergone extensive folding, uplifting, eroding, and weathering during the millions of years which have since passed, and are now overlain by surface geology and soil.

The bedrock of Au Train Township is not generally economically significant and consists of the following, shown on Map 8-1.

Munising Formation

The Munising Formation will usually yield enough water for domestic purposes. Large-diameter wells drilled over 50 feet into bedrock may yield more than 100 gpm. Some wells in this group fail because of impermeable shale or crystalline igneous and metamorphic rocks encountered at shallow depths.

Jacobsville Sandstone

Jacobsville sandstone occurs in a band along the Lake Superior shoreline and is one of the most important bedrock aquifers in the area. It is generally more porous and is a considerably thicker (estimate \pm 600 feet) deposit. Interior areas composed of these strata will yield small quantities of water to wells. Sufficient amounts for domestic use are obtainable if no other source is available, but the water may contain high levels of chloride in some areas. Lake Superior shoreline formations north of Marquette may yield as high as 30 gpm, due to weathering and increased storage capacity.

Prairie du Chien Group and Trempealeau Formation

Yields of 50 gpm this can be expected from beds of sandstone in this unit. Conversely, strata of limestone and dolomites may only produce enough water for domestic use.

Black River and Trenton Groups

The Black River and Trenton groups are shallow water carbonates which were deposited at or just below the intertidal zone. Both groups are primarily made up of limestone, a sedimentary rock consisting chiefly of calcium carbonate, primarily in the form of the mineral calcite. In other areas around the United States, these groups are often explored for oil and natural gas deposits.

8.3 Surface Geology

Surface geology deposits in Alger County are primarily the result of glacial activity. The categories of surface geology are based on the material content and formation process of the various deposits. Glacial deposition occurred in one of three ways: 1) by materials deposited directly by glaciers with little or further movement as a result of surface water (till) or, 2) by outwash or, 3) by materials deposited by glacial lakes known as lake deposits. End or

recessional moraines are a type of till, deposited at the edge of a glacier, or left as the glacier melts and recedes.

8.4 Soils

Soil is a complex mixture of pulverized rock and decaying organic matter, which covers most of the terrestrial surface of the Earth. Soils are created from “parent” material; loose earthy matter scattered over Earth by wind, water, glacial ice or weathered in place from rocks. Parent materials are the result of glacial deposition or outwash from meltwater. It is turned into soil as other reactions take place on exposed rock surfaces. Glaciers, moving slowly over bedrock material and exerting massive pressure, created finely ground material. The different types of soil created from the contractions of these glacial sheets were deposited throughout the area in no particular order.

The soils information comes from the U.S. Department of Agriculture Soil Conservation Service interim survey for Alger County that was published in May 2003. The survey is still in draft status and is in the process of being digitized for mapping purposes. Soils are grouped into associations based on common characteristics such as drainage, slope, and texture. The soils in these associations respond similarly to the various uses to which they may be subjected. Development should be planned in such a way as to take into account the suitability of the soils for the type of development being planned. For example, residential subdivisions should avoid areas of shallow and/or poorly drained soils or areas where the water table is close to the surface, since such soils are unsuitable for septic drain fields and problematic for roads. Map 8-2 illustrates the soil types as reported in the interim report.

About 200 different types of soil are recognized in Alger County. The soils vary widely in texture, natural drainage, slope, depth to bedrock and other characteristics. Because of steep slopes, droughtiness, wetness and depth to bedrock, many of the soils are best suited to woodlands. The subsoil in most of the moderately well drained soils has a restrictive layer that limits the use of forestry equipment and residential development.

Soils of the Kalkaska association are found in the majority of the Township and consist of very deep, somewhat excessively drained soils formed in sandy deposits. These soils have high or very high saturated hydraulic conductivity, which is the rate at which a soil allows water to move through it. Most of the Kalkaska soils are in forest, some are in pasture, cropland or are idle. Kalkaska sand was chosen as the Michigan state soil in 1990 and this unique soil may be found in over 29 of Michigan's 83 counties. Kalkaska sand is generally found in areas of high snowfall and is one of the dominant soils in the Upper Peninsula. It is used primarily for hardwood timber production, namely Sugar Maple and Yellow Birch. It is important for producing Christmas trees and specialty crops, such as potatoes and strawberries. Kalkaska sand is used as wildlife habitat areas, building sites, and recreation areas. Loose sand grains at the soil surface are prone to wind and water erosion and since this soil has less silt and clay than loamy soils, it is not ideal for absorbing fertilizer or septic tank runoff.

Other soils in the Township include the following associations: Karlin-Kalkaska-Blue Lake (very deep, somewhat excessively drained to well drained soils), Markey-Dawson-Carbondale (very deep, very poorly drained soils), Onaway-Emmet-Cathro (deep, well drained and moderately well drained soils; Cathro soils are very poorly drained), Onota-Munising-Deerton (well or moderately well drained soils, Deerton soils are sandy and moderately deep to weathered sandstone or sandstone, Munising soils are very deep), Rubicon-Rousseau (well drained to excessively drained very deep soils) and Tawas-Kalkaska-Carbondale (very deep, very poorly drained organic soils). Excessively drained soils lose water very rapidly because of rapid percolation. Poorly drained soils experience conditions where water is removed from the soil so slowly that the soil is saturated periodically during the growing season or remains wet for long periods greater than seven days. Well-drained soil is that which allows water to percolate through it reasonably quickly and does not pool.

Engineering and construction techniques can be used to overcome soil limitations. The long-term implications of such techniques should be carefully considered, however, since development in areas of marginal suitability may lead to high costs to local governments, and hence to taxpayers, in order to provide services to these areas.

The Michigan Department of Environmental Quality also lists high risk erosion areas for the state. High risk erosion areas are those shorelands of the Great Lakes and connecting waters where recession of the zone of active erosion has been occurring at a long-term average rate of one foot or more per year, over a minimum period of 15 years. There are no high risk erosion areas listed for the Township at this time.

8.5 Topography

The physical features of the landscape provide an area with its own unique character. Topography describes this character in terms of elevation above mean sea level. This reveals the size and shape of watersheds as well as places to avoid with development because of grades in excess of recommended standards.

Steep topography or slopes of 10 percent or greater (a rise in gradient of more than 10 feet in a horizontal distance of 100 feet) can be aesthetically attractive for residential development as well as some commercial establishments. However, the steep grade increases the likelihood of soil movement or slides, and the weight of structures is an added force which encourages this movement. Beside such dangers, there is an added expense if development occurs on the sloping surface itself. Excavation of the hillside and/or building of retaining walls can greatly increase construction costs. There is also a problem of erosion as the water rushes down the steep grades. Natural water courses provide the pathway for such water and should be maintained in this capacity.

The Township's terrain ranges from hilly inland to nearly level along the shoreline (Map 8-3). Lake Superior's mean elevation is 602 feet above sea level. Elevations reach as high as 1,079 feet above sea level in the north-central portion of the Township. Thus far, these conditions

have directed development to areas of lower elevation and less severe gradient. Developed lands generally slope toward Lake Superior.

8.6 Water Features

More than 70 percent of the earth’s surface is water. Water features, i.e., lakes, streams and rivers, have very important functions as natural resources. Among those important functions is as the source of water for residential, commercial, industrial and recreational development.

The Au Train River was once a logging run to Lake Superior. Logging began along the river in 1861 and major logging occurred in the 1880's. The largest logging drive took place in 1887 when 10 million feet of pine logs were floated down the Au Train. Now, an absence of rapids and portages creates a relaxing recreational outing. Numerous areas along the water-course harbor a large variety of wildlife including ducks, songbirds, herons, kingfishers, muskrats and turtles. Walleye, perch, suckers and bullheads inhabit the river year long. Steelhead makes a spring run and salmon a fall run. The Au Train River Watershed encompasses approximately 76,000 acres. Major tributaries include: Au Train River, Black Creek, Bohemian Creek, Buck Bay Creek, Cole Creek, Joel Creek, Johnson Creek and Slapneck Creek. The adjacent Anna River Watershed covers approximately 15,000 acres and includes the Anna River, Valley Spur Creek and Wagner Creek as tributaries.

Au Train Lake is the largest inland lake in the area and became a popular place for summer cottages soon after iron ore mining and lumbering populated the area. It is an 830-acre lake with a maximum depth of 30 feet and an average depth of 12 feet. Fishing is very popular at the lake. Much of the south shore of the Lake is part of the Hiawatha National Forest and provides nature trails, camping and boat launch facilities. Au Train Lake offers sandy beaches. The Au Train River and Au Train Lake offer great fishing as well as swimming, boating, camping, canoeing, kayaking and waterskiing. There are modern cottage rentals as well as bed and breakfasts. Canoe, kayak and bicycle rentals are also available.

Photo 8-1 Au Train River



Au Train Township includes approximately fifty lakes, thirteen creeks and five rivers. Several of the lakes are subdivided, including but not limited to: Aleck Lake, Cook Lake, Little Round Lake, Sixteen Mile Lake, Lost Lake and Bay Furnace Lake. Many of the lakes in Au Train Township have undergone residential development along their shores. The Hiawatha National Forest has five designated National Wild and Scenic Rivers; two rivers (the Indian and Sturgeon) have segments located in Au Train Township.

Lake Superior is the largest body of fresh water by surface area (31,700 square miles, on the planet, and the largest of the Great Lakes. It is about 350 miles in length, 160 miles wide at a depth as great as 1,300 feet. Immortalized in Gordon Lightfoot's "The Wreck of the Edmond Fitzgerald," Lake Superior is inspiring for its size, extreme power, depth, and beauty. The Township's northern boundary is formed by the shoreline of Lake Superior and provides a scenic view alone M-28. Ice fishing is popular during the winter months. Activity along the shoreline peaks in the summer season with attractions such as Pictured Rocks boat tours, the Alger Underwater Preserve located in Munising Bay, glass-bottom boat excursions, sport fishing, varied recreational activity within the Pictured Rocks National Lakeshore and as the gateway to the Grand Island National Recreation Area.



Photo 8-2 Scenic View Site on Lake Superior

8.7 Floodplains, Wetlands and Erosion Issues

Floodplains and wetlands are important from a planning standpoint due to their potential limitations on future development, as well as possible impacts on existing development, in the case of floodplains. A plain that may be submerged by flood waters defines a floodplain; areas between terrestrial and aquatic systems where the water table is at, near or above the land surface for a significant part of most years, and include marshes, mudflats, wooded swamps and wet meadows define wetlands. A wetland area may be referred to as a swamp, bog or marsh and is normally characterized by the presence of water at a frequency and duration sufficient to support wetland vegetation and aquatic life. Wetlands often form the link between the mainland and Lake Superior. Coastal wetlands make up 10% of the Lake Superior shore, mostly associated with protected bays, estuaries and barrier beach lagoons.

In 1968, Congress instituted the National Flood Insurance Program (NFIP) to reduce the economic and social cost of flood losses. This program makes flood insurance available in communities that agree to manage their floodplains in such a manner that additional flood prone structures are not built. To identify a community's flood risk, FEMA conducts a Flood Insurance Study. The study includes statistical data for river flow, storm tides, hydrologic/hydraulic analyses and rainfall and topographic surveys. FEMA uses this data to create the flood hazard maps that outline a community's flood risk areas.

Floodplains and areas subject to coastal storm surge are shown as high-risk areas or Special Flood Hazard Areas (SFHAs). Some parts of floodplains may experience frequent flooding while others are only affected by severe storms. However, areas directly outside of these high-risk areas may also find themselves at considerable risk. Au Train Township participates in the regular National Flood Insurance Program. Areas shown on Map 8-4 in Zone A are considered areas inundated by 100-year flooding; base flood elevations and flood hazard factors are not determined. **Note: Map 8-4 is for planning purposes only and should not be used as an actual flood map. Land owners should contact FEMA to determine if their property is located within the flood zone.** A one-hundred-year flood is calculated to be the level of flood water expected

to be equaled or exceeded every 100 years on average. The 100-year flood is more accurately referred to as the 1% annual exceedance probability flood, since it is a flood that has a 1% chance of being equaled or exceeded in any single year. It should be noted that the FEMA Flood Insurance Rate Maps are for flood insurance purposes only and does not necessarily show all area subject to flooding. Land along the Au Train Basin, Au Train River and surround Au Train Lake is all considered in Zone A.

Approximately thirty years ago, the Township dredged the beach at the mouth of the Au Train River to open a straight channel. It should be noted that MDOT is the owner of the beach along M-28. MDOT will no longer permit the Township to dredge the beach; MDOT is requesting a scour analysis (the removal of sand and sediment around a bridge) to examine potential effects on the bridge with the reconfiguration of the river mouth. The Army Corps of Engineers would need to conduct a scour study that would consider both the River and the Lake. Riprap remains the most common countermeasure used to prevent scour at bridge abutments.

There are several issues occurring at the mouth of the Au Train River. The river channel is quite shallow through the dunes area. Sand gets deposited at the river mouth, often blocking the mouth; ice blocks the mouth in the winter as well. The mouth is obstructed for a several days at a time and the water table comes up which may cause homes closest to the river mouth to have flooding in their basements. There is also erosion occurring at the mouth of the Au Train River, cutting back to M-28. Erosion is occurring approximately 90 feet from the highway. The Township is interested in protecting the highway from erosion without having to use large boulders and without degrading the beach area. The Township is looking at the erosion of the river bank and protecting the highway from not only erosion but also from having to use riprap as an erosion control measure. The Township is continuing to work with riparian property owners experiencing erosion problems. Setbacks from the shoreline or dunes may need to be reexamined.

A feasibility study could be conducted to look at methods of preventing flooding of basements and erosion. The focus would be on the beach area and would look at possible approaches to solving wind erosion, flooding and M-28 being covered in sand. One potential suggestion includes raising the foundations of several of the homes that are experiencing basement flooding. FEMA occasionally has funds to spend locally, but more often than not, FEMA looks at moving the affected structures rather than raising the foundations. Homes that are located in the floodplain may not be suitable for basements. Mitigation may be required for this type of development. Currently, the Alger Conservation District is working in concert with the Superior Watershed Partnership for GIS functions, a riparian zone study and wetlands assessment. These organizations will seek funding for several of these projects within the next several years.

Michigan's Coastal Management Program was developed under the federal Coastal Zone Management Act and approved in 1978. Since then, the Program has assisted organizations in protecting and enhancing their coastal areas, funded studies related to coastal management and helped to increase recreational opportunities in Michigan's Great Lakes coastal area. As shown on Map 8-4, Au Train Township's northern boundary along Lake Superior falls within a

Coastal Management Zone. The Township should consider applying for a Coastal Zone Management Grant to update the Zoning Ordinance or to develop a plan to improve protection of coastal resources in the Township. Potential also exists for funding from the Michigan Coastal Zone Management Program to fund a feasibility study that would complete a full assessment of the issues surrounding the Au Train River mouth and identify potential solutions.

8.8 Mineral Resources

There are several gravel pits operating in Au Train Township. Gravel pits are located on Martin Road (County Road Commission pit on one side, Forest Service pit on the other) and Gerou’s pit is located on Reindeer Run in Christmas. An inactive County Road Commission pit is located on Tower Road.

Sandstone formations along the Lake Superior shoreline extend from Sault Ste. Marie to Duluth. Quarrying of Jacobsville sandstone began in the late 1800s at multiple locations along the shoreline. Several quarries mined red and tan colored sandstone in the Alger County, including Sand Point. Nearby sandstone quarries were located at the Bay Furnace area in Au Train Township and in Grand Island Township at Powell’s Point. Stone from Powell’s Point was used to build the Lincoln School (now known as the Tribal Center) and the Sacred Heart Convent/School (now known as the Jericho House) in the City of Munising. Iron blast furnaces were constructed of sandstone mined from the Grand Island and Powell’s Point quarries. The Schoolcraft Iron Company and the Bay Furnace Company opened these quarries in the 1860’s and operations flourished through the early 1900’s.

8.9 Hiawatha National Forest

A large portion of Au Train Township falls under the Hiawatha National Forest. The Hiawatha National Forest’s East Unit was established by President Teddy Roosevelt in 1909 as the Marquette National Forest. The West Unit was established in 1931, when President Herbert Hoover signed a proclamation to create the Hiawatha National Forest in the central region of Michigan’s Upper Peninsula. In an executive order on February 9, 1962, all lands within the Marquette National Forest (East Unit) were transferred and made part of the Hiawatha (West Unit). There are approximately 1.3 million acres within the Hiawatha’s proclaimed boundary, with about 895,300 acres in federal ownership.



Photo 8-3 Hiawatha National Forest

The Hiawatha provides multiple economic benefits to Michigan and to local communities. Economic benefits that contribute regionally include market and non-market commodities like timber, minerals, tourism, sightseeing, hunting, fishing, boating, etc. Forest Plan decisions, when implemented, can contribute to economic sustainability by providing for a range of uses, values, conditions, products and services.

The Hiawatha is largely a second growth forest as a result of exploitive logging and burning around the end of 19th century. Fire control and planting took place in the 1930s and 1940s by the National Forest Service and the Civilian Conservation Corps. The result is a forested landscape of mostly uniform age classes, with little within-stand diversity or structure. There are many stands of species that are short-lived (like jack pine, aspen and balsam fir), and they are currently mature and over-mature. Longer-lived species such as red and white pine, northern hardwoods and cedar are maturing and growing into larger size classes.

The Hiawatha National Forest has over 400 lakes and many rivers and streams. Hundreds of miles of trails are open to the public for hiking, mountain biking, cross country skiing and horseback riding. The Hiawatha offers visitors access to undeveloped shores of Lakes Superior, Michigan, and Huron as well as access to four Great Lakes islands. The largest and most-visited island is the Grand Island National Recreation Area. Grand Island offers opportunities to interpret natural and cultural history in diverse recreation settings. Mountain bikers, hikers, boaters, sea kayakers, campers, public transportation tour participants, and snowmobilers enjoy a network of trails, overlooks, spectacular cliffs and expansive sand beaches. A five year Proposed Program of Work for recreation facilities has been completed. In general the 5-year Proposed Program of Work has the following tasks: no change to 14 sites, repair facilities at 25 sites, improve facilities at 16 sites, change season of use at 0 sites, add or increase fees at 9 sites, remove some or all facilities at 26 sites and close 0 sites.

A 2006 Land and Resource Management Plan has been published for the Hiawatha National Forest. National Environmental Policy Act analyses are completed on all activities that could have a physical or biological effect on National Forest lands. There are varying levels of analysis depending on the complexity or type of proposal. The objectives of NEPA analyses are to:

- Fully consider the impacts of Forest Service proposed actions on the physical, biological, and economic aspects of the human environment;
- Involve interested and affected agencies, State and local governments, organizations, and individuals in planning and decision making; and
- Conduct and document environmental analyses and subsequent decisions appropriately, efficiently and cost effectively.

With the large amounts of forested areas in the Township, there has been a growing concern with the emerald ash borer. Au Train Township, along with the City of Munising, Grand Island Township and Munising Township are listed under Quarantine Level II. Quarantine Level II indicates that there have been several isolated occurrences of the emerald ash borer in a contiguous area. Emerald ash borer is an exotic beetle that was discovered in southeastern Michigan near Detroit in the summer of 2002. The adult beetles nibble on ash foliage but cause little damage. The larvae (the immature stage) feed on the inner bark of ash trees, disrupting the tree's ability to transport water and nutrients. The emerald ash borer has destroyed tens of millions of ash trees in Michigan alone and has cost municipalities, property owners, nursery operators and forest products industries tens of millions of dollars. The quarantines are in place to prevent infested ash firewood, logs or nursery trees from being transported and starting new infestations.

8.10 Scenic Sites

Determining scenic sites is somewhat of a subjective exercise. The hills, forests, and water features, viewed individually or together, present uncommonly picturesque scenes throughout the Township and Alger County. Some of the most notable sites are described briefly below:

Waterfalls

- Scott Falls: This waterfall is located just east of Au Train at the Harold Rathfoot Roadside Park.
- Au Train Falls: Au Train Falls are located five miles directly south of Au Train and very near the intersection of M-94 and County Road H-03. The falls are located between the Au Train Dam and the generating plant near the Au Train Hydro Electric project and are easily accessible.
- Nearby waterfalls: There are 20 waterfalls in Alger County, several of which are located within close proximity to the Township.

Face in the Rock

The Harold Rathfoot Roadside Park provides a view of Scott Falls as well as “The Face in the Rock.” The carving was created by a French Voyager in 1820 and is a tribute to "Powers of the Air", a Chippewa Indian who was the only survivor of the tragic battle with the Sioux Tribe in Minnesota. The face has served as a landmark for the Ojibwa and voyagers. Henry Rowe Schoolcraft mentions the face in his diaries from his first trip along Lake Superior in 1820. The park is frequented by swimmers and has restrooms, grills and a picnic area.

Photo 8-4 Au Train Beach



Au Train Beach

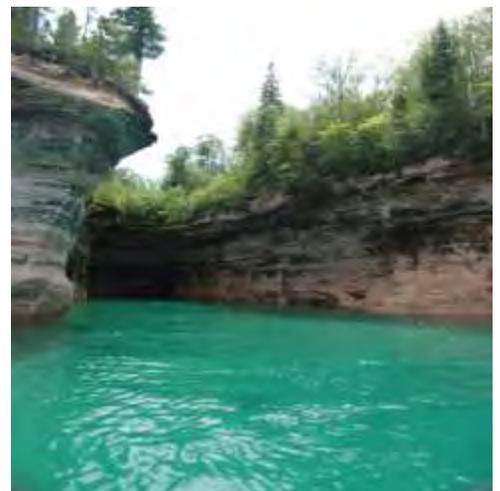
Au Train Beach, located along M-28, is often visited by swimmers due to the warm water and sandy beaches. The beach area has restrooms, a volleyball net and parking.

Pictured Rocks National Lakeshore

The Pictured Rocks National Lakeshore is a major attraction

that features dunes, cliffs, beaches, waterfalls, wildlife and forests. In total, the Lakeshore encompasses about 73,000 acres and 40 miles of Lake Superior shoreline. The Lakeshore includes some 736 acres within the city’s boundaries, 675 within the Shoreline Zone and 61 within the Buffer Zone. The National Park Service, which manages the Pictured Rocks National Lakeshore, Munising Falls and Miners Castle, maintains a visitor information center at the junction of M-28 and H-58 in the city. It was authorized October 15, 1966, under Public Law 89-668 with subsequent amendments. Formal establishment took place on October 6, 1972.

Photo 8-5 Pictured Rocks National Lakeshore



8.11 Climate

Lake Superior is a major factor in the local climate. The lake effect increases cloudiness and snowfall during the fall and winter and also modifies temperatures, keeping them cooler during the late spring and early summer, and warmer during the late fall and early winter. Snowfall along the Lake Superior shoreline is often unpredictable and may occasionally make travel along M-28 hazardous.

The Township's climate varies drastically from season to season. Summer temperatures range from 40 degrees overnight to 99 degrees during the day. Average summer temperatures range from 65-75 degrees. July is, on average, the sunniest month while November and December average the least amount of potential sunshine. Winter temperatures average about 17 degrees. January is generally the coldest month, and the Township averages between 200 and 300 inches of snow per year. Recorded temperature extremes range from -40 degrees to +103 degrees.

8.12 Issues and Opportunities

- The natural features of the Township are important to the local quality of life. The natural resources and natural features were responsible for the original settlement and land uses within the Township, and indeed continue to enhance the Township's livelihood as it moves into the future towards a four-season recreational activity driven community.
- The bedrock of Au Train Township is not considered economically significant.
- Soils of the Kalkaska association are found in the majority of the Township and consist of very deep, somewhat excessively drained soils formed in sandy deposits. Engineering and construction methods are able to overcome many soil limitations.
- There are no high risk erosion areas listed for the Township.
- The Au Train River, Au Train Lake, Lake Superior and an abundance of additional lakes, rivers and streams provide Township residents and visitors with a variety of recreational and residential development opportunities.
- Because of soil and natural features found in Au Train Township, new home development in flood prone areas requires flood insurance.
- There are several concerns at the Au Train River mouth that must be addressed, including erosion and flooding. Funding to develop a scour study should be pursued.
- The Township should consider applying for a coastal zone management grant through the MDNR to update the Zoning Ordinance or develop a plan to protect coastal resources in the Township.

- The Hiawatha National Forest provides a variety of recreational opportunities for Au Train Township residents and visitors. The overwhelming existence of the National Forest limits development in large portions of the Township.
- The Township and several surrounding communities fall under Quarantine Level II due to the presence of the destructive emerald ash borer.
- The Township and surrounding areas are rich in uniquely scenic areas and vistas that attract an increasing number of tourists each year and that also offer unique opportunities for recreational and/or residential developments.
- The area's climate provides opportunities for four seasons recreation activities.

CHAPTER 9.0 LAND USE

9.1 Introduction

Patterns of land use evolved from economic necessity. The economy was firmly linked to trade routes that often followed natural features such as lakes and streams. The general historic land use patterns which are common to the Upper Peninsula are reflected in the land use patterns that have developed in Alger County. Settlements were established at, or near, active points of commercial activity.

The general historic land uses common to the Upper Peninsula are reflected in the land use patterns that have developed in Au Train Township. Logging and timber production were common throughout Au Train Township. An abundance of inexpensive land became available following the removal of valuable timber resources during the lumbering boom. Families interested in farming were attracted by the affordable land. Where good soil conditions existed, agriculture was successful. Agriculture is currently present on a much more limited basis.

Iron ore mining and lumbering brought many people to the area. Large scale lumbering began in Alger County in 1876 and overlapped with the last days of the Schoolcraft Furnace. Lumbering continued beyond the construction of the Detroit, Mackinac and Marquette Railroad. The first huge pines were felled along Lake Superior, which provided the only means possible for shipping the logs. The expanding iron ore industry on the Marquette Range created a demand for building material. Logs were floated down the Au Train River to Lake Superior for transport to major hubs.

Railroads were constructed to transport iron ore to lake ports such as Escanaba and Marquette for delivery to steel mills at the lower end of the Great Lakes. Completion of rail lines provided transportation for products other than iron ore, such as lumber and the supplies necessary to sustain a community and its people. The importance of railroads is evident in the settlement patterns that followed their construction.

Natural features and cultural influences were also important determinants of how land was used. Rugged terrain and swampland, for instance, were not inviting for the establishment of settlements. Cultural influences are reflected in the types of buildings constructed, local commercial practices and community traditions and activities. It is important for communities to understand how past land uses and patterns have an effect on land use today.

9.2 Factors Affecting Land Use

Land use is never a static process; change is always occurring. Choices affecting land use can come from a variety of sources. Changes in land use have been the result of various decisions made by individuals, families, businesses or governmental/public agencies. It is important to note, however, that land use changes cannot be attributed to a single set of decisions made by one group or individual. Rather it is a combination of decisions made by a number of individuals, organizations or public agencies.

Location tends to be the most important factor for home buyers and commercial interests. The availability of public and private services, accessibility, existing conditions of the area and price are other important considerations. Speculators may purchase, hold or sell property based on an anticipated future profit. Land developers also attempt to anticipate market conditions, i.e., supply and demand for housing, goods and services or industrial needs. They strive to accurately assess the type, scope and optimum time of development that will produce a profitable outcome.

Owners of business and industrial interests decide to start, expand or close their operations based on economic probability. Many factors may be considered in determining economic feasibility including: supply and demand for the goods or services produced, cost and quality of transportation and site availability. Local decisions have a bearing on these factors.

Generally, the immediate self-interest of the individual or organization making a land use decision supersedes what impact the use may have on the surrounding lands. Decisions determined in this fashion can potentially result in incongruous or incompatible development since the community's overall pattern of development is not necessarily among the factors considered. Laws and regulations have been enacted giving local units of government the means to deal with land use issues. These legal tools allow federal, state and local governments to address the overall compatibility and appropriateness of development and land use.

Federal legislative actions have created a number of loans and grant programs for community facilities, water and wastewater systems, housing, economic development and planning. Drinking water standards, air quality and many other environmental factors are addressed in federal regulations. These laws, regulations and programs do have direct and indirect effects on land use and development. For example, an indirect effect may result if a community that lacks sufficient sewage disposal capacity to serve industrial uses is able to obtain federal funding to assist with expansion of its sewer treatment facility, which in turn, may lead to industrial development.

The traditional role of the state has been limited to providing the enabling legislation for local units of government to regulate growth and development through planning and zoning. The State of Michigan does, however, regulate land use and development in regions of environmental concern including wetlands, floodplains and coastal areas. These regulations have a direct effect on local land use. The state also enforces standards for municipal water systems and wastewater systems that are at least as strict as federal standards. A community's ability to provide water and wastewater treatment systems is directly affected by these regulatory standards.

Local governments can exert the most effective influence on land use changes through zoning ordinances, subdivision regulations, building codes and public investment in roads, water and sewer systems, parks, etc. Local planning efforts that seek to define the most desirable and appropriate uses for the various parts of a community and anticipate and prepare for growth

can serve to guide future land use decision-making. The Township utilizes a zoning ordinance to regulate land use and will use the Master Plan to guide future zoning changes and future land use.

Other factors affecting land use include the existing transportation system, taxation, land values, natural features, changing technology and market conditions. Changes in lifestyles, family size, shopping preferences and customer attitudes also affect land use decisions. Mobility is greater than at any previous time, families are smaller and life expectancies have increased. These changes are reflected in employment patterns and housing and shopping preferences. From a land use standpoint, some pertinent issues are the apparent willingness to endure longer commuting distances to work and the growing market for housing specifically designed for elderly residents - particularly those residing for only part of the year.

The transportation system that serves a community determines how quickly and easily raw materials and finished goods can be received and shipped. It also is directly related to product cost, a crucial factor for business. The constantly expanding network of roadways in the U.S., together with the proliferation of private automobiles, has enabled residents of rural areas to commute to larger communities for employment and shopping and has increased the accessibility of many areas to tourists. This increased mobility has, in many cases, facilitated development of strip commercial areas, large shopping malls, and suburban residential development. Referred to as "urban sprawl," such development frequently converts open space and agricultural land to more intensive uses. Communities are now experiencing the closure of many strip commercial areas and the vacating of shopping malls. Adaptive reuse strategies may be used to convert obsolete buildings for new, more productive purposes.

Taxation and land values play a part in many land use decisions. Families may move from urban areas because they feel they are willing to trade off lower taxes and/or user fees for fewer municipal services and increased distance from employment, shopping and schools. Land values in rural areas may also be lower, thus more attractive to residents. Commercial and industrial enterprises are generally less willing to forego municipal services such as water and sewer. They are also more likely to locate in areas with a concentrated population base rather than in very rural areas. Tax rates and land values are important considerations for businesses as well.

Changing technology, including computer networking, cellular telephones, fax machines, voice mail, teleconferencing, video conferencing and electronic mail provide businesses with location options that were previously not practical. Often, the quality of life associated with these rural locations is an additional attraction. The high quality of life in Au Train Township is one of the many factors residents have chosen to live here.

9.3 Land Cover Inventory

The categories of current land cover used in this section are taken from Map 9-1, Land Cover. Michigan Resource Information System (MIRIS) statistics, which were compiled by Michigan Department of Natural Resources (MDNR) using 1978 color infrared aerial photographs utilizing

a detailed classification system, were used as a base in developing existing land cover information. Table 9-1 below breaks down the acreage represented by each land cover type in the Township.

Land cover refers to data concerning the state of the land in terms of its cover and use. Land cover use may include, but is not limited to, data about agricultural, urban, industrial, and pasture acres; building sites, forested areas, septic systems, wells, or feedlots. The land cover data demonstrates that the Township is mainly covered by deciduous, evergreen and mixed forests along with wetlands; much of the Township is undeveloped. There are patches of land that are developed, mainly at low to medium intensities, near the communities of Au Train and Christmas. A small patch of high intensity development occurs along M-28 in Christmas.

Land Cover	Acreage
Bare Land	199
Cultivated Crops	44
Deciduous Forest	50,805
Developed, High Intensity	18
Developed, Low Intensity	642
Developed, Medium Intensity	113
Developed, Open Space	111
Evergreen Forest	10,213
Grassland/Herbaceous	1,934
Mixed Forest	6,015
Open Water	3,875
Palustrine Emergent Wetland	1327
Palustrine Forested Wetland	15,633
Palustrine Scrub/Shrub Wetland	1,208
Pasture/Hay	30
Scrub/Shrub	2,577

Source: MIRIS, Michigan Resource Information System, 2010.

9.4 Residential Land Use

Residential land use in Alger County occurs primarily near the Munising-Wetmore corridor along M-28, with other residential concentrations located in smaller communities throughout the County, such as Au Train, Christmas, Shingleton, Chatham and Trenary.

A majority of the Township’s residential development is concentrated on or near transportation corridors and around water features. Residential land use in Au Train Township occurs primarily along the length of M-28 or near highway offshoots, such as Au Train/Forest Lake Road. Residences are concentrated in the communities of Au Train and Christmas, as well as between the two communities along M-28. Most of the homes are single-family residences;

only one percent of the Township’s homes are multi-family units. There may be a need in the future for residential units developed specifically for the aging population and diversification of the housing stock is essential. Approximately 13 percent of the Township’s homes are mobile homes; there is a concentration at a mobile home park in Christmas. Approximately 45 percent of the Township’s housing stock is used seasonally; Au Train Township’s number of seasonal units is exceptionally high, likely due to the primarily recreational nature of the Township.

A great deal of residential development has occurred along available waterfront property in the Township, particularly the Au Train River, Au Train Lake, 16 Mile Lake, Cooks Lake and along the Lake Superior shoreline near Christmas. Waterfront development has become increasingly desirable. Residential development in the Township around the lakes consists of seasonal homes as well as year-round residences, contrasted with other areas of the Township, where development is mainly for year-round residences. Zoning regulations such as setbacks and minimum lot size should be reviewed periodically to maintain balanced and appropriate levels of waterfront development.

9.5 Commercial Land Use

As with most of the residential development in the Township, the majority of commercial development is concentrated near transportation corridors. Three small communities, consisting of Au Train, Christmas and 16 Mile Lake serve as the commercial centers for Au Train Township. Because of the Township’s close proximity to the City of Munising as well as the City of Marquette, many Township residents travel to the cities for employment, goods and services. The Town Development District is intended to preserve a compatible mix of residential, retail and service establishments; the majority of commercial

Photo 9-1 Commercial Development along M-28



enterprises in the Township are located in this district. This commercial development is concentrated along the M-28 corridor, where high traffic volumes provide for ideal commercial locations.

The commercial uses in Au Train Township generally focus on the tourist industry and recreational nature of the Township. Commercial uses include: various lakesides cottages and resorts, several motels, campgrounds, charter fishing outfits, canoe and kayak outfitters, several small stores, electric service companies, construction companies, grocery store, storage, used car dealership, auto repair shop and bars and restaurants. Land use impacts from smaller retail and service establishments are typically minimal. These businesses often require smaller lots to accommodate space for parking. Resorts and lodges are currently permitted in the Lakeshore and River One District, which occurs around Au Train Lake, in sections along the Lake Superior shoreline and around Otter, Kitten, Mouse and Hovey Lakes. Bed and breakfasts are allowed in several districts.

The largest commercial enterprise in Au Train Township is the Kewadin Casino, located in Christmas, is operated by the Sault Ste. Marie Tribe of Chippewa Indians. A 21,000 square foot expansion has elevated additional jobs to 140, as of 2007, and is now one of the area's largest employers. The casino offers a variety of gaming options and attracts visitors from across the Upper Peninsula. Amenities in Christmas include Frosty's Bar & Grill, the Northern Lights gift shop and free parking. The casino is open seven days a week.

While the Zoning Ordinance has provisions for a district designated specifically for commercial and light industrial uses, there is not land on the Zoning Map selected for this district at this time.

9.6 Industrial Land Use

There is no land designated for industrial use within the Township at this time. The Zoning Ordinance lists regulations for an industrial district intended for manufacturing, assembling, fabricating and processing businesses, storage, and other commercial activities which may require larger sites and isolation from many kinds of other land uses and to make provisions for commercial uses necessary to service the immediate needs of an industrial area.

9.7 Forest and Agricultural Land Use

The vast majority of land in Au Train Township is designated as part of the Hiawatha National Forest and falls under the Timber/Resource Production zoning district. The primary land owner is the U.S. Forest Service. A large amount of land is designated as commercial forest reserve.

Portions of the Timber/Resource Production district are designated as Commercial Forest Reserve, or commercial forest land. The commercial forest program provides a property tax reduction to private landowners as an incentive to retain and manage forestland for long-term timber production. Landowners participating in this program pay a reduced property tax. Additionally, the State of Michigan pays \$1.20 per acre annually to each county where land is listed in the program.

Lands listed in this program are open to the public for hunting, trapping and fishing only. Commercial forest lands are private lands under the control of private owners. Landowners include private individuals, clubs, forest industry, and other businesses. There are approximately 2.2 million acres listed in this program under the ownership of nearly 1,700 private landowners in the State of Michigan. Landowners in this program agree to develop, maintain and manage the land as commercial forest through planting, natural reproduction, or other silvicultural practices. Landowners are required to have an approved forest management plan. Not all public lands are available for commercial timber production; harvest in some areas is restricted or prohibited in order to protect wildlife, recreational, wilderness or research values.

Commercial forest land is dispersed throughout the Township. Substantial tracts of commercial forest reserve lands include: land around the Au Train Basin and along the Au Train River, several forty acre parcels around 16 Mile Lake and much of the northern one-third of the

Township is held in commercial forest reserve. Certain acreage that is shown as commercial forest land is also part of the Hiawatha National Forest.

There is extremely limited agricultural development in the Township at this time, consisting of a small number of hobby farms at various locations throughout the Township. There is a game farm (elk and deer) and a tree farm located on Wildwood Road, just south of 16 Mile Lake.

9.8 Land Ownership

Land ownership in Alger County and Au Train Township has a significant effect on land use. Large tracts of land in public ownership mean that less land is available for private development. However, public lands often provide many of the amenities that attract residents to rural areas in the first place - wildlife habitats, green space, scenic beauty, etc. While public land is not available for private development, a great deal of these types of land is often not suitable for development. Many areas contain wetlands, swamps, unsuitable soils, and other environmental limitations.

State and federal forestlands are managed for active recreational purposes such as hiking, canoeing, fishing, hunting, and the cutting of second-growth wood for paper pulp. These large tracts of land are open for public use; visitors are normally attracted to the area. This in turn provides potential customers for retail and service businesses and impacts transportation patterns. Therefore, even though the use of these lands does not include intensive development, development in other areas may be encouraged as a result of the presence of public lands. Map 9-2 provides a breakdown of land ownership in Au Train Township; approximately 52,700 acres are owned by the US Forest Service, while approximately 41,700 acres are classified as "other." The "other" category includes land that is privately owned as well as land owned by the State of Michigan. About 56 percent of the land in Au Train Township is Hiawatha National Forest. Map 9-3 provides an alternate breakdown of land ownership. Approximately 52,700 acres are classified as Hiawatha National Forest, while 200 acres are owned by the State of Michigan, 21,700 acres are private and 18,800 acres are listed as commercial forest reserve. Acres listed as commercial forest reserve may also fall under the US Forest Service ownership.

As discussed in Section 9.8, large tracts of land are designated as Commercial Forest Reserve, or commercial forest land. These lands are privately held, but open to the public for recreational use. Land designated under this program is limited for use. Listed land cannot be used for agriculture, mineral extraction, grazing, industry, developed recreation, residences, resorts, commercial or developmental purposes.

9.9 Public and Quasi-Public Land Use

Public land uses include parks, public buildings, airports, schools and publicly owned lands. Many of these uses are discussed in detail in other parts of this plan; the land use consideration of these uses will be discussed here.

Public buildings in the Township include the Au Train Township Hall. This building, located at N7569 Spruce Street in Au Train does not occupy a large tract of land. A fire hall is also located at the facility. The primary impact of this building on land use is related to traffic and parking. Au Train Township maintains two additional fire halls in Christmas and 16 Mile Lake. Au Train Township owns two recreation facilities, one in Au Train and one in Christmas. The Township also owns the Serenity Pines Cemetery along M-28, as well as recreational land in Au Train village and Christmas. Additional public land includes Rathfoot Park on M-28, Au Train Lake Campground, Forest Lake State Campground and the Bay Furnace Campground and picnic area. Examples of quasi-public land uses include churches, golf courses and similar facilities that are owned by private enterprises, but are open to the public. These uses generate increased traffic on a seasonal, occasional or intermittent basis, and by providing facilities and services, which meet the needs of local residents, contribute to the quality of life of communities and neighborhoods. The presence of quasi-public facilities such as golf courses can also affect property values. There is one church, the St. Theresa Mission located in Au Train Township.

9.10 Contaminated Sites

The Michigan Department of Environmental Quality maintains a listing of contaminated sites in accordance with Part 201 of the Natural Resources and Environmental Protection Act, Public Act 451 of 1994, as amended. These environmental contamination sites are locations at which contamination of soil, groundwater, surface water, air or other environmental resources is confirmed, or where there is the potential for contamination of those resources due to site conditions, site use or management practices. There are no Part 201 sites located in Au Train Township; there are seventeen sites listed throughout the remainder of Alger County.

From a land use standpoint, the presence of environmental contamination signifies a constraint on future development, as well as a threat to human health and safety. In addition to affecting a specific site, some contaminants can enter groundwater and cause more widespread problems, such as water well contamination. It is desirable to identify and remediate contaminated sites in a timely manner, in order that potential hazards and land use constraints be removed.

In terms of future land use decisions, it is important that decision makers are aware of the potential for certain types of land use to cause environmental contamination. Most of the sites of environmental contamination identified in Alger County are the result of past land use practices and this illustrates that even when legal and accepted land uses are undertaken, the possibility of future impacts exists. Leaking underground fuel storage tanks have become a concern throughout the country in recent years. Many fuel tanks, which were in compliance with all installation guidelines at the time they were installed, have deteriorated and allowed fuel to contaminate the surrounding soil. New guidelines for installing underground fuel tanks have been implemented, and efforts are underway to identify and clean up leaking tanks. Sites in Au Train Township that are listed on the MDEQ's Leaking Underground Storage Tank website are included in Table 9-2. The tanks at all of these sites have been removed and the sites are being monitored.

Table 9-2 Leaking Underground Storage Tanks, Au Train Township, 2010		
Site Name	Site Address	Owner
Buckhorn Bar & Resort	HC 50 Buckhorn Road Munising, MI 49862	Buckhorn Resort Limited
Christmas Sports Enterprises	E7805 West M-28 Christmas, MI 48962	Christmas Sports Enterprises
Jerry and Pat's Party Store	M-28 Route 2 Christmas, MI 49862	Jerry Knaus/Patricia Rozek

***Owner name may not reflect the current owner and is not necessarily the LUST liable party.**

Source: Michigan Department of Environmental Quality, 2010.

9.11 Issues and Opportunities

- Zoning and supplementary ordinances can assist local units of government in guiding current and future development.
- The availability of public and private services, accessibility, existing conditions of the area and price are other important considerations for residential development.
- Au Train Township has developed into a seasonal and year-round residential community based on recreation opportunities.
- Commercial land uses in the Township are concentrated along the M-28 corridor. There are also smaller service and retail businesses in Christmas and Au Train.
- Well over half of Au Train Township's land is part of the Hiawatha National Forest, where development is limited.
- Land ownership in Alger County and Au Train Township has a significant effect on land use. Large tracts of land in public ownership mean that less land is available for private development.
- Au Train Township has three leaking underground storage tank sites listed by the MDEQ. The tanks have been removed and the sites are being monitored.

CHAPTER 10.0 GOALS AND RECOMMENDATIONS

10.1 Introduction

Throughout the preceding chapters of this Master Plan, detailed information has been presented defining the historical trends and current situation in Au Train Township. Public input was received via written public comment and three community brainstorming sessions held throughout the Township. This background information has helped the Planning Commission gain an understanding of the forces which have shaped the growth and development of the Township to this point.

In order for a community to have a sound plan for growth and development, it is essential that goals be set. Goals are broad statements which reflect the desired future conditions and are based on the background information, assumptions, alternatives and policy variables presented in earlier chapters. More specific recommendations are then developed, defining actions that can be taken to implement the goals. The final stage of the planning process, implementation, begins once the goals and recommendations have been defined. The first step in implementation is the adoption of this plan by the Planning Commission and the Township Board following a public hearing and consideration of any public comments received.

Plan implementation continues through adherence to the goals and recommendations set forth in this plan. It should be emphasized, however, that these goals and recommendations are only a guide and provide long-term vision; ideas and projects mentioned are adjustable per a community's needs. While the Planning Commission has developed these goals and recommendations based on the best information available, and the needs of the community at a point in time, changing needs and desires within the community, or changes in the local population or economy may mean that these goals and recommendations will need to be re-evaluated. This plan must remain flexible enough to respond to changing needs and conditions, while still providing a strong guiding mechanism for future development. The Planning Commission and Township Board, together with other groups, organizations and individuals, can use this plan as a dynamic decision making tool, and should assure that the plan is referred to frequently and updated periodically.

To assist in understanding the nature of the goals and recommendations presented on the following pages, the following definitions are presented:

Goal: A broad statement of a desired future condition, the generalized end toward which all efforts are directed. Goals are often stated in terms of fulfilling broad public needs, or alleviating major problems. Goals are generally difficult to measure and are idealistic.

Recommendation: A course of action that is advisable. Recommendations are opinions about what could or should be done about a situation or a problem to achieve desired goals. Many recommendations stated in the plan are long-term and may need to be reevaluated periodically to meet new goals developed by the Township.

10.2 Population

Discussion:

Population change is a primary component in tracking a community’s past growth as well as forecasting future population trends. Au Train Township, along with Munising and Onota Townships in Alger County has experienced population growth in recent decades, while population in the City of Munising and other Townships has declined dramatically. Over the past seventy years, Au Train Township has experienced a population growth of 143.7 percent; the population has more than doubled. The Township experienced a slight 2.9 percent population decrease from 2000 to 2010. The Township also reported a decrease in household size, following national trends.

The Township may be experiencing an aging population due to the loss of younger residents pursuing careers outside of the County, combined with increases in middle and older age groups, often associated with an aging baby boomer population. Au Train Township has many retirees and “snow birds” that live in the area for a portion of the year.

Goal: Continuously monitor population trends and opportunities to retain population density in the Township and surrounding areas as part of the Master Planning process.

Recommendation	Groups Involved	Time Frame
Encourage Au Train Township residents who go south or somewhere warmer for the winter to claim Michigan as their permanent home.	Planning Commission, Township Board	Ongoing
Incorporate new Census information into the Master Plan when data becomes available.	Planning Commission	When data becomes available; Approximately 1 year
Emphasize the area’s low crime rate, cost of living advantages, strong community commitment, close proximity to Munising and Marquette and overall quality of life.	Planning Commission, Township Board, Residents	Ongoing
Provide affordable housing options.	Planning Commission, Township Board, Developers	Ongoing

10.3 Economic Base

Discussion:

Central to a community’s stability and growth is its economic base. Population changes in an area are generally closely related to changes in the amount of economic activity in the area. The area’s economy has long been based on natural resources; tourism is a major and growing industry, particularly for Au Train Township. A small number of Township residents work in the Township; many residents are retired. Three small communities, consisting of Au Train, Christmas and 16 Mile Lake serve as the commercial centers for Au Train Township. Because of the Township’s close proximity to the City of Munising as well as the City of Marquette, many Township residents rely on the cities for employment, commodities and services.

Income levels reported in the Township are generally higher than the County as a whole, possible due to the Township’s place as a bedroom/retirement community. The three leading employment sectors for Au Train Township residents were manufacturing; education, health and social services; and construction. Residents employed in these sectors are employed in the Township and throughout Alger County. Alger County generally reports unemployment rates similar to those in the region; rates have increased dramatically over the past several years.

Goal: Provide reasonable opportunities for the establishment of commercial and industrial uses which meet the needs of Township residents.

Goal: Continue to enhance the physical appearance of the community.

Recommendation	Groups Involved	Time Frame
Make an effort to remove road blocks to commercial development.	Planning Commission, Township Board, Business Owners, GMBPFD	Ongoing
Support the tourist industry and encourage growth; market the Township as a four season recreation destination.	Planning Commission, Township Board, Residents, GMBPFD	Within 2 years
Support the creation of jobs related to tourism and encourage the development of service related businesses.	Planning Commission, Township Board, Business Owners, GMBPFD, MIWorks!	Ongoing

Recommendation	Groups Involved	Time Frame
Support small businesses, including home-based businesses.	Planning Commission, Township Board, Business Owners,	Ongoing
Continue to develop compatible businesses along the M-28 corridor.	Planning Commission, Township Board, Business Owners, GMBPFD	Ongoing
Explore reuse options for vacant properties throughout the Township.	Planning Commission, Township Board, GMBPFD, ACBRA	Ongoing
Continue to support the renovation and reuse of vacant or underused buildings.	Planning Commission, Township Board, Property Owners, GMBPFD, ACBRA	Ongoing
Encourage commercial and industrial development where utilities already exist or where utilities could be easily extended.	Planning Commission, Township Board, Residents, GMBPFD	Ongoing
Encourage low-impact businesses to locate in the Township.	Planning Commission, Township Board, Residents, GMBPFD	Ongoing
Encourage the balance of a “rural township” lifestyle with the potential for an increased tax base with additional business.	Planning Commission, Township Board, Business Owners, GMBPFD	Ongoing
Support public/private partnerships.	Planning Commission, Township Board, Business Owners, GMBPFD, Residents	Ongoing
Coordinate Township economic development efforts with the Greater Munising Bay Partnership for Development.	Planning Commission, Township Board, Business Owners, GMBPFD	Ongoing
Participate in Alger County Brownfield redevelopment planning.	Township Board, Alger County Brownfield Authority	Ongoing
Create a Township logo and slogan promoting the numerous advantages of living, working and recreating in the Township.	Planning Commission, Township Board, Residents	Within 6 months
Develop an information kiosk at the M-28/Au Train Forest Lake Road intersection.	Planning Commission, Township Board, Business Owners, GMBPFD, MDOT	Within 2 years

Recommendation	Groups Involved	Time Frame
Market Christmas to create area employment opportunities; i.e. toy factory.	Planning Commission, Township Board, Residents	Within 2 years
Update and maintain the existing Township website to include local business contact, product and service information.	Planning Commission, Township Board, Business Owners, GMBPFD	Within 1 year
Develop and launch a website concentrating on Christmas past, present and future.	Planning Commission, Township Board, Business Owners, GMBPFD, NMU Intern	Within 1 year
Develop banners and additional marketing material to promote Christmas.	Planning Commission, Township Board, Business Owners, Volunteers, GMBPFD	Within 2 years
Enhance existing signage and construct additional signage along M-28 to attract people to Township destinations.	Planning Commission, Township Board, Business Owners, MDOT, MEDC	Within 2 years
Encourage unique small businesses to locate in Au Train and Christmas.	Planning Commission, Township Board, Residents, GMBPFD	Ongoing
Offer tax incentives to businesses willing to locate in the Christmas area.	Planning Commission, Township Board, GMBPFD, MEDC	Within 2 years
Develop themed signage for the Christmas area.	Planning Commission, Township Board, Business Owners, GMBPFD, Volunteers	Within 2 years
Clean up blighted areas of the Township to improve attractiveness.	Planning Commission, Township Board, Business Owners, Volunteers	Ongoing
Encourage the establishment of festivals and promotions such as fishing tournaments and canoe races. Solicit area service groups to get involved.	Planning Commission, Township Board, Business Owners, GMBPFD, Local Non-profit Groups, Volunteers	Within 2 years
Establish an organization for small business owners in the Township.	Planning Commission, Township Board, Business Owners	Within 2 years

10.4 Housing

Discussion:

Housing is one of the key factors to consider when planning for a community’s future. The location and type of housing available establishes where public infrastructure must be provided. Housing characteristics can also reveal information about a community’s history and its economic and social situation. The vast majority of homes in the Township are single family homes, with the remaining being mobile homes. Only 49.8 percent of the total housing units in the Township are occupied; leaving over 50 percent of the Township’s housing units vacant. Many of the vacant units (45 percent) are used for seasonal, recreational or occasional use. This statistic reflects the recreational nature of the Township.

There are few rental units in Au Train Township and no public housing units have been established. The Township represents a mixture of older homes and many newly built homes; the median value of housing in the Township has more than doubled since 1990. Larger homes built on waterfront property within the last 20 years may have aided in the spike in housing value. Housing is relatively affordable in the Township; approximately 22 percent of residents pay more than 30 percent of their incomes toward housing. A great deal of residential building has occurred in recent years along the lakes and many of the lakes are platted. Many older camps that were built along the lakes have replaced, with larger camps/summer homes taking their place. There are very few dilapidated homes in the Township.

Goal: Develop a housing stock offering a range of cost, type and location to meet the needs, preferences and financial capabilities of the local population.

Recommendation	Groups Involved	Time Frame
Encourage the development of various residential housing types appropriate for all income levels, the elderly and persons with special needs.	Private Developers, Planning Commission, Township Board	Ongoing
Pursue HUD grants to improve existing housing.	AMCAB and CUPPAD	Ongoing
Fill-in underdeveloped land or vacant sites with housing.	Private Developers	Ongoing
Promote housing assistance programs offered by AMCAB and other agencies.	Website, AMCAB, Planning Commission, Township Board	Ongoing
Explore the possibility of a senior housing development in the Township.	Seniors, Private Developers, HUD, UPCAP	Within 5 years

Recommendation	Groups Involved	Time Frame
Promote housing and business opportunities in the area via the Township website and by working with the Greater Munising Bay Partnership for Development.	Planning Commission, Township Board, GMBPFD, Website	Within 6 months
Support residents who want to utilize green building techniques.	Planning Commission and Township Board	Ongoing
Encourage owners and/or occupants to maintain dwellings and yards properly so as to avoid blighted or unsafe conditions.	Township Board	Ongoing
Encourage activities for a community clean up day.	Township Board	Within 2 years
Encourage neighborhood beautification programs.	Non-profit Groups, Property Owners	Ongoing; within 1 year
Work with community service groups (schools, scouts, etc.) to develop a clean up day focused on assisting the elderly.	Commission on Aging, SNAP Ed, Township Board, Non-profit Groups	Within 2 years
Review zoning regulations that deal with the minimum square footage of homes.	Planning Commission, Township Board, Zoning Administrator	Within 6 months
Consider Zoning Ordinance revisions to provide for additional multi-family housing, including townhouses and condos.	Planning Commission, Township Board, Zoning Administrator	Within 6 months

Goal: Preserve and enhance existing housing stock to offer residents a quality neighborhood environment.

10.5 Community Facilities and Services

Discussion:

Services and facilities provided by local government are vital elements of a community’s progress and well-being. The Township Hall is currently in good condition; the entire complex is ADA compliant and barrier free. The three Township Fire Halls are also in good condition and have had recent upgrades. Water and wastewater services are provided by private wells and septic systems throughout the Township. The Township owns and maintains the Serenity Pines Cemetery.

Au Train Township residents have a variety of educational opportunities to choose from, including higher education. School enrollments have been declining in recent years; consolidation of districts may be necessary in the future. Township residents also have several options for health care, including Munising Memorial Hospital and Marquette General Hospital; travel is required for health care. Cable, cellular phone, natural gas services are limited throughout the Township and expansion would be beneficial to residents as well as for potential commercial development.

Goal: Provide, maintain and continuously improve the efficiency and quality of community facilities and services in a cost-effective manner.

Recommendation	Groups Involved	Time Frame
Support exceeding ADA standards for all Township buildings and facilities.	Township Board, Contractors	Ongoing
Use the Township Hall for additional senior programming, including senior exercise classes, bingo, cards and enrichment activities.	Township Board, Residents	Within 2 years
Develop additional services for seniors similar to Meals on Wheels, which could be based out of the Township Hall.	Township Board, AMCAB, UPCAP, Commission on Aging	Within 3 years
Pursue construction of a pavilion to be included as part of a “Township Park” and community gathering place; seek grant funding and fundraising to offset costs.	Township Board, MDNR, Alger Regional Community Foundation	Within 5 years
Encourage public participation in community events.	Township Board, Planning Commission, Residents, Volunteers, Local Community Groups, Website	Ongoing
Coordinate a Township picnic.	Township Board, Planning Commission, Residents, Volunteers, Local Community Groups	Within 2 year
Utilize the Township Hall as a local emergency center.	Township Board, Emergency Management	Ongoing, Within 1 year

Recommendation	Groups Involved	Time Frame
Pursue grant funding for fire department equipment, gear and vehicles.	Township Board, Fire Chief, USDA Rural Development	Ongoing
Augment local revenue resources with federal and state grant and loan programs to provide improved facilities and services.	Township Board, Planning Commission, CUPPAD	Ongoing
Educate the community on the benefits of waste reduction and recycling.	Township Board, Planning Commission, Adjacent Communities, Alger County Recycling Committee	Within 2 years
Explore recycling opportunities; consider working with adjacent Townships on future recycling endeavors.	Township Board, Planning Commission, Adjacent Communities, Alger County Recycling Committee	Within 2 years
Pursue transportation opportunities for seniors, possibly with ALTRAN.	Planning Commission, Township Board, ALTRAN, Alger County Commission on Aging, AMCAB	Within two years
Develop a long range street improvement plan.	Township Board, ACRC, MDOT	Ongoing; update every 5 years
Continue to support a millage for road improvements.	Township Board, Residents, ACRC	Ongoing
Pursue an expansion of cable and internet services to encourage business attraction.	Utility Providers, Township Board	Within 3 years
Encourage the incorporation of “green building” into any new public facility.	Township Board, Contractors	Ongoing
Develop green space within the Township.	Private Developers, Township Board, Planning Commission	Within 5 years
Upload documents, such as the Master Plan and meeting minutes to the Au Train Township website.	Township Board, Intern, Volunteers	Ongoing

Recommendation	Groups Involved	Time Frame
Develop a Township newsletter to inform residents about current Township issues and events.	Township Board, Intern, Volunteers	Within 1 year

10.6 Transportation

Discussion:

Transportation allows for the movement of people and goods within and outside an area. It is vital to the economy and development of an area and central to land use patterns. The Alger County Road Commission has seen a decrease in the amount of funding they receive in recent years. The Township currently funds road projects through a millage. Public transportation is provided by the Alger County Transportation Authority (ALTRAN). The aging of the local population could result in future needs for additional transportation services for the elderly and/or disabled. The Township does not currently maintain any walking, nature or multi-use trails. Residents have expressed an interest in developing these types of trails in the future.

Goal: Provide a safe, well maintained and efficient multi-modal transportation network.

Recommendation	Groups Involved	Time Frame
Pursue non-motorized transportation opportunities and encourage Township and County-wide “walkability.”	Adjacent Communities, Planning Commission, Township Board Rec Committee, Alger Parks and Rec, MDOT, MDNR	Within 5 years
Collaborate with adjacent communities to develop non-motorized facilities that are compatible and link when possible.	Adjacent Communities, Planning Commission, Township Board Rec Committee, Alger Parks and Rec, MDOT, MDNR	Within 5 years
Pursue grant funding for non-motorized facilities.	Township Board, MDOT, MDNR, Alger Parks and Rec	Within 5 years
Consider a millage to support non-motorized pathways, bike lanes and trails in the Township.	Township Board	Within 5 years
When major road construction occurs, develop non-motorized paths or lanes.	Township Board, ACRC, MDOT	Ongoing

Recommendation	Groups Involved	Time Frame
Develop motorized trail opportunities.	Adjacent Communities, Planning Commission, Township Board Rec Committee, Alger Parks and Rec, MDOT, MDNR, Local Snowmobile Groups	Within 5 years
Work to preserve existing bridle paths and the Bay de Noc Trail.	Residents, Volunteers, USFS	Ongoing
Promote the North Country Trail.	USFS, Residents, Volunteers	Ongoing
Develop a long-range street improvement plan, including paving of residential streets.	Planning Commission, Township Board, ACRC, MDOT	Yearly; Develop long-range plan every 5 years
Participate with the Alger County Road Commission and the Michigan Department of Transportation in setting road improvement priorities.	Township Board, ACRC, MDOT	Yearly; Develop long-range plan every 5 years
Support the development of a Complete Streets policy for the Township.	Planning Commission, Township Board, CUPPAD, MDOT	Within 2 years
Continue to support a millage for road improvements.	Planning Commission, Township Board, Residents	Ongoing
Continue to make use of dust control techniques on unpaved roads.	Township Board, ACRC	Yearly
Promote visual enhancements along roadways; discourage signs that are gaudy, unnecessary or in poor condition.	Planning Commission, Township Board	Ongoing
Work with ALTRAN to improve public transportation opportunities, particularly for seniors.	Planning Commission, Township Board, ALTRAN, Residents (Seniors)	Within 2 years
Support the development of a private taxi service to complement current public transportation options.	Private Developers, GMBPFD	Within 5 years

10.7 Recreation

Discussion:

Recreation related to tourism is vital to area economics, particularly to Au Train Township. Au Train Township is bordered by the Lake Superior shoreline to the north. In addition to the shoreline, the Township benefits from many lakes, forested land and an abundance of wild

game, birds and fish that lend themselves to year-round recreational opportunities. The Township owns two recreation areas, one in Au Train Village and one in Christmas. The Township recently approved a one-year Recreation Plan. The Township has developed several priorities for recreational development. Expansion of recreational activities and facilities promoting the natural beauty of the surrounding area may be beneficial to residents and visitors.

Goal: Maintain and improve recreational opportunities for residents and visitors of all ages.

Recommendation	Groups Involved	Time Frame
Continue to survey residents and encourage participation for recreational opportunities.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec	Ongoing
Continue to update the Township’s 5-Year Recreation Plan to submit to the MDNR.	Planning Commission, Township Board, Alger Parks and Rec, MDNR, Volunteers	Ongoing, Complete process every 5 years
Pursue MDNR Trust Fund grants, Land and Water Conservation grants and foundation grants to improve recreational opportunities.	Planning Commission, Township Board, Alger Parks and Rec, MDNR	Yearly when projects exist
Pursue grant funding from the Alger Regional Community Foundation to finance projects and activities.	Planning Commission, Township Board, Alger Community Foundation	Within 1 year
Ensure that recreational facilities are, to the maximum extent practical, developed for multi-purpose and/or year-round uses to optimize cost and benefits accrued to the public.	Planning Commission, Township Board, Alger Parks and Rec, MDNR, Volunteers	Ongoing
Improve the tot lot in Christmas.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, Volunteers	Within 3 years

Recommendation	Groups Involved	Time Frame
Upgrade the existing baseball field that is on land leased from the USFS.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, USFS, Volunteers	Within 5 years
Construct pavilions in the 16 Mile Lake area, Au Train and Christmas.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, Volunteers	Within 5 years
Upgrade the playground equipment at current recreation facilities.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, Volunteers	Within 2 years
Utilize the Township Hall as a recreation space for all Township residents.	Township Board	Within 2 years
Pursue grant funding to develop a boardwalk along water features in the Township.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, Volunteers	Within 5 years
Establish a life guard position to monitor the Au Train Beach and improve safety.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDOT	Within 2 years
Support waterfront access improvements to facilitate expanded recreational opportunities.	Planning Commission, Township Board, Rec Committee, Alger Parks and Rec, MDNR, Volunteers	Within 2 years
Collaborate with area snowmobile clubs to establish connecting links and improve access to snowmobile trails.	Planning Commission, Township Board, Area Snowmobile Clubs, MNDRE, USFS	Within 2 years
Promote community get-togethers such as an annual community picnic or festival.	Planning Commission, Township Board, Volunteers	Within 2 years
Update the existing Township website to include local attractions and destinations.	Township Board, Volunteer, Intern	Within 1 year

10.8 Natural Features

Discussion:

Natural features are one of the primary determinants of land use. In the case of Au Train Township, the presence of forests, the Au Train River and the Lake Superior shoreline were critical to the early development of the area. The area has an abundance of forest land, owned by the National Forest Service (Hiawatha National Forest). The Township boasts an abundance of water features, including Lake Superior, Au Train River and Au Train Lake. Natural features throughout the Township provide a variety of year-round active and passive recreational opportunities for residents and visitors, including hunting, fishing and boating. The Township also has several active gravel pits.

Areas of the Township participate in the National Flood Insurance program. There are several issues with the mouth of the Au Train River. The river mouth is often obstructed in winter months due to ice and sand build-up. There is also erosion occurring at the mouth of the Au Train River, cutting back to M-28. The Township is interested in protecting the highway from erosion without having to use large boulders and without degrading the beach area.

Goal: Enhance the natural environment while providing for compatible development.

Goal: Maintain the Township's scenic character by minimizing the impact of development on natural and wooded features such as but not limited to, wetlands, steep slopes, shoreline and wildlife habitat.

Recommendation	Groups Involved	Time Frame
Ensure that development occurs in areas suitable to sustain growth.	Planning Commission	Ongoing
Maintain the rural atmosphere of the Township by preserving open space and agricultural lands.	Planning Commission, Township Board	Ongoing
Improve access to water features in the Township; pursue the development of additional boat landings, docks, boardwalks and trails where feasible.	Planning Commission, Township Board, USFS, Recreation Committee, Alger Parks and Rec, MDNR	Within 2 years

Protect the shoreline of Lake Superior and the Au Train River.	Planning Commission, Township Board, MDNR Coastal Zone Management Program	Within 6 months
Pursue financial resources and grants to address the erosion issue at the mouth of the Au Train River.	Planning Commission, Township Board, Army Corps of Engineers, MDNR CZM Program, MDOT, Alger County Board, Emergency Management, Alger County Conservation District	Within 6 months
Apply for MDNR Coastal Zone Management and MDNR Trust Fund grants to support projects.	Planning Commission, Township Board, MDNR Coastal Zone Management Program	Within 2 years
Encourage and participate in planning for natural emergencies and mitigation of hazards.	Planning Commission, Township Board, Local Emergency Planning Committee	Within 1 year, Ongoing
Encourage the use of alternative energy where appropriate.	Planning Commission, Township Board	Ongoing

10.9 Land Use

Discussion:

The general historic land uses common to the Upper Peninsula are reflected in the land use patterns that have developed in Au Train Township. Logging and timber production were common throughout Au Train Township, and still are today. Changing lifestyles and family structure, residential development, commercial businesses and Township needs will all affect future land use patterns. The desire for increased development of residential and commercial properties will further the growth of the Township. Au Train Township appears to be absorbing some of the residential growth from the City of Munising and many residents are seasonal. The availability of public and private services, accessibility, existing conditions of the area and price are other important considerations for residential development.

Residential land use in Alger County occurs primarily near the Munising-Wetmore corridor along M-28, with other residential concentrations located in smaller communities throughout the County, such as Au Train, Christmas, Shingleton, Chatham and Trenary. Residential development has also become increasingly popular along available waterfront property in the Township. Commercial land use is concentrated along the M-28 corridor. The commercial uses in Au Train Township generally focus on the tourist industry and recreational nature of the Township. Agricultural land use has declined in the Township when compared to past usage.

The vast majority of land in Au Train Township is designated as part of the Hiawatha National Forest and falls under the Timber/Resource Production zoning district. The primary land owner is the U.S. Forest Service. A large amount of land is designated as commercial forest reserve. Large tracts of land in public ownership mean that less land is available for private development. While public land is not available for private development, a great deal of these types of land is often not suitable for development. Many areas contain wetlands, swamps, unsuitable soils, and other environmental limitations.

Goal: Establish land use patterns in the Township that provide for development in areas where adequate facilities exist or can be extended, maintain the overall character of the community and ensure the health, safety and welfare of Township residents.

Recommendation	Groups Involved	Time Frame
Encourage development that does not harm the public health, safety and welfare.	Planning Commission, Township Board, Zoning Administrator	Ongoing
When making land use decisions, review land uses in adjacent communities for compatibility.	Planning Commission, Zoning Administrator	Ongoing
Continue to seek development opportunities for vacant properties.	Private Developers, GMBPfD, ACBRA	Ongoing
Support the renovation and reuse of existing buildings.	Private Developers, GMBPfD, Residents, ACBRA	Ongoing
Encourage property owners to improve dilapidated properties.	Township Board, Residents, Community Groups, GMBPfD	Within 6 months, Ongoing
Encourage commercial development along the M-28 corridor.	Private Developers, Township Board, GMBPfD	Ongoing
Consider developing regulations to diversify the housing stock in the Township and encourage multi-family housing where appropriate.	Planning Commission Township Board, Zoning Administrator	Within 6 months
Develop additional recreation opportunities for residents and others who visit the area as a means of increasing economic revenue for the Township.	Planning Commission, Township Board, Residents, Alger Parks and Rec, Recreation Committee, MDOT, MDNR	Within 1 Year, Ongoing

Recommendation	Groups Involved	Time Frame
Encourage the development of non-motorized and motorized trails.	Planning Commission, Township Board, Residents, Alger Parks and Rec, Recreation Committee, MDOT, MDNR, Local Snowmobile Clubs	Within 1 year, Ongoing
Support the development of hobby farms.	Planning Commission, Township Board, Residents, MSU Extension	Within 1 year, Ongoing
Encourage the farming and planting of renewable resources, such as trees.	Planning Commission, Township Board, Residents, MSU Extension	Within 1 year, Ongoing
Review the Township Master Plan and Zoning Ordinance on a regular basis.	Planning Commission, Township Board, Zoning Administrator	Ongoing
Enforce current zoning regulations.	Planning Commission, Township Board, Zoning Administrator	Ongoing
Amend the Zoning Ordinance to clarify regulations on transient rentals.	Planning Commission, Township Board, Zoning Administrator	Within 6 months
Review and amend existing zoning regulations for waterfront/riparian development.	Planning Commission, Township Board, Zoning Administrator	Within 6 months
Track Zoning Map amendments to reflect compliance with the Future Land Use Map	Planning Commission, Zoning Administrator	Ongoing
Develop regulations for small wind energy units, outdoor wood burners (for units that meet EPA standards and those that do not) and solar panels.	Planning Commission, Township Board, Zoning Administrator, CUPPAD, Residents	Within 6 months

CHAPTER 11.0 FUTURE LAND USE AND ZONING PLAN

11.1 Introduction

The previous chapters of the Master Plan provide an overview of the existing conditions in Au Train Township and surrounding areas. A future land use plan is representative of the “preferred future” of how the community would like to grow and includes recommendations on how development could be carried out. It is based on analyses of environmental opportunities and constraints, existing trends and conditions and projected future land use needs. While developing the Future Land Use/Zoning Plan, the Planning Commission was asked to take on the difficult task of envisioning development in the Township over the next 5, 10 and 20 years. The goals and recommendations presented in the Chapter 10, the citizen survey and principals of sound land use planning are the foundation upon which the Future Land Use Chapter is based. The Future Land Use Plan consists of the text within this chapter as well as the Future Land Use Map (Map 11-1).

Future land use planning establishes the desired amounts and locations of residential, commercial, and industrial development; public facilities; open space; environmental conservation and recreational areas; and changes or improvements to local traffic circulation systems. This Chapter also presents the Zoning Plan, which along with the rest of the relevant parts of this Future Land Use Plan, is intended to guide the implementation of and future changes to the Township’s Zoning Ordinance.

The Michigan Zoning Enabling Act (MZEA) requires in Sec. 203 (1) that zoning be based on a plan. Similarly, Sec. 7 (2) of the Michigan Planning Enabling Act (MPEA) sets forth the purposes for which a Master Plan must be created. In order for a Master Plan to serve as the basis for zoning, it should promote the purposes in the MZEA and MPEA.

A “zoning plan” is another term for a “zone plan” which is used in the Michigan Zoning Enabling Act (PA 110 of 2006) and the Michigan Planning Enabling Act (PA 33 of 2008). Section 33(2) (d) of the Michigan Planning Enabling Act requires that a Master Plan include:

“...a zoning plan for various zoning districts controlling the height, area, bulk, location, and use of buildings and premises. The zoning plan shall include an explanation of how the land use categories on the future land use map relate to the districts on the zoning map.”

A zoning plan describes:

- The purpose, general location, and main uses allowed for each existing and proposed zoning district;
- The difference between the land use categories of the Future Land Use Map and those found on the zoning map;
- The recommended standards for the schedule of regulations concerning height, bulk, setback, yard, lot size and related features.
- The existing zoning map, along with proposed changes, and clearly details the circumstances under which those changes should be made.

- Standards or criteria to be used to consider rezonings consistent with the Master Plan.

The relationship between the Master Plan and Zoning Ordinance is often misunderstood. The Master Plan is a guide for land use for the future; the Zoning Ordinance regulates the use of land in the present. The Master Plan is not a binding, legal document; the Zoning Ordinance is a law that must be followed by the community’s residents and others wishing to develop or do business in the Township. The future land use recommended for an area may be the same as the existing zoning for that area, while in some cases the future land use recommended is different from the existing zoning. The Future Land Use Map does not change the existing zoning in an area. A property owner must use the property as it is currently zoned.

Map 11-1, Future Land Use, reflects the assumption that land use patterns in Au Train Township will continue to be heavily influenced by ownership; the vast majority of the Township is part of the Hiawatha National Forest, limiting development. Other major considerations which helped shape the future land use map are a desire to establish appropriate uses and densities throughout the Township and to provide adequate areas for commercial, residential and recreational development.

The Future Land Use Map does not change the existing zoning in an area. A property owner must use the property as it is currently zoned.

Potential updates to the Au Train Township Zoning Ordinance are discussed throughout the following sections. These changes can be pursued as the need or opportunity presents itself. The Planning Commission can identify major policies it wishes to implement and begin to work on the corresponding zoning changes at the same time. A complete review of the Zoning Ordinance may be necessary and should include public input.

11.2 Zoning Districts and Zoning Plan

Au Train Township is currently divided into ten zoning districts. The intent and general purpose will be depicted for each district. Permitted and conditional uses within each zoning district are listed in the specific district provisions of the Au Train Township Zoning Ordinance. A schedule of regulations is included for the existing zoning districts.

Existing Zoning Classifications

R-1, Residential 1 District

The R-1 District is intended for the establishment and preservation of quiet neighborhoods for single-family dwellings free from other uses except those which are both compatible with and convenient to the residents in this district.

R-2, Residential 2 District

The R-2 District is intended for the establishment and preservation of quiet neighborhoods for single- and two-family dwellings, free from other uses except those which are both compatible

with and convenient to the residents in this district. This district is not indicated on the current Zoning map.

RR, Rural Residential District

The RR District is established to provide for a transition zone between more densely settled residential areas and the more sparsely developed rural, agricultural and forested areas of the Township. Such areas are accessible by all-season roads and provide for a mix of moderately intensive compatible uses from surrounding zones. The RR District is designed to provide rural residential opportunities for those who are willing to assume the costs of providing their own services.

RR-1, Rural Residential One District

The RR-1 District is established to provide for a transition zone between more densely settled residential areas and the more sparsely developed rural, agricultural and forested areas of the Township. Such areas are accessible by all-season roads and provide for a mix of moderately intensive compatible uses from surrounding zones. The RR-1 District is designed to provide rural residential opportunities for those who are willing to assume the costs of providing their own services. Allow a minimum of 165 feet width and lot size of 2 ½ acres.

TD, Town Development District

The TD District is intended to preserve a district for residential, retail, and service establishments, and certain governmental uses that are compatible with a small town setting, serving residents and tourists. This district is designed for small unincorporated town areas where a mix of residential and retail is in accord with established patterns of land use and the needs of nearby residents.

LS/R-1, Lake Shore and River One District

The LS/R 1 (Lake Shore and River One) District is intended for the preservation of existing commercial resort developments and single-family and two-family residential use. Existing state regulations are: PA 451, 1994, and PL 92-500.

LS/R-2, Lake Shore and River Two District

The LS/R-2 District is intended for the preservation of existing quiet neighborhoods free from other uses except those which are compatible with and convenient to the residents in this district. Existing state regulations are: PA 451, 1994, and PL 92-500.

T/RP, Timber/Resource Production District

The T/RP District is established to maintain low-density rural areas which, because of their rural character and locations, accessibility, natural characteristics, and the potentially high cost of providing public services, are suitable for a wide range of forestry, agriculture, natural resource, and recreational uses.

C, Commercial District

The C District is intended to establish and preserve area for commercial uses, and for light industrial uses which are more compatible with commercial activity than other industrial uses. This district is not indicated on the current Zoning map.

I, Industrial District

The I District is designed and intended for manufacturing, assembling, fabricating, and processing businesses, storage, and other commercial activities which may require larger sites and isolation from many kinds of other land uses, and to make provisions for commercial uses necessary to service the immediate needs of an industrial area. This district is not indicated on the current Zoning map.

Schedule of Regulations						
District	Minimum Lot Size (Square Feet or Acreage)	Minimum Lot Width (Feet)	Minimum Setback (Feet)			Maximum Height of Structure (Feet)
			Front ^C	Side	Rear	
R-1	15,000 sq. ft.	100	30	10 ^A	10	50
R-2	20,000 sq. ft.	100	30	10 ^A	10	50
RR	5 acres	330	30	10	10	50
RR-1	2 ½ acres	165	30	10	10	50
TD	15,000 sq. ft.	100	30	10 ^A	10	50
LS/R-1	40,000 sq. ft.	150	50 ^{B,C}	10	25	50
LS/R-2	40,000 sq. ft.	150	50 ^{B,C}	10	25	50
T/RP	5 acres	250	30	25	25	50
C	20,000 sq. ft.	100	30	10	10	50
I	20,000 sq. ft.	100	30	10	10	50

Footnotes to the Table

- A. An accessory building or structure may be located 6' from a side lot line in the R-1 and R-2 Districts.
- B. The front setback shall be measured from the road right-of-way, except where a parcel abuts a water body. In that case, the front setback shall be measured from the ordinary high water mark.
- C. Where a lot in the LS/R District does not abut a body of water, the front lot line setback shall be 30' measured from the road right-of-way.

11.3 The Relationship Between Zoning and the Future Land Use Plan

The Future Land Use Map is not the same as the Zoning Map, either in the legal sense or in its purpose. A land use map is a graphic representation of how land is physically being used; the current land use map depicts how land is presently being used and the future land use map depicts how land may be used in the future. The future land use map is general in nature and is an official description of where and to what level future zoning should be permitted. The future land use map is required by the Michigan Zoning Enabling Act. The zoning map is a graphic representation of the boundaries for which zoning regulations have been adopted by Au Train Township.

The Future Land Use Map is not the same as the Zoning Map, either in the legal sense or in its purpose. The Future Land Use Map should serve as a guide for making decisions on the rezoning of land.

The Future Land Use Map, along with its associated descriptions for future land use classifications make up the Future Land Use Plan. The Future Land Use Map should serve as a guide for making decisions on the rezoning of land. However, the Planning Commission and Township Board should consider the map to be one of many tools available to help them in making land use recommendations and decisions. The information contained on the map should be complemented by site-specific information as considered necessary by Township officials.

Future Land Use Classifications

Future Land Use Classifications and Associated Zoning Districts	
<u>Future Land Use Classification</u>	<u>Associated Zoning District(s)</u>
Urban Residential	R-1, Residential One
	R-2, Residential Two
Country Residential	RR, Rural Residential
	RR-1, Rural Residential One
Mixed Use	TD, Town Development
Waterfront Residential One	LS/R-1, Lakeshore and River One
Waterfront Residential Two	LS/R-2, Lakeshore and River Two
Forest Production	T/RP, Timber/Resource Production
Business	C, Commercial
Manufacturing	I, Industrial
Public Lands/Recreation	--

11.4 Commercial Development

Commercial development should be encouraged along the major transportation corridor, M-28. Commercial and mixed use development interests will also be promoted in and around the community of Christmas. The Township needs to create a sense of place; in the modern economy, place matters more than it did in the past. Attracting knowledge based workers that can work wherever they choose, should be a priority. The theme aspect of “Christmas” should be improved for the area, providing the area with a renewed sense of identity while also creating a sense of community. The Township could seek a coordinated design that is similar to and reflective of the existing character in Christmas.

The mixed use district has been incorporated in the Au Train and Christmas areas to encourage compatible residential, retail and service development, along with certain governmental uses. Mixed use development should be encouraged in areas that require a mix of residential and compatible retail uses; serving residents and tourists. In Au Train, this includes areas along M-28 and approximately 1½ blocks to the west of Au Train/Forest Lake Road. Mixed uses create opportunities for vibrant communities and may serve to help develop the Township’s sense of place.

The Township should encourage adaptive reuse of any existing commercial buildings for appropriate uses. There are several buildings along the highway available for reuse. New commercial development, particularly along M-28 should include access management standards to minimize curb openings and to discourage strip development. Shared driveways and parking should also be encouraged wherever possible. Landscaping and buffering standards could also be revised to enhance the appearance of the community along major thoroughfares. Any new commercial development along major thoroughfares should meet design guidelines to ensure they have a positive impact on the Township’s image. Incorporation of these standards would require Zoning Ordinance amendments. The Planning Commission should amend the Zoning Ordinance to outline specific design, landscape and buffer requirements for corridor and neighborhood commercial properties.

11.5 Industrial Development

The Township currently does not have any land designated for light industrial/manufacturing uses. The Township would like to encourage compatible light industry in areas with access to a major transportation corridor, not adjacent to densely developed residential areas. The Zoning Ordinance should be modified to encourage new economy uses such as high tech industries rather than solely supporting strictly manufacturing based uses. Areas on the Future Land Use Map designated for future light industrial development include three sections of land along M-94. Scattered light industrial development will be discouraged and the Township should provide requirements that will protect adjacent forest production areas that may include residences from potential impacts of light industrial uses. Light industrial developers should preserve the rural character of the area by utilizing landscaping and natural features preservation.

11.6 Residential Development

Au Train Township supports a combination of year-round residents as well as a large number of seasonal residents. The Township is a popular tourist destination as well, with a variety of resorts and lodges available for rent. Resorts and lodges are currently permitted uses in the following zoning districts: Town Development (Mixed Use), Lakeshore and River 1 (Waterfront Residential 1) and are a conditional use in the Timber/Resource Production (Forest Production) District.

The Christmas/Au Train traditional village areas offer a mix of uses, including residential, governmental, retail and service development. Au Train and Christmas are currently tightly developed with single-family homes when compared to other areas. Au Train may be viewed as a sleepy bedroom community, with compatible retail and recreational development. Single family neighborhood development in Au Train in particular, will continue to be encouraged. Slightly less dense development will be encouraged in areas immediately surrounding Au Train. While the Township has no existing public water and sewer facilities, should facilities become available, higher density development should be located in areas served by public utilities, likely around Au Train or Christmas.

The Christmas area has been selected for mixed use development, which will continue to provide for single-family and multiple-family development as well as compatible commercial development. Several sections south of the Sixteen Mile Lake area, areas southeast of Perch Lake and various sections adjacent to business areas along M-28 have also been designated for less dense residential development. The Township's housing stock should offer a range of types and prices. Residential development in the mixed use district will consist primarily of single-family homes, mobile homes and multiple-family dwellings. This is an opportunity for higher density housing and multiple-family development for the Township.

The Township recognizes the importance of the abundance of waterfront property and understands how precious these natural resources are. Therefore, two separate future land use categories have been created to apply to properties on or near the waterfront, Waterfront Residential 1 and Waterfront Residential 2. The major difference in the intent of the two districts is that Waterfront Residential 1 allows for the preservation of existing commercial resort development in addition to single-family and two-family residential uses. The Waterfront Residential 2 district is intended for the preservation of quiet residential neighborhoods except for other uses which are compatible with and convenient to the residents in the district.

Au Train Lake is the largest inland lake in the area and became a popular place for summer cottages soon after iron ore mining and lumbering populated the area. The area continues to support numerous residences as well as various resorts and lodges. The 830-acre lake has a maximum depth of 30 feet and an average depth of 12 feet and supports fishing, boating, camping and nature trails. Residences, resorts, lodges and bed and breakfasts are established uses in the Au Train Lake area. The recreational residential nature of the Lake will likely continue in the future.

The Au Train Dam and Power Plant are located along M-94 at Forest Lake in Au Train Township. The dam was sold by UPPCO to North American Hydro in 2010. Included in the sale are the dam itself, the Basin and lands immediately surrounding it, the penstock, the powerhouse and the transfer of the FERC operating license. UPPCO still owns about 1,900 acres of non-project land just outside of the Au Train Dam project boundaries which it is seeking to divest. The Au Train Basin area would be suitable for residential development, along with resorts and lodges for recreational purposes and is indicated as Waterfront Residential 1 on the Future Land Use Map. This designation would allow for residences as well as recreation rentals.

Au Train Township includes approximately fifty lakes, thirteen creeks and five rivers. Several of the lakes are subdivided. Many of the lakes in Au Train Township have undergone residential development along their shores. Several lakes include a mixture of residential and resort/lodge development. Lakeshore and river areas on the Future Land Use Map designated for a combination of residential and the preservation of existing resort developments include: the Au Train River/Basin area, Au Train Lake, Otter Lake, Hovey Lake, Mirror Lake and sections in the southern tip of the Township along the Sturgeon River, including Damn Lake, Slowfoot Lake and West Branch Lake. A section along the Lake Superior shoreline is also designated as Waterfront Residential One.

Other lakeshore and river areas in the Township are designated to preserve existing quiet residential neighborhoods free from other uses, except for those which are compatible and convenient to the residents in the area. These areas do not permit resorts, lodges or bed and breakfasts, as a permitted use nor as a conditional use. There has been a long-standing controversy in the Sixteen Mile Lake area concerning resorts and lodges operating around the lake. Numerous court cases have followed. Conversion of single-family residences to short term and transient occupation as rentals are not legal in the Lakeshore and River Two district now, nor were they at the time of the implementation of a prior Zoning Ordinance. Should the Township wish to provide for alternate uses in these areas, amendments to the Zoning Ordinance would be required. The Township should continue to preserve the aesthetic and physical character of housing and residential sites.

11.7 Recreational Development

The Township has long served as a recreation destination. The area's green infrastructure-the connected network of natural areas, wetlands, streams, lakes, forests and parks-are critical to the Township's development. The Township has recently adopted a 5-Year Recreation Plan to guide recreational development. The majority of the Township is part of the Hiawatha National Forest and is designated as "Forest Production" on the Future Land Use Map. Forest production areas provide for a wide variety of forestry, agriculture, natural resource and recreational uses. Critical areas include the Au Train River Watershed, with the mouth of the river being of particular concern. The Township should pursue grant funding to manage the erosion, ice and sand build up and obstruction issues at the River mouth.

The Future Land Use Map designates several areas along the Lake Superior shoreline as public land/recreation areas. The majority of this land is part of the Hiawatha National Forest and

would be ideally kept as land available for public recreational purposes. In addition, the area owned by the MDOT along Au Train Beach should be designated as public/recreation land. Passive recreational opportunities should be encouraged, including walking and biking paths along roads that provide pedestrian linkages to densely developed residential areas and surrounding communities.

11.8 Forest Production

The vast majority of the Township has been designated as Forest Production, considered as low density residential areas, allowing for single family homes, forestry, natural resource and recreational uses. Additionally agricultural activities are suitable for this land use designation. This is the largest future land use district, reflecting the community's rural residential character. It should also be noted that the bulk of this district is part of the Hiawatha National Forest, thereby limited for development.

11.9 Alternative Energy Resources

The Township recognizes the importance of alternative energy resources. The Township would like to encourage residents to utilize alternative forms of energy such solar panels, wood and wind energy systems where appropriate. Rural Residential, Industrial and Timber/Resource Production Districts could serve as prime areas for alternative energy uses, particularly wind energy. To the greatest extent possible, zoning standards for developing alternative energy resources should be based on industry norms and standards. Regulations regarding alternative energy sources will continue to be reviewed by the Township and incorporated into the Zoning Ordinance as appropriate.

Wind energy is an emerging technology that may require the Township to consider updates to the zoning ordinance. Regulations may need to be considered for both small and large scale wind turbines and wind farms. Small wind turbines generally serve private homes, farms or small businesses and turbines up to a certain height could be permitted for each single family dwelling; minimum lot sizes should be considered. Zoning definitions will need to be also added and updated. The types of turbines may differ by use, height or capacity. Regulations for anemometers (instruments that measure and record wind speed) should also be included; an abbreviated site plan should be required. Appropriate development standards could be created and adopted for each type of wind energy facility. Site plan review requirements may also need to be revised; a full site plan should be required for turbines.

Zoning regulations regarding solar panels should also be considered. Zoning ordinances mainly regulate solar panels as an accessory use and limit location to the rear yard; some ordinances allow side yard placement. Screening should also be considered.

11.10 Conclusion

Planning is intended to guide the forces of change in ways that encourage desirable outcomes while striking an appropriate balance with development and preservation. The Master Plan should be reviewed on a yearly basis and amending the plan as necessary will maintain its use

as a reliable planning tool. State law requires that the Master Plan must be reviewed at least every five years to establish if updating is necessary.

As the most frequent users of this document, the Planning Commission will be responsible for reviewing the recommendations and progress of the Plan. A Master Plan that is not frequently reviewed and referred to during the decision making process will become another book on the shelf. Therefore, the Planning Commission should conduct an annual review of the Plan and amend it as appropriate. Plan amendments will require that the Township follow proper procedures noted in the Michigan Planning Enabling Act. Amendments that should occur include:

- Delete recommendations that have been accomplished and add new recommendations as needs and desires arise.
- Modify the Future Land Use Map to reflect any zoning decisions that have changed the direction of development in the Township.

This Master Plan represents over a year of effort by the Planning Commission, Township staff and residents. Development of the plan involved collection and analysis of data on population, housing, land use, transportation, infrastructure and socioeconomic conditions. The Master Plan process also included a citizen survey to obtain suggestions and comments from residents to incorporate ideas into the Plan. The Plan sets forth recommendations, and as such, this Plan will only be as successful as the implementation measures taken to achieve the vision set forth in previous chapters.

Appendix A

Citizen Survey and Results

Au Train Township Citizen Survey

Au Train Township is currently working on a Master Plan for land use. Local development decisions affect your quality of life in many ways, including: a healthy environment, clean and plentiful water, safe roadways, compatible land uses, adequate public facilities and impacts to property values and taxes. A Master Plan is the blueprint for a municipality that depicts current land uses and guides decisions for both growth and conservation in your community. The Master Plan will include a chapter on Future Land Use, which will help guide future zoning changes. The Master Plan will develop goals and strategies for land use and development over the next 20 years. Citizen input is an integral part of the Plan. Collective knowledge and local insights from community members can be instrumental in identifying your shared values and interests; establishing goals and objectives; and outlining successful development strategies.

Please return the survey to the Au Train Township Hall, PO Box 33, Au Train, MI 49806 by APRIL 1, 2010. THANK YOU!

Please complete the following questionnaire. Your responses are anonymous and will be reported in group form only.

Please circle one of the answers below.

1. I am a resident of (Please circle the answer that best describes where you live):

- a. Au Train b. Christmas c. 16 Mile Lake d. North of M-94 e. South of M-94 f. Other

2. How long have you lived and/or owned property in Au Train Township?

- a. Less than one year b. 1 to 5 years c. 5 to 10 years d. 10 to 20 years e. Over 20 years

3. Do you live in Au Train Township year round?

- a. Yes b. No, I leave for the winter months. c. No, I spend less than three months of the year in the Township.

4. Where is your place of employment located?

- a. I'm retired. b. I'm unemployed. c. I work in Au Train Township. d. I work in the City of Munising.
e. I work in Alger County. f. I work outside of Alger County. g. I work outside of Michigan.

5. What strategy would you prefer for land use and growth management in Au Train Township?

a. Residential

- Growth encouraged Growth takes its own course Planned and limited growth Goal of no growth

b. Commercial

- Growth encouraged Growth takes its own course Planned and limited growth Goal of no growth

c. Light Industrial

- Growth encouraged Growth takes its own course Planned and limited growth Goal of no growth

d. Timber Production

- Growth encouraged Growth takes its own course Planned and limited growth Goal of no growth

Please check the box that comes closest to your opinion for each of the following questions:

6. Overall view of Au Train Township:

a. Overall how would you describe the quality of life in Au Train Township?

- Excellent Good Fair Poor Don't know

b. How would you rate the overall quality of your neighborhood?

- Excellent Good Fair Poor Don't know

c. How do you rate Au Train Township as a place to raise children?

- Excellent Good Fair Poor Don't know

d. How do you rate Au Train Township as a place to live?

- Excellent Good Fair Poor Don't know

e. How do you rate Au Train Township as a place to retire?

- Excellent Good Fair Poor Don't know

7. Please rate each of the following characteristics as they relate to Au Train Township as a whole:

a. Sense of community

- Excellent Good Fair Poor Don't know

b. Quality of the K-12 schools in the Au Train Township area

- Excellent Good Fair Poor Don't know

c. Opportunities for leisure-time activities

Excellent Good Fair Poor Don't know

d. Shopping opportunities

Excellent Good Fair Poor Don't know

e. Recreation opportunities

Excellent Good Fair Poor Don't know

f. Job opportunities

Excellent Good Fair Poor Don't know

g. Access to affordable housing

Excellent Good Fair Poor Don't know

h. Overall appearance of the Township

Excellent Good Fair Poor Don't know

8. Overall, how would you rate the quality of services provided by Au Train Township?

Excellent Good Fair Poor Don't know

9. Under the current zoning regulations do you feel that you are:

Over regulated Properly Regulated Under Regulated I Don't Know What My Classification Is

10. What services would you like to see the Township improve upon?

11. What do you feel will be the single most important issue facing Au Train Township over the next 5, 10, 20 years?

12. Should Au Train Township be more involved in "green" activities (i.e. recycling, wind energy, solar energy)?

13. What types of commercial and light manufacturing uses (if any) would you like to see in the Township and where should they locate?

14. Would you like to see a senior community developed in Au Train Township?

15. a. Are you in favor of weekly (transient) rentals in your neighborhood?

Yes No Possibly Don't know

b. Would you like the option of renting your home and/or camp as a transient rental now or in the future?

Yes No Possibly Don't know

16. To help the Township assess recreational needs and facilities, please indicate below if you have participated in the following activities in the last 12 months:

Snowmobiling 4-wheeling Boat (motor) Canoe/kayaking Snowshoeing Mountain Biking
 Hiking Non-motorized trail usage

17. Please use the following space for comments, suggestions and solutions you would like the Township to consider.

1. I am a resident of (Please circle the answer that best describes where you live):

a. Au Train	30.80%
b. Christmas	11.70%
c. 16 Mile Lake	21.70%
d. North of M-94	2.50%
e. South of M-94	9.60%
f. Other	23.70%

2. How long have you lived and/or owned property in Au Train Township?

a. Less than one year	1.20%
b. 1 to 5 years	10.70%
c. 5 to 10 years	14.80%
d. 10 to 20 years	29.90%
e. Over 20 years	43.40%

3. Do you live in Au Train Township year round?

a. Yes	45.60%
b. No, I leave for the winter months.	13.90%
c. No, I spend less than three months of the year in the Township.	40.50%

4. Where is your place of employment located?

a. I'm retired.	56.60%
b. I'm unemployed.	1.20%
c. I work in Au Train Township.	2.50%
d. I work in the City of Munising.	7.90%
e. I work in Alger County.	7.90%
f. I work outside of Alger County.	14.80%
g. I work outside of Michigan.	9.10%

5. What strategy would you prefer for land use and growth management in Au Train Township?

a. Residential Growth encouraged	23.10%
Growth takes its own course	34.20%
Planned and limited growth	38.30%
Goal of no growth	4.40%

b. Commercial	
Growth encouraged	32.60%
Growth takes its own course	20.90%
Planned and limited growth	39.50%
Goal of no growth	7.00%

c. Light Industrial	
Growth encouraged	29.30%
Growth takes its own course	16.90%
Planned and limited growth	35.60%
Goal of no growth	18.20%

d. Timber Production	
Growth encouraged	27.30%
Growth takes its own course	23.40%
Planned and limited growth	39.70%
Goal of no growth	9.60%

Please check the box that comes closest to your opinion for each of the following questions:

6. Overall view of Au Train Township:

a. Overall how would you describe the quality of life in Au Train Township?

Excellent	16.70%
Good	55.00%
Fair	17.90%
Poor	2.50%
Don't know	7.90%

b. How would you rate the overall quality of your neighborhood?

Excellent	20.50%
Good	52.70%
Fair	13.40%
Poor	6.70%
Don't know	6.70%

c. How do you rate Au Train Township as a place to raise children?

Excellent	11.90%
Good	41.80%
Fair	15.60%
Poor	3.30%
Don't know	27.40%

d. How do you rate Au Train Township as a place to live?

Excellent	20.00%
Good	52.20%
Fair	15.20%
Poor	1.60%
Don't know	11.00%

e. How do you rate Au Train Township as a place to retire?

Excellent	27.60%
Good	46.90%
Fair	15.50%
Poor	2.90%
Don't know	7.10%

7. Please rate each of the following characteristics as they relate to Au Train Township as a whole:

a. Sense of community

Excellent	10.30%
Good	38.70%
Fair	25.50%
Poor	10.70%
Don't know	14.80%

b. Quality of the K-12 schools in the Au Train Township area

Excellent	6.20%
Good	23.50%
Fair	10.70%
Poor	5.80%
Don't know	53.80%

c. Opportunities for leisure-time activities

Excellent	32.60%
Good	46.20%
Fair	9.70%
Poor	6.40%
Don't know	5.10%

d. Shopping opportunities

Excellent	1.70%
Good	10.80%
Fair	30.30%
Poor	49.20%
Don't know	8.00%

e. Recreation opportunities	
Excellent	41.00%
Good	35.60%
Fair	13.80%
Poor	4.60%
Don't know	5.00%

f. Job opportunities	
Excellent	0.00%
Good	2.60%
Fair	15.00%
Poor	53.40%
Don't know	29.00%

g. Access to affordable housing	
Excellent	2.90%
Good	26.20%
Fair	29.10%
Poor	11.00%
Don't know	30.80%

h. Overall appearance of the Township	
Excellent	5.50%
Good	42.60%
Fair	36.30%
Poor	10.50%
Don't know	5.10%

8. Overall, how would you rate the quality of services provided by Au Train Township?

Excellent	4.30%
Good	41.70%
Fair	27.60%
Poor	13.60%
Don't know	12.80%

9. Under the current zoning regulations do you feel that you are:

Over regulated	25.70%
Properly Regulated	35.80%
Under Regulated	11.10%
I Don't Know What My Classification Is	27.40%

10. What services would you like to see the Township improve upon?

- Residential
- More things for the kids to do
- Senior Center-with rec opportunities. On site rec opportunities for children and families
- Under number 10 "What services would you like to see the Township improve upon?" At this point none, unless the township can increase the employment in this area. You can't have what you can't pay for, and a grant is not the answer.
- Play ground
- None
- Children's recreation and senior activities
- Haven't been living here long enough to be able to answer this question
- Computerized property tax info with internet access
- Use of tourism \$ to the community
- All
- Send out yearly assessment notices, even if is no change
- Dig out the sand bar at mouth Au Train River.
- Kid activities in Au Train...not needing to be transported to Munising or Marq.
- Recreation for children
- Enforce zoning-stickers for trash pick-up we spend too much \$
- Road maintenance
- Sr. Advocacy
- None
- Enforcement of zoning ordinance
- More fire equipment and qualified firemen
- Clean up the blight-a lot of property needs it.
- Road service
- Cost
- Enforce their own zoning laws and penalize those renting illegally
- Recognize the need for jobs, commercialism, industry, tourism in the area to support families. Look beyond the needs of the retirees.
- Infrastructure, water, sewer, buried utilities plus curb appeal, reduce blight
- Zoning
- Earlier morning trash pickup
- Playground, bike trails
- For seniors
- More paved streets
- Less government, divorce 16 Mi Lk area busy bodies
- Throw out zoning all together. The state gave it to the townships-other local townships didn't impose new zoning-Au Train should do the same. ***** the association from 16 mile lake.
- More law enforcement
- Greater accountability to land owners

- Lower speed limit. Get rid of junky yards
- Road care
- Christmas could be a gold mine if pushed on the name
- Monthly electrical-turns cable off, too high
- Community center use for the tax payers at a reduced rate
- Communication! Recycling! Interactive website (Twp business and meetings) also community events and activities
- Enforcement of zoning and blight regulations
- Uncertain what services are provided
- Get rid of junk cars! Demolish derelict houses! Lower taxes in poor neighborhoods!
- I don't know
- Zoning enforcement
- Pave H05 (Rapid River Truck Trail)
- Put in more roads
- Bike trail, improve roads, volunteer fire department
- Playground su***!
- Help to seniors
- Road maintenance. Emergency services are limited by the distances traveled. Trash pickup with bins is better.
- Roads and rentals
- Gas, food, lodging
- Need boat access to more lakes, like 16 Mile Lake, it is stocked with public fish.
- Parks
- Roads, bike/walk way
- Not enough experience to answer
- Roads
- Taxes
- None
- Rezoning to prohibit mobile homes
- Fire protection, recycling service
- Businesses moving in, bike path for residents and tourists
- Given increase in homes along Reindeer Run Road, IT MUST BE PAVED! Cable and natural gas service along Reindeer Run Road-need town to pressure!!
- Emergency health operation
- Open commercial opportunities
- Better roads
- Community activities for everyone
- Paved roads
- Communication! The Twp should use its website-it is never current! Twp reports should be posted-notices posted-detailed agendas of meetings and minutes w/action items and resolutions posted.

- Property taxes are so high it makes it difficult to buy a home to retire there. May be forced to sell
- At this point I don't know
- Roads
- Plowing secondary roads
- Fix roads in neighborhoods outside of Au Train
- I am not aware Township provides services-please post services on website!!
- Lengthen millage for roads to 5 yr. continue with dust control and road improvement
- Forest Lake to Au Train work with Road Comm. on improving H01
- More cops around more often
- Fair and legal enforcement of zoning-16 Mile Lake area
- None come to mind
- Pave 16 Mile Lake Rd.
- Police and fire services
- Recycling station
- 100# propane pick up and delivery of cylinders
- It would be nice to lure more businesses
- Recycling!
- All-health, safety and general welfare. Promotion of small business.
- The Township needs to restructure their ideas and board. It needs new leadership and thinking.
- Maintenance
- Road work/improvement for county roads. A little guard would help.
- Garbage disposal
- Enforcement of blight ordinance; clean up neighborhoods and rules concerning transient rentals
- Incentive for economic/industrial growth/manufacturing growth (tax breaks)
- To see that local realtors are honest with prospecting buyers. I had a nightmare occur with prop lines involving *****
- Quality of roads
- Lower taxes
- It would have been good to include a list of services provided by the Township so we could make sure we identified Township services vs. other services provided from other (eg. State/city services)
- "communication" (newsletter, news article in local paper)
- Boat launch in Christmas
- I would like to see the bickering stop during the Township Board meetings and get more business done
- Roads and use of rental properties/taxes are too high
- Use of tourists/rentals/etc.
- Don't know
- Better groc.

- Blight!
- Perhaps a bakery! Flower shop, dinner restaurant on the lake or dinner boat cruise around the lake during spring, summer or fall
- Roads
- Slow traffic from 1st bridge in Au Train to second bridge-people speed! Dangerous
- Paving the most traveled roads
- 16 Mile Lake Road should be paved at least to Fire Station. You are wasting money by continually grading the road
- Clean up abandoned properties
- Roads, safety
- I think the township is doing the best they can in these economic times
- Police services
- Law enforcement
- Current services are fine
- Road maintenance
- Annual spring cleaning dumpster for drop off one day for spring cleaning
- Roads
- Enforce the blight ordinance now!
- Roads
- We would like to have better access to our tax assessor! The only time we hear from you is when our assessment and taxes go up!
- Road conditions
- No I prefer to pay for services I use directly, not through taxation
- Roads
- Roads
- Taxes-if you are not living in the Township, no house, you should not be paying taxes for garbage collection
- Not sure
- Advertising recreational activities
- For our available tax base, there isn't room for a lot of improvement
- Roads, recycling opportunities
- Roads
- Sports shop, bicycle shop
- Gravel road maintenance

11. What do you feel will be the single most important issue facing Au Train Township over the next 5, 10, 20 years?

- Taxes
- Destruction of landscape
- Au Train River-mouth outlet
- Recreational/leisure time opportunities or deciding on an area to be zoned commercial and light manufacturing
- Maintaining environmental quality
- Loss of jobs in the area
- Lack of people
- Jobs
- Lack of growth
- Aging population requiring more services. State of MI's ability to support townships is declining so decreasing state funding or monies returned to township. Lack of young people to replace older.
- Decreasing property values with increasing property taxes
- How to bring in more tourism
- Growth-traffic
- Revenue to provide services
- Maintain zoning regulations
- Too much commercial or residential growth drowning out the "natural recreation"
- Revenue
- Roads
- Taxes
- Bringing more tourist and job opportunities
- Tourism and the Dam
- Forest Lake Dam
- Lack of accountability with expenses and salaries, nepotism
- Trying to get the most qualified board members who are looking out for Au Train Twp.
- The Township Board you are your own enemy you are thinking for yourselves
- Recycling
- Don't know
- Have elected officials stop fighting and work together to make our township progress
- Protection of the use of land by the people who own the land
- Sustaining a tax base that supports what is already in place as well as supporting the efforts of those trying to bring \$ into the area. Families first.
- Developing a plan to pave our side roads. Finalizing the purchase of the Au Train Dam to North American Hydro. Curbing too much development.
- Zoning-taking care of natural resources i.e. lake, river, woods
- Road maintenance
- Jobs for next generation, health care

- Population
- Young people leaving
- Keeping taxes low
- Trying to impose changing zoning upon people who bought property under different zoned uses. Telling them = what you bought your property for can't be allowed now!
- Zoning
- Growth
- Better sense of community, more activities for kids
- Roads
- No new growth right now-homes and buildings getting old, not kept up.
- Jobs
- Too much development
- Au Train River erosion
- Land use and planning
- Land use
- Deterioration of community and quality of life
- Preservation of undeveloped or "no development" zones or lands along shoreland areas of inland lakes
- Controlling erosion by the Lake Superior/River area. Lowering taxes!
- Jobs
- Good quality of life
- Taxes above living standards!
- Budget reduction
- I don't know
- Blacktop 16 Mile Lake Road!
- Don't know
- Poor economy causing businesses to close
- Quit asking for more for the board and do something with the money within the community
- Our taxation by state and county government with no return of taxes to the Township
- Nondevelopment vs. development, as it is now.
- Overgrowth
- **** *****
- Increase commercial base
- Land owners unable to pay their property tax
- Tax income
- Tax revenue, road repair, continuation of existing services
- Taxes
- Forest lake basin. Management of the Hiawatha National Forest, employment
- Preserving quality of life, not becoming a "busy" community. Maintaining the charm.
- Lack of employment which leads to less tax payers.
- Poor economy
- To maintain the Dam

- Decline of population and revenue
- Need commercial and industry
- Growth
- Population dropping, nothing to do
- How residential and recreational developments current and future are protected from inappropriate development.
- Economic troubles in lower pen. of the state
- Improved tax base by increasing commercial opportunities
- Loss of young people
- Job growth-job opportunities
- Keeping up with roads
- Population growth
- Getting along better with each other and being respectful to one another
- Retention of business activities
- Tax reduction and cost containment
- High taxes-highest I've ever seen
- Don't live there any more so I don't really know
- Roads
- Under population due to economic stress
- Retention and attraction of middle class families
- Funding township government
- Keeping property taxes low
- Need some smaller stores and eating places
- Jobs and education
- Too much growth-losing resort atmosphere
- Zoning-seasonal rental eliminated in residential areas-16 mi. lake
- Population and commercial growth
- Don't know
- Deforestation/trucks destroying roads
- Jobs, keeping green space
- Property taxes
- Proximity of jobs
- Trust and credibility in government, governmental officials
- Keeping Au Train Lake and River clean and unpolluted. Clean up vacant lots-tear down old sheds, etc.
- Jobs
- Commercial development at the expense of our environmental and recreational quality
- Zoning
- River cleanliness; problems with alcohol use on River. The River could be a family fun activity and draw; lately it's a party/drunk spot in the summer
- Survival and youth opportunity
- Keep it inviting to people who love the wildness, peace and seclusion in most areas

- Controlling the ? of the Au Train River
- Economy
- Sufficient tax base to continue to support at least current service levels
- The present board members and lack of communication
- Sewer system
- Eliminating the houses that are abandoned for over 5 years
- Maintaining and improving dirt roads
- Bring in money from tourism, this is what we are known for
- “use tourism dollars”
- Overcrowding-beautiful place-let’s not ruin it
- Don’t know
- Better promote the area as to what is available to see and experience
- Beach erosion
- Population overgrowth
- Taxes are getting too high
- Jobs
- More control of your land use
- Funding issues
- Budget
- Protection of landowners’ rights and Michigan right to waters. Landowners rights to their water
- Lack of cooperation to get anything done
- Do something about the out of control youth in the Township
- Zoning
- Establishing a fair and cooperative governing township board
- Don’t know
- Keeping a volunteer fire dept because of state regulations
- Sixteen Mile Lake should not have a multitude of rental properties
- Roads
- A dying community because of no work opportunities, especially for the young people
- Maintaining services, roads, etc. due to more people and at least in the next several years- no jobs for younger people
- Develop a master plan for land use
- Taxes, let’s keep them low!
- Taxes-too high
- Paving 16 Mile Lake Road
- Balancing the desires of senior residents with other citizens
- Jobs
- Residential growth and recreation opportunities
- Controlling industrial growth vs. job provision
- Education
- There aren’t a lot of things for our teens to do

- Recreational growth
- Infrastructure, road maintenance
- The loss of tax revenue and the reluctance of the property owners to approve increases in their property taxes to make up that loss
- Commercial development
- The have's being overbearing on the have not's
- The economy

12. Should Au Train Township be more involved in “green” activities (i.e. recycling, wind energy, solar energy)?

- Solar energy
- No wind energy-unsightly
- Yes, recycling
- Recycling
- Absolutely-and =’s job opportunities
- Probably
- Yes
- Yes definitely, it’s the future! Promote “green” tourism.
- Yes
- Yes
- No
- Yes-wind energy
- Wind energy should be allowed for individuals/companies who want to put in the investment
- Yes
- Poss.
- Yes
- Yes
- Recycling-yes. Solar not appropriate RE overall/yr amount of direct sun-wind only effective near Lake Sup and not consistent.
- Yes
- If possible and affordable
- Make available
- Only if cost effective. No tax increase to develop and maintain.
- NO
- Yes
- Yes
- Yes
- Yes
- Yes everyone should!
- No
- Yes-recycle, wind energy, solar energy
- Yes
- No
- Yes
- Yes
- Yes-recycling
- As it makes sense fiscally. If the investment is proven worth it in the long run, yes.
- No

- Yes! Community gardens, reduce jack pine forestation replant with ornamentals and hardwoods, buffer zones, M-28 corridor, wild flowers, green spaces, grants!
- Recycling
- No
- NO
- Yes
- Recycling is a good start
- Don't know
- Not just no, but HELL no.
- Only when its cost effective-grants, etc for initial costs
- Yes
- It's all BS
- Recycling
- No!
- Yes
- Yes
- No
- Yes
- No
- Absolutely-recycling, wind energy, solar energy
- Sure
- No
- Yes to some things-not wild about wind energy because it can be ugly
- Yes! Yes! Yes!
- Absolutely! ☺
- Yes
- Absolutely, as well as wilderness preservation, pollution controls
- NO!
- No
- No
- Yes
- Yes
- No
- Do not know
- Yes-recycling
- Wind energy, recycling, get kids involved in cleanup projects
- No
- Recycling is ok. Wind and solar should be activities pursued by the individual. The bang for the buck especially solar is insignificant.
- Recycling
- Yes
- No

- Yes
- Recycle drop off facilities
- Maybe
- Recycling-and wind would be fantastic
- Yes
- Yes
- Yes
- No
- Recycling, wind and solar is not cost efficient. However, there should be provisions in place that a homeowner, if inclined to use solar or wind, have guidelines.
- Yes
- No
- No!
- Recycling
- Recycling
- Yes
- Yes
- Yes
- Yes
- Yes!!
- Recycling, some perhaps
- No
- Good idea
- Recycling
- Yes
- I think they already are
- Yes!
- Yes, but not 100%. People are needing to make changes a little at a time.
- Yes
- Yes
- Recycling as long as it is a self supported effort
- Yes
- Yes
- Yes
- Definitely
- ABSOLUTELY!!!! What are you waiting for???
- No
- Yes all of the above
- Not really
- No
- Recycling
- Yes

- Yes, but not on a mandatory basis
- No
- Yes
- Yes!!
- Yes in recycling and solar but not wind energy
- Yes as long as its financially viable
- NO
- Recycling!
- Yes
- Recycling
- Yes
- Yes
- Yes
- Yes
- Yes
- It's ok (if it doesn't cost Twp) if individuals choose these options
- Would like to see improvement especially wind and solar
- Recycling
- Wind energy/solar energy (who would finance it?)
- Yes
- Yes!!
- Absolutely
- More recycling
- Be more involved with recycling and promote wind energy and hydroelectric for the Township
- Recycling only
- Not sure
- Poss.
- Yes
- Yes
- Yes
- Yes, esp. recycling, eg. Recycle drop off bins
- No
- No
- Yes, but w/out penalties if someone can't afford wind/solar energy
- Absolutely
- Yes
- Recycling
- Yes
- Yes
- Yes
- Yes

- Recycling
- Absolutely
- Yes-take care not to damage the beauty of the beaches (as they are trying to do on Lake Michigan near Grand Haven and Holland)
- Some what not over the top
- A place to recycle would be nice
- Yes
- Yes!
- Yes, wind
- No
- No
- Recycling-yes. Don't develop wind and solar if clearing of forest is required. Let economics decide what gets built
- Recycling
- Recycling and solar energy
- Recycling
- Definitely
- Definitely if we can afford (\$) to
- Recycling
- No
- Not sure? Recycling-yes. Any activity that doesn't raise property taxes and creates revenue is good
- Yes
- No
- No
- Yes
- YES! YES! YES!
- Yes
- No
- Yes
- Recycling
- Every municipality should consider "green" activities
- If not involved, at least more supportive
- No
- Yes
- Absolutely. Especially in recycling trash. Be lenient on wind energy placement unless it impinges on neighbors sound
- Yes

13. What types of commercial and light manufacturing uses (if any) would you like to see in the Township and where should they locate?

- Between 5 Mile Pt Road and M-28
- Airstrip
- Clean and in area zoned commercial and light manufacturing some place is Christmas area =’s job opportunities
- In Christmas, along M-28.
- Under number 13-The ideal location for a light industrial base would be at eight mile corner. Between sixteen mile lake road and stillman road. You have a power substation and a large power supply available. Also a rail grade that can be connected to Munising junction with minimal effort and cost. Also no water contamination problems. Also no flood plain problems. Also a central location and not near residential areas. As far as obtaining the property how about approaching one of our political figures and see if the government would be willing to donate a section of land for this use. After all, if they can create three (3) wilderness areas for recreation within a twenty mile radius, then maybe they can do the same for the working people of this area and provide the basis for some jobs. The biggest export we have from this area is our children. Reason, no employment. Considering the federal government owns about 85% of our township I don’t think this would be asking too much of them. And it might actually increase our tax base. This can be done here in the UP and this township, just take a look at Gladstone, moving right along and increasing the tax base and employment along the way. No reason it can’t be done here. The type of manufacture would pretty much depend on who would be interested in locating here, all should be considered. The old song and dance about transportation costs in the UP really doesn’t cut it. Our costs are really no different than elsewhere. I would explore the possibility of trade with Canada, their trucks move through here on a daily basis. Also you have a wonderful deep water sea port in the city of Munising. I am sure that New Page would consider sharing part of their dockage. It all comes back to the old say of “pennies, dimes and dollars.” You start small, AND FORGET ABOUT GRANTS. The Township needs to have a stake in it and not the feds. So far, a lot of what I have seen proposed is recreation, another word for tourism. The last time I looked a lot of business around here are “closed for the season.” If you want to grow your population and keep your children in the area you can’t be “closed for the season.” All in all it tells me that maybe something else needs to be developed. And if it isn’t, it will be “the last one out turn off the lights.”
- M-28
- Solar energy, “green”
- Along highway corridors
- Retail shops-M-28 or 94, food, clothing
- An industrial park using township money is NOT a good idea (they don’t seem to bring in companies in the UP). Location near existing businesses with proper zoning. Undecided on types of companies: growth takes it own course.
- None
- Some type of things/tourist places to see and spend some time here
- None

- Eco-friendly and away from residential and recreational areas.
- Continued operation of Forrest Lake Hydro, cottage industries-recreational related
- Don't know
- None
- Retail and service. Any manufacturing to create jobs
- No
- Small store in rural areas
- Whatever businesses that can address a market
- None
- None
- Intelligent based industry, non polluting, junior college
- No answer
- This is a residential area keep it that way. We all know there are people on the board who want to bend the rules.
- Recycling
- Don't know
- Any kind
- Small businesses
- In Au Train only. The asset of the township is its quiet and natural setting, not in commercial development
- I don't have any specifics, but hope more can come into the area to support those who want to live and make a living there.
- Cottage type with proper community designations blend where applicable
- Vacation and tourist related
- NONE
- Wind energy, solar power
- None
- Don't know
- Forestry management-when the value of timber increases. It will! Locate in public and private forests. Look at the small business our loggers create. Mining is also overlooked in our area. We have some of the same minerals here as they do west of here-Tilden/Empire
- Anything that wouldn't hurt the environment
- None
- None
- Undecided
- Boat-RV manufacturing
- None
- Restaurant, local craft employing locals, difficult to answer as I'm not aware of availability (rather ambiguous question)
- Any-on main routes: M-28, M-94
- Any light manufacturing and commercial should be located on paved roads to minimize road damage
- Located only near similar uses
- Unsure
- NONE!
- No opinion
- Don't know

- Do not know
- None
- Any type that would come in. The M-28 corridor has the utilities (i.e. gas, electric and phone) in place
- Don't care, the market would determine it. They should be located on major roads, M-94, M-28. Don't need a bunch of vacant businesses however. (Please no sled dogs).
- Cottage industry only
- Light on each
- Gas station, convenience store, hotel, beach development
- Gas station and store 94 and Wyman Road
- Gas station
- Small specialty manufacturing and would love to see the development of "craftsman" level machining and fabricating
- None
- None
- An updated gas station and convenience store in Au Train. More development between Marquette and Au Train.
- Not familiar with area.
- Recycling, wind energy equipment
- Forest industry
- None-natural resources and associated life styles
- None
- No clue here but in areas in Au Train itself for some and depending on needs for lt. manufacturing for others
- Don't know
- None within ½ mile of Lake Superior. Industrial parks should be developed and all industrial and commercial (except retail service sector) should be required to locate in an Industrial Park.
- Almost any
- All types
- If at all possible economically-any small businesses
- More shops to attract tourism
- Non-polluting. But all others should be welcome and not screened and made to feel welcome
- Au Train and Christmas
- Better year round access to lakes and streams. Create an environment for business to want to locate in the Twp
- Don't know
- M-28 and M-94
- Small manufacturing. M-28/M-94 corridor. We need jobs!
- Wood processing
- Maybe bait shops and maybe another bike and snowmobile shop and sales
- Small businesses. M-28
- None
- Grocery and party stores reopened in Christmas would be nice
- None
- More shopping for household goods
- Not on the waterfront

- Plastic recycle stations located in any convenient locations
- Almost anything with the exception of industry that may harm natural resources
- None
- Wind and solar energy!
- Clean-someplace away from housing, resorts and recreation
- Local made goods store
- None really-this is a recreational area
- Lumbering
- Wood, fish and food related. Wood pellets, sucker removal and production of food, fertilizer, and animal feed related to suckers. Specialty foods distributed throughout the US. And of course recreation (year round services). Promote our area to Wisconsin, Minnesota, and Illinois (Chicago).
- Near already developed areas and fair to the people
- There are commercial units now-stores, restaurants, boat rentals
- Don't know
- The location is the key point-to be tucked into commercially/light manufacturing zones
- Seasonal, Lake shore
- Small industrial plants on the old airfield site
- Be more kind to tourists who are wanting/willing to bring \$ into the community thru rentals/sports/etc.
- Tourism/more tourism
- None
- Not any at all
- Don't know
- None
- Anywhere they want to locate
- Shoe/leather repair shop w/barber shop (around town hall); with attached bakery, petal pushers annex flower shop with cards, etc. and senior center open all year long
- Any small business so people can work nearby, small factory, etc.
- None
- Home businesses, resorts, grocery stores
- Manufacturing wood products. Christmas, off waterfront and highway
- Any that would create jobs. Not in residential areas
- Local craftsmen and artists. Better eatery. Small manufacturing only if large should come. Have them located "out of view"
- Wood products-Au Train
- Manufacturing needs to be away from residential areas. Commercial could be close to residential depending on traffic, noise, etc. No opinion on types
- Timber products, log home manufacturing
- Not on 16 Mile Lake!
- Close to Hwy
- Located by old baseball field. Light manufacturing such as furniture making! Light assembly work-make things like "dunklees" (if you are old enough to remember) out of natural things available in this area.
- Additional retail shopping, light manufacturing allowed in already developed areas only!
- Capitalism is self regulating and driven by profit. Luring manufacturing thru tax incentives may create jobs, however-retired people get no benefit i.e. lower taxes

- Don't know
- Whatever manufacturing would like to bring jobs
- Any-anywhere
- Not sure
- None. But if it must happen, create an aesthetically pleasing industrial park surrounded by LOTS of "green"
- Unsure
- (south of Christmas or west of Au Train) it would be beneficial to make plans for an industrial park and attract some business and employment opportunities
- Any that will provide jobs and be environmentally friendly. They should be located where the roads will support that type of use
- More open to tourist development
- Along M-28
- Small specially made factories and family business. Thing that fit in with the small relaxed atmosphere of the township.

14. Would you like to see a senior community developed in Au Train Township?

- Yes
- Yes
- Absolutely
- Need more assisted living facilities in the area.
- No, it doesn't appear necessary, as services in Au Train Township are so limited.
- Yes
- No
- No
- Due to the large size of the township, this would not be used by many. Not enough population and population density to justify. Could use existing large room in township hall.
- Yes
- Yes, no tax dollars used
- Yes
- Yes but population centers are small and widely separated
- Public transportation-continued meals/wheels to get people to/from center for activities
- It would be ok
- If necessary
- Yes
- No
- Don't care
- Not if it's supported by taxes
- Yes
- Yes
- Yes
- Maybe
- None
- Yes
- No answer
- No
- Yes
- Yes
- Don't care
- Yes
- No opinion on this.
- No
- Yes and no
- No
- Yes
- Yes
- NO

- No
- Yes
- Don't know
- No
- **** those old people-they are no longer contributing to society-let them go to Florida or AZ, etc. \$ money needs to be spend on growth and the young.
- Yes
- Yes
- Yes
- No interest
- Yes
- No
- Not unless it's run for all residents
- Sure
- No
- Yes, very important
- Sure
- Yes! (especially since I'm retired 😊)
- Yes
- Yes
- NO!
- Yes-but not by a govt. agency
- No opinion
- NO
- No
- No
- No
- Yes
- Yes
- Sure
- That will be nice
- Yes, 16 mile lake and a nice store etc.
- Yes
- Yes
- Yes
- Yes most definitely
- Perhaps
- Yes
- Youngsters community? Possibly
- Yes
- If necessary and if needed.
- Yes

- No
- No
- I think this would be a good idea especially with retirees moving into the area-coffee klatches w/neighbors is fine but doesn't include everyone
- Yes-more seniors coming(baby boomers)
- No opinion
- Yes
- Yes
- Yes. It used to be good now nothing, can't afford to rent the hall. It should be free to residents we pay enough taxes.
- Yes
- That would be ok as long as medical and other services are available. They are not new.
- Sure
- No
- Yes
- Not up there long enough to stay
- Yes
- Yes
- Yes-Christmas
- No
- Yes
- Yes
- That might be interesting depending on location and cost
- Yes
- Yes
- Senior Community Center and food program, transportation, Meals on Wheels, heating
- I believe the Township Hall could be open to group activities
- Yes
- Somewhat
- Yes
- Possibly
- Yes
- Not a priority-there are other issues to deal with
- Isn't it already developing?
- Yes
- Yes
- Yes
- Yes
- Sure
- Yes
- Yes
- Are there enough people to sustain it?

- Yes
- Yes
- Yes
- Not necessary
- Yes
- Yes
- We don't have needed services for them year round (like the Villages in Florida). What is it you're asking? An assisted living facility would be wonderful (like Brookridge in Marquette) but its still a long way to emergency care
- Yes
- Would be nice for seniors
- Such as "tendercare"? No
- Yes
- Yes
- No preference
- Yes
- Yes
- Yes
- Yes
- Not sure
- Yes, but not with taxpayer dollars
- Yes
- Yes
- Sure why not
- Yes
- Yes
- You mean officially?
- Yes
- Yes
- Yes
- Yes
- Okay
- Yes!
- Doesn't really matter to me
- Yes
- Yes
- Yes if the need is there. I don't know that it is
- If there is a need-yes
- Yes
- No. Munising is close enough
- Yes
- No

- Yes I would like to become more involved in helping the community when we are there-to get to know the people
- Sure-but it will require more services and only in certain areas
- Yes
- No
- No
- Not sure
- Don't care
- No
- Don't care
- Probably
- No opinion
- If it's needed
- No opinion
- Yes-there is a large population of seniors
- Sure, why not?
- Au Train is already a senior community
- No opinion
- Yes
- It would be a good idea as long as all classes are kept in mind
- Yes

**15. a. Are you in favor of weekly
(transient)
rentals in your neighborhood?**

Yes	31.50%
No	39.60%
Possibly	19.10%
Don't Know	9.80%

**b. Would you like the option of renting
your home
and/or camp as a transient rental now or
in the future?**

Yes	30.20%
No	44.70%
Possibly	19.60%
Don't Know	5.50%

**16. To help the Township assess
recreational needs and facilities,
please indicate below if you have
participated in the following activities in
the last 12 months:**

Snowmobiling	65
4-wheeling	89
Boat (motor)	134
Canoe/kayaking	134
Snowshoeing	92
Mountain biking	45
Hiking	134
Non-motorized trail usage	92

17. Please use the following space for comments, suggestions and solutions you would like the Township to consider.

- Quit fighting and cooperate with each other so projects can develop.
- Au Train Township is beautiful, do not destroy the beauty by allowing wind farms, or wind generators. Do not destroy the woods, shoreline, etc. it takes 600 square miles of wind generators to equal one environmentally sound coal fired (clean coal) plant.
- I feel overall the Township is doing well, however there seems to be a blight problem in several areas-one being around the 16 Mile Lake area Crossover Road-but there are other areas also.
- At this time our roads do not support things like the noisy race track in Christmas. H-03 is too narrow to support lots of traffic.
- Should have sent stamped envelopes
- Tourism is our major industry. Tourist: One who travels for pleasure. Motor traveler considered as a transient guest of a hotel, inn or the like. We must keep transient rentals for our tourists.
- We spend about two months at a lake. Au Train is a nice area.
- Although I am selling my property on a land contract I expect that it will again belong to me in the future. After retirement I plan to return to Au Train Township.
- Keep it clean and uncluttered. Maintain recreational relationships w/DNR and USF facilities. Enforce zoning ordinances.
- Twp. Board should enforce current zoning regulations, instead of selectively enforcing them for a privileged few!
- Improve habitat for deer. Shoot coyotes during deer season. Open season on wolves. Stop four wheelers from tearing up the roads.
- Would like more family friendly things in Au Train. Community based picnics etc.
- Transient rentals are wrecking our privacy and sense of community
- Seal coat or pave 16 Mile Lake Road
- Because the method of distribution of this survey allows for any individual to turn in more than one questionnaire, it has NO VALIDITY
- When you send out a survey, put a stamp on the return mail! Part of my taxes should pay for this!
- Fill the soft spots on the Crossover Rd. with gravel. Put calcium chloride in front of the homes on the Crossover Rd. You spread it down Hayward Rd. and Peninsula Pt. Road where there isn't any houses, what a waste. Put some signs on Crossover Rd. (speed limit, kids playing, etc.) you got them on Hayward and Peninsula and they are dead end roads with local traffic only
- A recycling center
- Limited involvement in regulation
- Get rid of proposition A so us elderly folks are not taxed out of our homes.
- I am not a regular visitor to Au Train Township.
- You have to look beyond the short term gain of taxing commercial development and the lodges developers build. Look at 16 mile lake and what **** and ***** did-cut all the trees

down on 2 side by side lots and build huge rental lodges in full violation of zoning laws. If this continues, everyone's property values will fall. The value of the land in the Township is its quietness, retaining the wilderness and strict zoning enforcement.

- Thank you for your efforts in collecting info in this survey.
- I feel Au Train Township has the opportunity not as a chunk of coal but as a rough cut diamond to be polished into a star to shine throughout, not only the UP but other rural locals with proper planning and energy from a few good citizens.
- Prosecute people who operate transient rentals in residential areas in spite of protective covenants. More people just bring in more problems and development destroys the natural beauty and large tracts of wilderness that are unique to our area.
- We live 4.3 miles down 16 mile lk. Road. We live this far so as to have our privacy and do not want any board telling us what we can or cannot do with our property by over regulating what is a rural area. Our area should not be viewed the same as lake residents or the actual town of Au Train.
- Less is more, when it comes to government intervention
- We could develop skiing trails in Au Train. We have better terrain here than Valley Spur has or Pictured Rocks trails for that matter. That would help bring in a better class of people than the typical snowmobiling group. Better for resorts and rentals (housing and equipment etc.), much the same way the Au Train River has for tourism, but in the winter. We have many assets here to exploit for growth, but you have to get intelligent people motivated to help those who may not see the potential.
- There is always room for some improvement. We need more involvement by the younger members of our community to make it work and continue more efficiently and continue to grow.
- The Township does not need to be a rental society-no more commercial dev. and no daily/weekly rentals.
- More opportunities for kids to develop, recreation, etc. More law enforcement present especially for the 4 wheelers. Responsibility of home owners to keep their property clean. Abandoned cars, trucks looks like Tenn. Or Kentucky.
- Paving 16 Mile Lake Road.
- Christmas is a wreck-caved in trailer homes allowed to be left in that condition for over 2 years (Hint: Jinglebell Lane) *no blight enforcement* Need to clean the Township up.
- Lower electric usage bills
- I have cottage in the south end of Au Train Township. My concerns and time spent involve the Hiawatha Forest more so than Munising/Wetmore.
- Do not have enough knowledge of the township to comment on the above unanswered questions.
- Card league at the community center on certain weekly evenings.
- The township is a closed community. Those of us who moved here from other areas of the country are not welcomed. Township residents who have lived here for many years are favored over recent arrivals.
- Since several of the residents are retired (thus on a fixed income) and own seasonal homes/cabins in the area, taxes should be lowered or prorated for these residences.

- Removal of burned car at head of our lane/street, Hilltop Drive!
- We've owned two residential lots in Au Train for over ten years. They are on the market for sale. As a result, we have no plans to live in Au Train Township.
- I have paid the taxes for the last 21 years after my father died. Have not seen the property for 40 years. No roads to it. My only option is probably to have it logged out. Can't sell it if you cannot see it.
- Need a bike trail
- Put some more equipment in the playground. What a sad excuse for a playground. I would have LOVED to see a bike path expanded shoulder on Forest Lk. Road. LOTS of recreation opportunities there for locals and tourists. Get local kids involved in clean up activities. Instills a sense of pride in one's community.
- No allowance for sled dog operation, breeding, sales, etc. Proper enforcement of and sensible set back requirements. Location of high density housing, population, apts, trailer parks away from recreation areas. Unless areas are seasonal tourist type parks. By recreation areas I mean lakes.
- Would like to see regulation of ski-doo's on small lakes...would like to see them prohibited and used only on large lakes. Our lake (West Brand) 440 is only 35 acres. These activities ruin loon nest and creates high disturbance on wildlife-loons, eagles, ducks, sandhill cranes, etc.
- We feel we own our home and should be able to use as we want. Don't like certain people dictating to us what we can do or not. We all used to get along out here.
- Non residents need rent income to pay their taxes
- New to area, will be fully retired here (including wife) is 15 months. Love the quiet and the people. Really want more services but not the traffic/congestion/noise associated w/more population.
- Our children might be interested in developing our property.
- Good luck! Too much government already! Thanks for asking though.
- Reduce the property taxes
- ATV trails are improving. Making more access to national forests. Plant more fish in Au Train Lake and trout in the rivers. Au Train needs convenience. Better restaurants, stores, gas station, place to buy bait to catch more planted fish. Give people a reason to stop in Au Train on M-28 while traveling through. A new chain hotel across from Lake Superior?
- I would caution promising or attempting to offer more than your budget allows. Our intention is to build on vacant property over the next few years. We will live in the area at least 7months of the year. Our expectations are that basic services will be provided and available. The charm of the area is the draw, not the services offered. The excursion to Munising or Marquette for shopping/dining etc. is part of the charm of the area. The getting out adventure. We anticipate the Munising to Marquette area as our range for various activities and don't duplicate services.
- The Township needs to enforce the rules it already had had. We don't need new ones. Treat everyone the same, not as in the past with the good old boys method.
- An RV park would be useful
- Opposed to bike paths on paved roadways

- I own a cabin and property on Mirror Lake near the Buckhorn. I know relatives make use of garbage pickup but not certain when it is-usually take mine to landfill with home garbage. Guess this is more of a personal curiosity-is there a headquarters for Au Train Township? Where? Meetings held?
- Please fix the orange bridge on Woodland Dr. Plant white pine on both sides of the road from M-28 to Grove Street. I've seen old pictures of Au Train's downtown and it looked so much more resort like and north-woosy back then. It's kind of boring now.
- Get some new blood on the Board and use some tax money to fix up the playground. It is disgusting that there are no playground equipment after spending all that money to fix up the grounds. We need a new handyman the one you have does nothing.
- All transient rentals on should be checked on tax rolls 4 compliance!
- Again-pave Reindeer Run Road and pressure cable and nat. gas providers to make service available. Also-study idea of water and sewer service to growing residential area (yes-Reindeer Run!) finally-high speed internet service Township wide is critical to our future!
- Dear Commission, I cannot answer to your questions honestly because I have never lived in Michigan. I apologize.
- I would like to see a bike/walking path along Forest Road. Not only is it a pleasant place to be but it is not safe with the motor traffic and limited visibility.
- I would like the Twp to recognize the fact that property values have declined and implement an across the board reduction in property assessments as other Twp's in the area have done. The Twp should look at cost containment and services provided to limit the financial burden it places on property owners. Again the Twp needs to improve its communication w/property owners. This would also help the very negative image the Twp currently has.
- I think it's unfair to tax out-of-state property owners at such a high rate when we do not use services at the same level as full-time residents. This discourages investment, vacationing and retirement in your community.
- As I said above I no longer reside in the UP so I'm not really qualified to give any suggestions.
- Cleanup of the secondary roads
- Christmas is shabby and Au Train lacks defined character
- Bike/walk trail for Christmas to Au Train to Au Train Lake campground. Monitor individual septic system/wells!
- Continue with Alger Parks and Rec funding. Support youth ballfield and playground. Continue cemetery upkeep. Put road funding on the ballot for 5 yr. plan.
- Fix Au Train road and the road back to Forest Lake so I can fish
- The Township should focus on a permanent solution for the Au Train River problem of changing course/flowing into Lake Superior and backing up upstream
- None at this time
- No renting
- There are several properties, mostly trailers, along Co Rd 440 west of Hwy 13. These are falling down, roofs caved in, junk everywhere. Can the owners be forced to remove or clean them up? Looks like they are fire hazards and health hazards.

- I appreciate your asking for my input. Good luck!
- Leave Au Train as is-do not want out of staters moving in
- Recycling!
- All questionnaires are biased because someone chooses the questions and the answers to the questions. Therefore the results are biased too. Please keep this in mind as you determine the validity of this whole process
- Term limits for board members
- Your zoning categories are inadequate. You have ?, 1 season buildings, assessed and treated as year round residences. We don't even have the county road plowed or adequately repaired/maintained.
- Improved swimming and boating
- Au Train is a beautiful area, but many homes and old camps are becoming run-down and unsightly. There needs to be rules concerning transient rentals. Also there needs to be some type of rules or regs for those utilizing the River. I live on the River and have for 30 years. Last year I had a drunk urinating out front of my house next to my dock and was shouting obscenities and one of my neighbors had another drunk defecating out front. It's been getting out of hand the last several years. I've had friends and coworkers with families that used to canoe the river, but they won't go because of partying (rowdy partying) that goes on. I had another coworker tell me they were out last summer during the -----'s River Run and gals (that were in the group) were kayaking and canoeing topless. I wouldn't say that would be a good day to have a family outing. Yes-to a bike path-Forest Lake Road can be a little dangerous when you're walking or riding your bike on it.
- Does Au Train Twp and Alger County truly have the interest and willingness to support and promote any light industry or manufacturing in our Township? Does the current zoning allow for this potential interest? Are you as a twp/county willing to allow tax incentives or properties for such development? Township or County support is critical for such potential development. In the past roadblocks from the Twp/county have hindered these initiatives, i.e. personal property tax, etc.
- I wish I could give more comment, again due to my company closing and caring for my mother I have not been able to leave home (regrettably). I did spend a good period of time at my 1 acre and truly enjoyed the township camping, hiking, canoeing, fishing, meeting the local DNR just down my road. Just keep up the good work.
- I think the trustees should be more considerate for those that have a tax appeal.
- Although we don't live in Au Train at the moment, it is our plan to build on our Lake Superior property and use it as our primary residence.
- Refer back to question 11: other important issues: Au Train river and lake (the future of the dam), unemployment/economy, property taxes, road maintenance
- My family was the original settlers (Wm Cameron) in the area. So, I have a life long interest in the well-being of the township. The biggest need is to try and update Arbuckle Street in the village of Au Train. This should be the showplace of the township to have people stop and visit. Develop a master plan.

- A lot of people do not like camps rented to tourists. However, this is what makes the surrounding communities work. Income from tourists. If this is not possible the existing taxpayers must pay more to the already sky high taxes.
- Please, do not vote out the use of camp rentals. This brings \$ to everyone.
- Promote the area. Maybe a small welcome center with display of the history of the area to include beaches, forest industry, Indian tribes, list and location of waterfalls within 30 min drive.
- Improve street lighting, need for bike trails, no condos in Township! Blight-tear down old unused buildings or fine owners-also for old cars and junk!
- I wish I was there more often to make comments, but we're there only once a year. We come there for the beauty of nature.
- Follow through on bike path along H03
- Property values on 2-track roads are over-assessed. The Township should declare these 2-track roads with accompanying documented easements. These properties are currently considered land locked by lending and mortgage institutions. This status makes it extremely difficult to sell these properties.
- Lower property taxes to reflect falling values in Michigan.
- Quit over regulating people's property with big city zoning laws. This is a rural area. We don't need new laws because of a few people who most of them are transients themselves.
- We purchased our place in Au Train over 20 years ago. When we bought our cabin in town it was a great place to have. Now, in the last 10 years the vandalism and just plain disrespect for property is out of control. We used to open our cabin in the spring and close it in the fall. Now we lock the doors just to take a walk. The community has turned a blind eye and deaf ear to everything that has gone on. Right now I would have to give my place away because people that know the area just shake their heads and go away. The big city doesn't have as much trouble per capita as Au Train.
- Transient rentals do not belong with residential housing.
- Do away with the current method of trash collection-no fair. On taxes-what if you own several vacant parcels you are charged for trash removal that you do not use.
- Blight is a problem in my community. I would like to see the blight laws enforced and people clean up their property.
- I think that the township needs to keep focused on keeping our essential services (fire, garbage, etc) on a first priority basis. Recreation etc. should come in last. Dust control has been excellent the last few years.
- Maintain the natural beauty of our forests, lakes and streams without placing onerous restrictions on owners of owner occupied single family homes.
- Make sure the lake (16 Mile) doesn't get any lower. Make sure it stays clean. Make sure it is well stocked with quality fish. There should be a set base value of new homes built on the lake, for example \$85,000 or above (This is just for the house, not the property).
- Make an end to the renting on 16 Mile Rd, like we asked for years ago. And voted on.
- Somehow fell the summer residents who plan to retire in Au Train should be made to feel more included so they can help with things in the town during the summer. Have get-togethers where they get to know the local people and feel more like a part of the

community they love. Stop all the winter ice fishing in Au Train Lake. There are no fish left when we come in the spring. Perhaps rotate lakes for ice fishing derby's. We are thinking of selling because of no fish in the Lake.

- Necessary to keep majority of area pristine. Need to be very careful with new development. Note: we do not need another Gaylord up here!! New development needs to "blend in" to the woods and water.
- I was told in summer 2009 that Christmas would get paved streets this summer 2010. That will be nice!
- We own 90 acres on Crossover Road. We paid \$2,---.—in property taxes 2009 and don't have any structures on our land. If you continue to increase our taxes we will sell and you will get less money (because property values are down)!
- The township needs to understand that retired citizens are not the only taxpayers in Au Train. Vacationers bring revenues that the UP desperately needs. Vacation rental owners pay property taxes, use tax and income tax, not to mention employing multiple local people per rental units. Decisions have impacts that all citizens feel the impact of.
- Keep the trash pickup and improve roads!
- Taxes seem high for the area
- Possibly for rentals in non commercial single family areas
- Non-resident 300 miles away
- Allow 16 mile weekly and longer rentals
- More respect for the use of my land. The board needs a lot of legal help. Wasting way too much money fighting rental property. It is dividing the community.
- I am a retired ***** corp. steam engineer and a retired US Navy Senior ***** Petty Officer. I believe in equality of financial classes in the Au Train and Munising area. I am hearing of some people of good financial wealth in the area (non native types) that are riding hard on other classes; I don't like this.
- I like the relaxed friendly atmosphere of the township. I grew up in a small town where life was relaxed and slow pace. However over the last 20 years the growth in my hometown has completely changed the pace of life. Everyone's in a hurry, no one cares about anything but what they can get. People no longer know about their neighbors. Au Train Township still has the relaxed, friendly, and slower paced lifestyle. Protect this asset as that is what makes Au Train Township special.