

OLD MISSION PENINSULA



SCENIC HERITAGE ROUTE

“To identify, preserve, enhance, and promote the scenic, agricultural, and rural characteristics of the M-37 Corridor in Peninsula Township.”

Presented by:
The M-37 Scenic Heritage Route Committee
Peninsula Township, Grand Traverse County, Michigan

Prepared by:
Northwest Michigan Council of Governments
2012

Old Mission Peninsula Scenic Heritage Route Committee

Committee Members

Michigan Department of Transportation

Gary Niemi, Transportation Service Center, Traverse City
Dave Langhorst, North Region Office

Northwest Michigan Council of Governments

Committee coordination, staffing and administrative support

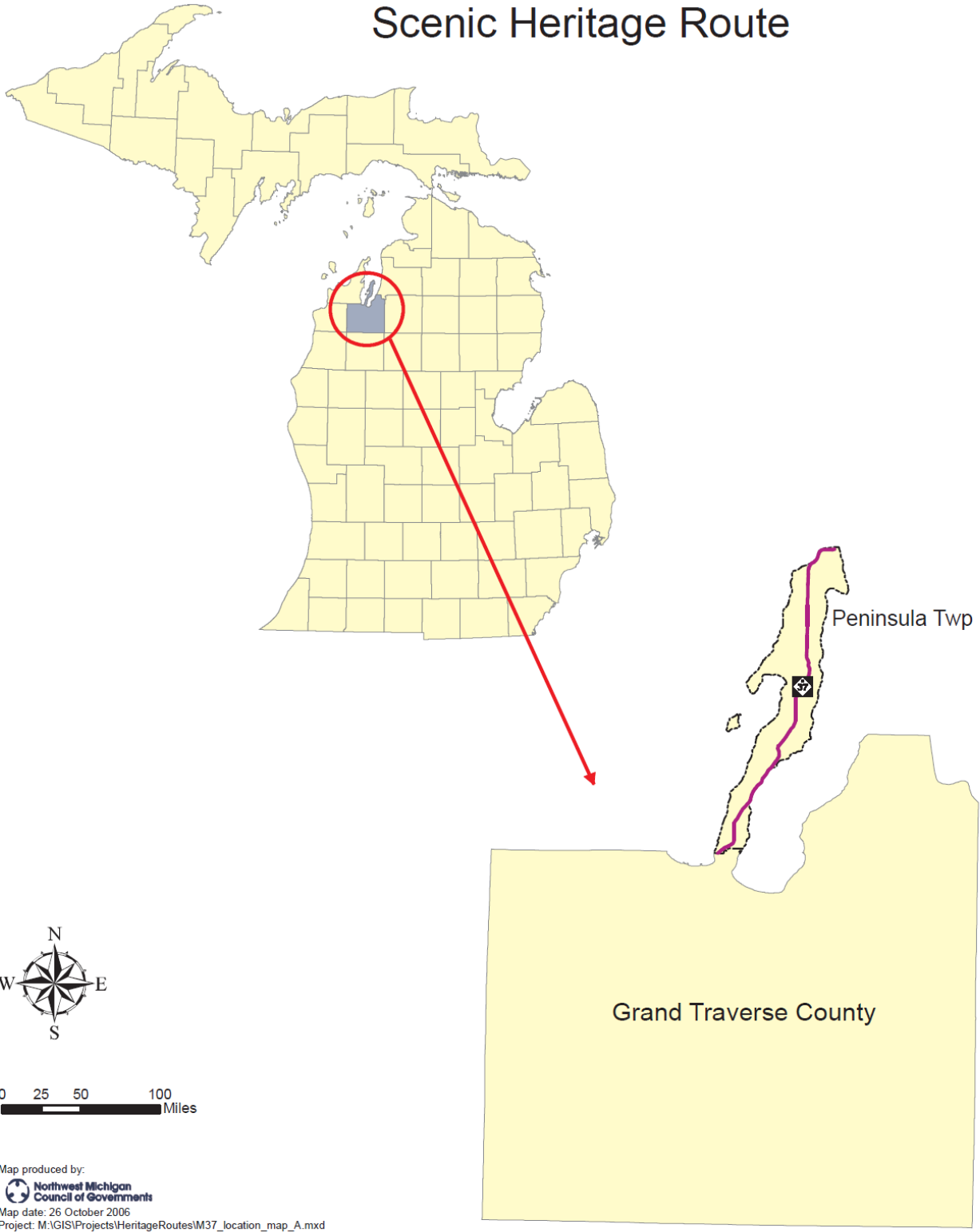
This Corridor Management Plan is Presented by:

Old Mission Peninsula Scenic Heritage Route Committee, Grand Traverse County, Michigan
www.nwm.org/omshr.asp

Prepared by: Northwest Michigan Council of Governments

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

Old Mission Peninsula Scenic Heritage Route



0 25 50 100 Miles

Map produced by:
 Northwest Michigan Council of Governments
Map date: 26 October 2006
Project: M:\GIS\Projects\HeritageRoutes\M37_location_map_A.mxd

TABLE OF CONTENTS

I.	Executive Summary	5
II.	Introduction	6
III.	Overview of Michigan State Highway 37 in Peninsula Township	9
IV.	Corridor Inventory	13
	A. Population Characteristics	
	B. Highway Characteristics	
	C. Natural Resources	
	D. Historical/Cultural Resources	
	E. Recreational Resources	
	F. Current Land Uses	
	G. Roadside Photography Inventory	
V.	Implementation of the Management Plan	92
	A. Potential Threats to the Corridor	
	B. Goals, Objectives, and Actions	
	C. Project List	
VI.	Appendices	104
	A. 1881 Atlas Map	
	B. 1895 Atlas Map	
	C. 1908 Atlas Map	
	D. "A Drive Down Memory Lane"	
	E. Traffic Volumes 2003	
	F. Vehicle Crash Data 2000	
	G. Soils and Slopes Map	
	H. Agriculture Preserve Area, Prime Scenic Views Map	
	I. Agriculture Preserve Area, Conservation Easements Map	
	J. Existing Land Use Map	
	K. Future Land Use Map	
	L. Access Management Outline	
	M. Resources	

I. EXECUTIVE SUMMARY

The purpose of the Old Mission Peninsula Scenic Heritage Route Management Plan is to provide an understanding of the designated route, what makes it special, and why it should be preserved.

The plan includes the following:

- Maps identifying the corridor boundaries
- A map and a photographic inventory displaying the location of intrinsic qualities
- Maps displaying land use along the corridor
- Maps of road use and crash data
- Inventory of the natural, historical, cultural, and recreational resources
- A list of potential threats or challenges affecting the character of the corridor
- Goals and objectives that offer insight into the issues with recommendations for attaining the goals
- Recommendations and strategies for making future management decisions with a prioritized project list

Because of the scenic attributes of inherent beauty and the rural characteristics displayed along this particular stretch of M-37, a concerned group of Peninsula Township residents and Township officials began investigating the possibility of officially acknowledging the distinctiveness of this segment of roadway by designating it as a Michigan Scenic Heritage Route. This distinction would ensure the residents of Peninsula Township that this roadway, which links Old Mission Peninsula to Traverse City and other surrounding communities and acts as the underpinning for the pastoral character of the Township, would remain true to this character and would be managed in a manner that showcases the inherent qualities of Old Mission Peninsula.

The mission statement adopted by the M-37 Scenic Heritage Route Nominating Team is one that clearly identifies the foundation for requesting designation:

“To identify, preserve, enhance, and promote the scenic, agricultural, and rural characteristics of the M-37 Corridor in Peninsula Township.”

The *Old Mission Peninsula Scenic Heritage Route Plan* does not attempt to address every issue and problem along the corridor. Ideally, the plan should be used as a guide to achieve community visions, while clarifying the issues and actions required for protecting its distinctiveness. A Heritage Route Management Plan cannot change a local zoning ordinance. It does not regulate or take away property rights from a landowner. The plan is a guide for future corridor improvements, and enables local communities to maintain more local control over the corridor without having ownership of the roadway.

The M-37 Scenic Heritage Route Nominating Team was made up of representatives from Peninsula Township, in cooperation with the Michigan Department of Transportation (MDOT), and with assistance from other agencies and organizations. The Northwest Michigan Council of Governments facilitated the process of the plan’s development and developed the management plan by compiling the input, insights, resources, and comments provided by the Nominating Team and the community.

II. INTRODUCTION

The segment of M-37 (also known as Center Road) in Peninsula Township begins at the gates of Peninsula Township at the Traverse City limits. It runs 18 miles, the entire length of Old Mission Peninsula, traversing through farmland and along Grand Traverse Bay before ending at a historic lighthouse and park. MDOT classifies M-37 in Peninsula Township as a major collector road. M-37 provides the major transportation as well as the primary commercial artery for the Township. It also acts as a corridor for viewing what is arguably some of the most breathtaking and scenic views to be found anywhere.

It is because of the unique charm and breathtaking views that so many people visit the Old Mission Peninsula. Tourism is an integral part of the local economy, mainly agri-tourism. Growth in northwest lower Michigan, especially the Grand Traverse region, is on the rise, and because of the scenic attributes of inherent beauty and the rural characteristics displayed along this particular stretch of M-37, a concerned group of Peninsula Township residents and Township officials in 1995 began investigating the possibility of officially acknowledging the distinctiveness of this segment of roadway by designating it as a Michigan Scenic Heritage Route.

The Michigan Heritage Route Program was created by Public Act 69 of 1993. The Heritage Route Program is designed to identify, inventory, protect, enhance, and in some cases, promote state trunk lines and adjacent land with distinctive or unique scenic, cultural, or historic qualities. The normal process for Heritage Route nomination within the Michigan Heritage Route Program follows a standard process for procedure: formation of a nominating team, identification of the potential route, evaluation of the highway using a roadside inventory, selection of the route to be nominated, preparation of a management plan, evidence of location support, preparation of nomination/application and submission of application. The M-37 Scenic Heritage Route Nominating Committee has followed this process and has described in its mission statement the vision of this endeavor as:

“To identify, preserve, enhance, and promote the scenic, agricultural, and rural characteristics of the M-37 Corridor in Peninsula Township.”

The Nominating Team, composed of concerned citizens, has been determined to put forth a community effort that represents the opinions and views of the majority of local residents and created the following goals:



Old Mission Peninsula Scenic Heritage Route Corridor Management Plan Goals

- Preserve and enhance the scenic, agricultural, and rural qualities of the route.
- Encourage development that will not detract from scenic and agricultural qualities, which includes the preservation of the unique and prime agricultural land for present and future generations.
- Encourage community involvement in monitoring the route.
- Encourage interpretive programs that describe the natural, historic and cultural features located along the corridor.
- Promote the preservation and maintenance of the unique and rural qualities of the countryside along M-37 (Center Road)

The Nominating Team's primary objective is to develop a plan that will act as a template for future management decisions along M-37 in Peninsula Township. The Scenic Heritage Route designation and the corresponding Corridor Management Plan will provide Peninsula Township with a tool to:

- Be actively involved in Michigan Department of Transportation's (MDOT) future planning decisions regarding M-37 in Peninsula Township
- Develop a framework for making cooperative decisions between the Township and any other group that could affect the distinctiveness of the roadway's scenic and rural character
- Solicit funding for projects that involve enhancing the inherent qualities of the Old Mission Peninsula and Peninsula Township
- Control this segment of M-37 so as to retain its agricultural, rural, and scenic characteristics.

The designation of M-37 as a Scenic Heritage Route will allow the Scenic Heritage Route Committee to work with the Township Board, Planning Commission, and residents on these common goals and it does not regulate or take away property rights from the adjacent landowner. The Plan is a guide for future corridor improvements, and enables local communities to maintain more control of the corridor without having ownership of the roadway.

Current development trends and growth pressures in the Grand Traverse Bay region are affecting Peninsula Township. Township residents have shown and continue to show support for maintaining the rural character of the Township. In a recent survey, 84% of the residents and property owners stated that it is very important to protect the scenic qualities of M-37. For

example, in August 1994, Peninsula Township residents passed a tax increase to implement a program to purchase development rights to preserve agricultural land, open space, and scenic beauty properties on the peninsula for all to enjoy – now and into the future. Peninsula Township was the first township in Michigan and the nation to pass by vote a local property tax for purchase of development rights. In 2002, a second millage was passed to increase funds for additional purchase of development rights to protect the scenic qualities of Old Mission Peninsula.

Under Heritage Route status, Peninsula Township and Grand Traverse County can be involved in all management decisions for this segment of M-37. Designation brings with it benefits that help MDOT with prioritizing and taking special care with projects along Heritage Routes and works with the local community to fulfill their management visions. The Corridor Management Plan will help Peninsula Township continue its quest for responsible, carefully planned development along the corridor while retaining the rural feel and scenic beauty of the area.



III. OVERVIEW OF M-37 in PENINSULA TOWNSHIP

Michigan State Highway 37 (M-37) winds through primarily the west side of the State of Michigan beginning at the junction of I-94 and business loop I-94 at Exit 92 on the Kalamazoo/Calhoun county line at the southwestern corner of Battle Creek and ending at the Old Mission Lighthouse (Peninsula Township park) at the tip of the Old Mission Peninsula. The length of this State Highway is 221.46 miles. In 1941, in anticipation of eventually bridging the gap between north-central Lake County and Mesick in Wexford County, all of M-42 north of the M-42/M-115 intersection at Mesick was redesignated M-37 northerly through Traverse City to Old Mission Peninsula.

History

Before Europeans settled the Old Mission Peninsula, Native Americans inhabited the northern area, concentrating near what is now the Old Mission Village. According to local historians, the Ottawa and Chippewa settlements on the Old Mission Peninsula predate European settlements by several centuries. The tribes took advantage of the moderate climate to cultivate corn, pumpkins, beans and potatoes in small gardens. Trading with other tribes to the south, they also obtained apple seeds and by the time early European settlers came to the Peninsula, apple trees were already flourishing in their small gardens. The Native Americans supplemented their families' diets with fish and other wildlife, both of which proved to be quite plentiful in the area.

One of the oldest European, permanent settlements in northern lower Michigan began in 1839, with the Reverends Peter Dougherty and John Fleming arriving on the shore of Old Mission Peninsula where chief Ah-go-sa built a small house for Reverend Dougherty. Within two years, more people had moved to Old Mission and around 1840, the first schoolhouse was built. The first frame house in the Grand Traverse region was built in 1842 for the Dougherty family, which still stands today. (Dougherty House)

Grand Traverse County and Peninsula Township were organized in 1853 and European settlers continued to migrate to Old Mission Peninsula. Agriculture continued to play an important role in the lives of the early Township residents and a group of settlers hired a state geologist to survey the area and prepare a report. The findings indicated that the climate and soils were favorably suited for fruit production.

To support the increase in agriculture production and summer vacationers over the year, boat traffic increased on the bay. Large sailing vessels and steam ships carried passengers and agricultural products to the natural harbors found at Old Mission and Bower's Harbor where large docks were built to accommodate these ships. As a result of the sinking of a large ship, the government constructed a lighthouse on the northern point of the Peninsula which was completed in 1870.

The first public road in Grand Traverse County was built in 1853 by volunteers and stretched from Traverse City to Old Mission. Early roads on the Peninsula followed Indian trails, which later became Peninsula Drive and East Shore Road. As travel by automobile overtook travel by boat in the early part of the twentieth century, more roads were built and improved.

Historic Timeline

- An 1881 atlas map shows a primary roadway to Tompkins Road that roughly corresponds to the route of modern day M-37. Please see Appendices A (1881), B (1895), and C (1908).
- The “Old Mission Road” or “Peninsula Center Road” was originally designated M-42 and first appears on the 1935-36 map as a gravel road.
- Work by the Michigan State Highway Department (now MDOT) began in 1934 when the road was initially improved and coated with bituminous material from the Traverse City limits to Old Mission Road.
- At least one portion of the section constructed in 1934 was paid for with “U.S. Public Works” funds.
- The road, christened “Queen’s Highway”, was officially dedicated on September 28, 1935. Please see Appendix D, “A Drive Down Memory Lane” by LeRoy Barnett, *Queen’s Highway*.
- In 1938, the segment between Old Mission Road and the western edge of Mission Point State Park was completed. This segment utilized funding from the Public Works Administration (PWA) federal program.
- Also in 1938, the entire length from the State Park to Gray Road, again using PWA funds, was coated with an oil aggregate bituminous mixture, described as “an improved type of low cost road surface” suitable for lightly traveled roadways. According to the *Sixteenth Biennial Report of the State Highway Commissioner, 1935-36*, the requirements of the PWA meant a change in how the Highway Department built roads. The oil aggregate mixture was further characterized as “an ideal type for Federal projects where a large portion of hand labor is required” because it was relatively simple to construct.
- In 1941, the road was designated M-37. The final portion of the road (.827 miles) from the western edge of the Mission Point State Park to the turn-around and parking area was also completed in 1941. Interestingly, the Highway Department apparently paid for the parking lot and turn-around as part of the road project.

Present Time

This 18 mile segment of M-37, also known as Center Road traverses through farmland and along Grand Traverse Bay before ending at a historic lighthouse and Township park. MDOT classifies M-37 in Peninsula Township as a major collector road. The following is the functional classification of M-37 State Highway, major arterial:

- Purpose is to provide the primary means of traffic through Peninsula Township
- Provide safe intersections with Minor Arterials and a limited number of Collector Roads and a few Local Roads
- Driveways accessing the Major Arterial are very limited and where possible driveways will only access collector and local roads
- Intersections will be designed with no stop signs
- Capacity will be increased as needed with the goal to maintain uninterrupted flow (also for agricultural products) and to reduce the need for major improvements on the Minor Arterial roads
- Road cross section will be a two lane road with six (6) foot shoulders
- Planned improvements such as passing lanes, passing flares, climbing lane for heavy trucks, turnouts and minor horizontal curve improvements as necessary to maintain a

minimum of service “C”: +/- 1,200 passenger cars per hour (pcph) total in both directions under ideal conditions

- Existing conditions on M-37 that affect capacity are:
 - a. High percent no passing
 - b. Peak hour traffic
 - c. Grades
 - d. Heavy vehicles
 - e. No stop signs
 - f. No traffic lights
- Moving agricultural commodities

In April 2003, the Road Committee of the Peninsula Township Planning Committee prepared a “working definition” for M-37 and it stated that M-37 is the primary north-south road in the Township and that it must be maintained to ensure both carrying capacity, scenic qualities, and peak season movement of agricultural commodities in accordance with the Master Plan.

M-37 follows the center of the peninsula, then the shoreline on East Bay, and back to the center through the rolling hills and valleys providing the major transportation as well as the primary commercial artery for the Township. It also acts as a corridor for viewing, what is arguably some of the most breathtaking and scenic views to be found anywhere. Some bluffs rise dramatically from the shores of Grand Traverse Bay to over 200 feet in elevation, affording spectacular views of East and West Grand Traverse Bay with pastoral farmscapes in the foreground.



In addition to an agricultural economy, Peninsula Township has historically drawn upon the natural beauty of the area to attract summer residents and tourists. Summer resorts, which are still found on the Peninsula, have flourished since the late 1800s. Numerous bed and breakfast establishments also provide lodging accommodations. However, with the increase in winter activities, tourism throughout Northern Michigan has grown into a year-round industry.

IV. CORRIDOR INVENTORY

The Michigan Department of Transportation (MDOT) has long recognized the M-37 corridor in Peninsula Township as meriting consideration for the Michigan Heritage Route Program. For the *Old Mission Peninsula Scenic Heritage Route* management plan, key resources are identified.

The Resource Inventory provides a detailed description of the scenic, natural, historical, cultural, and recreational features found within the township along or near the corridor. The areas in this inventory were chosen solely for its contribution to the scenic, historic/cultural, or recreational characteristics found along the M-37 corridor and are not to be considered an indication of project sites.

This Corridor Inventory will assist MDOT and local planning bodies in their future deliberations on management strategies for the Heritage Route. This inventory serves as a source of knowledge for data and ideas which Peninsula Township can use when considering development projects or community actions affecting the M-37 corridor. The inventory does not recommend specific courses of action, but is designed to be used as a tool to help the community protect the corridor's scenic, natural, historical, and cultural beauty while providing for future growth and change.

A. Population

While growth in the State of Michigan and much of the Midwest has slowed, northwest lower Michigan's population growth has been phenomenal. In fact, the region has experienced a population boom that is unparalleled in the State of Michigan. Between 1970 and 2000 in the Northwest Michigan Council of Governments ten county region of northwest lower Michigan, the region's population grew from 158,333 to almost 285,000, increasing by almost 2/3's in the thirty-year time span. During the 1990's seven of the region's counties grew by more than 20%. The slowest growing counties in the region (Manistee, Wexford) still witnessed population increases of at least 15%. The 23% growth in the region during the 1990's was more than three times the growth rate of 6.9% recorded by the State of Michigan.

The population explosion in the region is projected to continue well into the next century. Population projections from the Michigan Department of Transportation predict the region's population will increase to 323,000 in 2010 and reach 354,000 in 2020. This would result in a population increase of 14.8% between 2000 and 2010 and another 9.7% increase from 2010 to 2020, resulting in an additional 72,000 residents of northwest lower Michigan.

The primary source of recent growth in northwest lower Michigan is from in-migration of new residents. During the 1990's more than 80% of the region's population growth (more than 40,000 new residents) was dependent on in-migration of new residents from other areas.

Population growth in Peninsula Township has increased steadily since the 1930s as indicated in the following table:

Year	Population	% Change from Previous Decade
1930	1,107	3.5
1940	1,146	33.5
1950	1,531	31.4
1960	2,013	31.2
1970	2,642	45.1
1980	3,883	47.0
1990	4,340	11.8
2000	5,265	21.3
2005 Estimate	5,450	

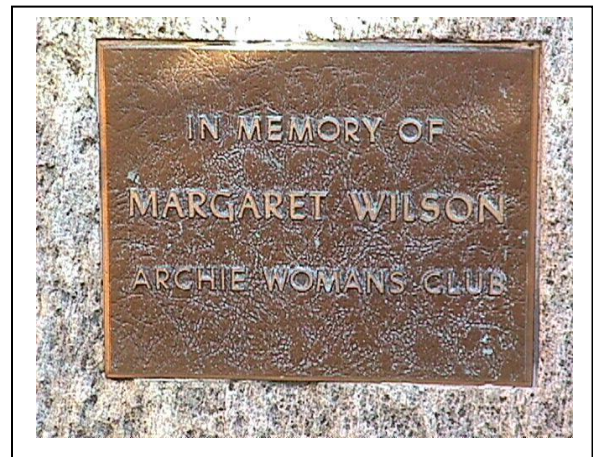
Source: US Census Bureau, Census 2000 and Peninsula Township Comprehensive Plan, as amended.

B. Highway Characteristics

Michigan State Highway 37 in Peninsula Township is a two lane road with some winding and hills. There are no traffic lights or stop signs with free flowing traffic from one end to the other and it is busier primarily in the summer. Some of the most treasured characteristics of the Corridor are also the ones that create the most concern for safety among travelers because the rolling nature of the roadway creates visual barriers.

Traffic counts are extremely useful in determining how a roadway is being used and in determining roadway safety and traffic flow patterns. The traffic volume data from 2003, the most recent, shows that M-37 (Center Road) is heavily traveled in the southern section of the Township with above 5000 vehicles per day. This is primarily due to the high influx of vehicles in and out of Traverse City. The middle section of the Road to Bowers Harbor Road receives a medium volume of 2,500 to 5, 000 vehicles per day. North of Bowers Harbor Road to the end of M-37 at the Lighthouse is rated low with below 2,500 vehicles per day. Please see Appendix E.

Crash information is another data source that can be utilized to study roadway safety. Similar to the data for traffic volume, the crash accident locations for the year 2000 show that most accidents occur in the heavy volume, southern section of M-37. Another cluster of accidents occur near Island View Road in the section of the highway that carries a medium volume of traffic. Only five accidents occurred north of Bowers Harbor Road to the Lighthouse. Please see Appendix F.



C. Natural Resources

1. Climate

Peninsula Township is classified as human continental cool summer climate and the weather is moderated by the presence of the two bays of Lake Michigan. The microclimate, tempered by the insulating quality of the bays, results in a longer growing period. The frost-free season on the Peninsula ranges from 140 to more than 150 days compared to less than 100 days inland. Annual snowfall averages 120 inches in the southwest portion of Grand Traverse County, compared to less than 90 inches on the Peninsula. Climate combines with topography and soil types to make Peninsula Township a uniquely ideal area for agriculture, particularly for fruit crops.

2. Geological/Topographic Features

Retreating glaciers of 11,000 years ago carved the land of the area creating the mosaic of diverse and unique geological landforms that are so prevalent across the Township. Glacial topography on the Peninsula consists of rolling hills, valleys and wetlands. Some bluffs rise dramatically from the shores of the bay to over 200 feet in elevation, affording many spectacular, panoramic/vista views of East and West Grand Traverse Bay/Lake Michigan. Some ridgelines rise dramatically right from the water's edge in some areas where scenic turnouts may be located.

3. Soils

The soil type of Peninsula Township is 98% Emmet-Leelanau association. These soils are described as well drained, slightly acidic to neutral sandy loam and loamy sand occurring on gentle to steep sloping areas. The remaining soil type at the northwest tip of the Peninsula is Kalkaska-Mancelona association. These soils are well-drained sands and loamy sands occurring on level to steep areas. Please see Appendix G.

4. Lakes, Streams, Wetlands

Water features are a prominent resource along and near the corridor. Peninsula Township, in addition to having nearly 47 miles of shoreline along Grand Traverse Bay/Lake Michigan, has 9 inland lakes, 8 rivers/streams, and 4 drain/intermittent creeks. The only inland lakes that have names are Bagley and Prescott that cannot be seen from the corridor. None of the rivers, streams, or drains/intermittent creeks have names and there is no major road crossings of those water courses.

Approximately 850 acres of the Township is composed of wetland habitat. Wetlands are classified in Michigan's wetland statute, Part 303, Wetlands Protection, of the Natural Resources and Environmental Protection Act, 1994 PA 451, as amended, defines a wetland as "land characterized by the presence of water at a frequency and duration sufficient to support, and that under normal circumstances does support, wetland vegetation or aquatic life, and is commonly referred to as a bog, swamp, or marsh." The definition applies to public and private lands regardless of zoning or ownership. Wetlands are quite diverse and can support a large number of species, especially threatened and endangered species. Wetlands also provide a wide range of benefits such as water storage, flood control and water purification.

There is one island in West Grand Traverse Bay near Bowers Harbor that is visible from the corridor. Power Island is a Grand Traverse County Park.

5. Vegetation

Grand Traverse County/Peninsula Township was originally covered almost entirely by forests. Pines and hardwoods grew on the uplands, and white cedar and other water-tolerant trees covered the wetlands. Logging began and the major part of the virgin forest was harvested or cleared for farming. Historically, there has been tremendous vegetative and topographic changes over the years as agriculture replaced silviculture in the 1800s with the white pine and hardwood forests giving way to potato, apple and later cherry production (1903).

Peninsula Township now hosts thousands of acres of orchards and vineyards, agricultural crops, with forested/woodland areas. In the forested/woodland areas the principal forest cover is northern hardwoods on moraines that are predominantly maple, beech, elm, chestnut, and aspen. Scattered black cherry, ash, basswood, yellow birch, paper birch, hemlock, white pine and red pine are interspersed in those areas. Wooded areas on dunes and sandy lake plains are composed of jack pine, white pine, red pine, elm, red maple, red oak, aspen, and juniper. White cedar, balsam fir, and black spruce intermixed with elm and red maple cover the wooded, lowland, wetland areas.

Preservation of Threatened and Endangered Species is a vital aspect of maintaining the biological diversity of any region. The current listing of Threatened and Endangered plant species in Michigan shows that there are 210 threatened and 51 Endangered. The implementation of any and all projects along the Old Mission Peninsula Scenic Heritage Route would require heightened awareness to the location and preservation of these and all species noted on the State and Federal lists.

6. Wildlife

There is a variety of deer, bobcat, muskrat, beaver, otters, coyote, fox, raccoons, eagles, waterfowl, and songbirds that live year round or visit the Peninsula.

Preservation of Threatened and Endangered Species is a vital aspect of maintaining the biological diversity of any region. The current listing of Threatened and Endangered wildlife species in Michigan include:

Species Category	Threatened	Endangered
Insects	11	8
Mollusks	4	10
Amphibians	1	1
Fishes	7	8
Reptiles	2	2
Birds	13	8
Mammals	1	6

8. Air Quality

An important aspect of the designation of a Scenic Heritage Route is that it does not adversely affect the environment through which it runs. Increased traffic volume along the Old Mission Scenic Heritage Route could increase the amount of ozone emissions that are in the region. However, the Michigan Department of Environmental Quality (MDEQ) has designated Grand Traverse County as an Air Attainment Area. This designation means that the air quality in Grand Traverse County meets the requirements set by the U.S. Environmental Protection

Agency Clean Air Act and should any future impacts be observed, measures would be taken to correct the problem through the cooperation of the State and County agencies.

9. Scenic Views/Viewsheds

The 18 mile M-37 corridor offers some of the most scenic vistas in the State of Michigan. The word “viewshed” is often used to describe views encompassing multiple directions and varied distances. This section of M-37 provides access to scenic views of Lake Michigan and East and West Grand Traverse Bay/Lake Michigan. Also, these viewsheds include features such as farmlands, woodlands, and shorelines. The viewsheds have been identified in the inventory strictly for their scenic character and utilized as the qualifying criterion for establishing M-37 as the Old Mission Peninsula Scenic Heritage Route. Please see Appendix H the Scenic Views Map.

As the maps and photograph inventory illustrates, scenic resources stretch the entire length of the corridor. These areas, in addition to all the natural areas along the Scenic Heritage Route, are natural features that enhance the aesthetic qualities of the Route and the entire Old Mission Peninsula. The ecological diversity of these geological sites is vast and should receive priority in future conservation planning.

D. Historical/Cultural Resources

Old Mission Peninsula possesses a rich history and there are a number of sites along the M-37 corridor and throughout Peninsula Township of historical significance. Since the corridor has been the central artery into the Township, these sites offer invaluable insights to the history of the Township. There is a local organization, the Old Mission Historical Society whose work in preservation of and education regarding local historic sites is invaluable to the local culture.

Sites listed on the national or state historic register:

Mission Point Lighthouse or Old Mission Point Lighthouse: The Mission Point Lighthouse is located at the northern tip of the Old Mission Peninsula in Peninsula Township. The lighthouse is a rectangular, one-and-one-half-story, gable-roof, clapboarded structure measuring twenty feet in length by thirty feet in width, and displays on its north or lake-front side an enclosed, gable-roof entry. The lighthouse is topped by a square-plan tower, with a bracketed, octagonal platform approximately thirty feet high, which projects from the house's gable roof at the north end and supports an octagonal lantern, whose lens is no longer in service. A one-story, shed-roof addition stands at the rear of the building. Other outbuildings on the grounds include a small, gable-roof, frame pump house; a brick, pyramid-roof kerosene storage shed; a gable-roof, vertical-board storage building and a garage. A vertical-board fence now encloses the property's lake-side front.

The Mission Point Lighthouse has historical significance as a transportation beacon which lit the way for maritime traffic on Grand Traverse Bay for sixty-three years, and as the oldest light station on the Old Mission Peninsula. On March 3, 1859, Congress appropriated funds to build a lighthouse at the tip of the Old Mission Peninsula in Peninsula Township. The Civil War and other problems delayed its construction until 1870. One of the historic uses was for defense as a U.S. Coast Guard facility. The station closed in June 1933.

The United States under Act of Congress approved March 3, 1931 conveyed the land known as Old Mission Park Site in Peninsula Township to the State of Michigan for public park

purposes with reversion clause. The State of Michigan purchased the adjoining property after the Second World War and created a park on the site.

On February 26, 1948 the Old Mission lighthouse and the 5.38 acres of land on which it is located, became the property of Peninsula Township when Postmaster August Babel presented officials of the township with a deed to the property. The area and the old building will be preserved as a public park. The desire to preserve the building resulted in a public subscription drive to raise the \$1,000 needed to purchase it from the government. In the grant it is stipulated that if at any time the area ceases to be used as a public park, it will revert to the ownership of the government. The lighthouse is maintained by the township and is used as a residence by township employees.

Old Mission Congregational Church: The Old Mission Congregational Church is a rectangular, gable-roofed, white-painted Clapboard, Gothic Revival structure fronted by a square, projecting tower topped by a pyramid-roof, louvered belfry. The church has triangular head windows in the front and sides and stands on a foundation of rubble fieldstone. The Old Mission Congregational Church was formed in 1879. After meeting in rented quarters for several years, the church began the construction of the present church building in March 1891. Local residents did much of the construction work. The congregation still occupies the church.

Dougherty Mission: 18459 Old Mission Road in the village of Old Mission. The significant person for this site is the Reverend Peter Dougherty. The Dougherty Mission complex contains two buildings, the Dougherty House and the mission building itself. The Dougherty House is a two-story, symmetrically-massed, clapboard-sheathed frame structure with a central cross-gable, balanced fenestration, and a large wraparound porch. The mission is a replica of the one that Dougherty built in 1839; it is a one-room, front-gable, log building, with solid walls of hand-hewn cedar timber placed in grooved corner posts fastened by pegs. The original bell, cast from large British pennies donated by local Native Americans, is within the belfry of the mission replica. The Dougherty Mission was one of the first frame buildings erected in Grand Traverse County. It was also the first mission church in the area, established to bring Christianity to the local Native Americans.

Hedden Hall: 18599 Old Mission Road in the village of Old Mission. Hedden Hall is a two-and-one-half-story, ell-shaped, frame structure covered with clapboard siding with an extended open porch veranda, overhanging eaves supported by triangular brackets, gabled dormers, and a shingled gabled roof. The building rests on a cobblestone foundation and has a one-story veranda extending the full width of the building. Gabled projecting dormers pierce the roof at the second floor level. Constructed in 1874 and added to in 1890, it is a vernacular expression of resort type architecture.

Hedden Hall is historically linked to early settlement on the Old Mission Peninsula and notes the promotion of resort trade and tourism in the Grand Traverse region between 1885 and 1910. In 1867, Mr. and Mrs. George Hedden purchased thirty-seven acres of land from the former Presbyterian Mission on Old Mission Peninsula and subsequently constructed a twenty-five room inn. In the 1880s, the Chicago and West Michigan and Grand Rapids and Indiana railroads, along with several steamship companies, began intense promotion of summer tourism to the Grand Traverse region. Old Mission Inn became known as the premiere hotel on the Peninsula. Purchased by Mr. and Mrs. Alfred Porter in 1902, the hotel was managed by the Porters for forty years under the name of the Porter Hotel. In 1945, under new ownership,

it returned to the name of the Old Mission Inn and continues its historic association with early promotion of tourist travel to the Traverse City area.

The historic settlements on the Old Mission Peninsula include Old Mission and Edgewood off of Peninsula Drive about 1-2 miles north of the Traverse City city limits. There was an old observatory tower at the MDOT scenic turnout where the concrete pad is still visible.

Agriculture

In the lives of early Township residents, agriculture played an important role. A group of settlers hired a state geologist to survey the area and prepare a report and the findings indicated that the climate and soils were favorably suited for fruit production. Shortly after the publication of the report, George Parmalee planted cherry trees. Other pioneers followed Mr. Parmalee's example, concentrating on developing orchard agriculture on the Peninsula. By 1904, the census indicated that 1,369 acres of apples and 2002 acres of cherries were planted. In recent years a number of landowners have planted grapes for wine production. The agriculture industry today is currently based on fruit production. Approximately 10,000 acres or 58% of the land area of the township is currently being used for active agricultural production. Please see Appendix I.

Industries that supported agriculture were also developing. While there has traditionally been little heavy industry on the Peninsula, industries such as a vinegar factory, barrel making and fruit drying played an important role in the early to mid-twentieth century. While none of these businesses exist today, the Peninsula is currently home to agriculturally based industry, such as fruit processing plants and wineries.



As the maps and photograph inventory illustrates, there are many historical and cultural resources that stretch the entire length of the corridor, including the large amount of fruit orchards and vineyards, farm markets and roadside stands, and wineries. Priority should be given to the preservation and acknowledgement of these areas for the benefit of visitors to the region as well as Peninsula Township residents. The designation of the Old Mission Scenic

Heritage Route will enable the township to possibly acquire funding for the enhancement and preservation of the areas of historical and archeological significance.

Architecture

The architecture on the Peninsula reflects the historical and cultural aspects which includes the barns, farmhouses, out buildings, cottages, summer homes, and resort structure. Most of these structures reflect nearly 160 years of occupancy by the same families. Approximately, 485 residential structures in Peninsula Township were built prior to 1940; farm structures are between 65 and 120 years old; and the Township hall was built in 1876. Telephone arrived on the Peninsula in 1906 and electricity came in the 1930s.

E. Recreational Resources

In addition to an agricultural economy, Peninsula Township has historically drawn upon the natural beauty of the area to attract summer residents and tourists. Summer resorts, which are still found at Old Mission Point and Neah-ta-Wanta, have flourished since the late 1800s. However, with the increase in winter activities, tourism throughout northern Michigan has grown into a year-round industry.

The Old Mission Peninsula offers a wide variety of recreational features for the year-round benefit of local residents and seasonal visitors. Fortunately, most of these recreational opportunities include the natural environment and do not require an abundance of infrastructure that may have negative impacts on the landscape. Whether visiting the Old Mission Point Lighthouse, hiking trails, or visiting wineries, the M-37 corridor has many opportunities along the route for all to enjoy.

There are many all-season, multi-use activities from beach-combing, hiking, fishing, kayaking, showshoeing, biking, boating, and cross country skiing that are scattered across the landscape of Peninsula Township. The following is a list of some of the recreational opportunities found scattered across the landscape of Old Mission Peninsula:

- Grand Traverse Lighthouse Park at the tip of the Peninsula: Old Mission Point lighthouse is one of the oldest lighthouses on the Great Lakes and rests geographically near the 45th Parallel. A Pioneer Log Home that is owned by the township and has been restored by the Old Mission Historical Society is also at the Park. This structure dates back from 1858. Beach combing, swimming accessibility, and hiking are available.
- Grand Traverse Bay Public Access boat launches and beaches such as: East Bay Access; Old Mission Access; Bowers Harbor Access; Grand Traverse Lighthouse Park; and Haserot Beach in Old Mission
- Five wineries
 1. Peninsula Cellars (former schoolhouse)
 2. Chateau Grand Traverse
 3. Bowers Harbor Vineyards
 4. Chateau Chantel Winery Inn
 5. Brys Estate Vineyard and Winery
- Panoramic farmland views – large amount of fruit orchards and vineyards
- Biking, bike tours
- Annual Bayshore Marathon

- The Grand Traverse Regional Land Conservancy:
Pyatt Lake Nature Preserve: hiking trails meander beneath a dense canopy of trees, two observation decks offer view of pristine wetlands
- Archie Township Park
- Michigan Department of Transportation Scenic Overlook – orchards and vineyards to the sparkling blue waters of both bays
- Bowers Harbor Park
- Village of Old Mission:
 1. The Dougherty House
 2. Old Mission Church
 3. Old Mission General Store
 4. Old Mission Inn
- Lake Michigan Circle Tour

F. Land Use

Current Land Use

Land use and land cover information provides a base from which to understand the character of the landscape along the corridor. The Existing Land Use 2003 map contains a classification of every parcel of land in the Township. There is twenty-four (24) square miles in Peninsula Township with 17,700 acres. Please see Appendix J.

- Agricultural
 - a. Zoned agricultural: 12,320 acres
 - b. Agricultural Preserve Area: 9,200 acres
- Residential: 5,400 acres zoned
- Commercial and Industrial: 35 acres zoned
- Public Lands

There are 4,000 acres with conservation easements (Purchase of Development Rights and others) and 2,000 acres under special use permits that restrict development. Please see Appendices I and J.

As the Existing Land Use 2003 map demonstrates that Agricultural, Conservation Easement and Agricultural Preserve dominate the corridor. There are very few commercial areas along the corridor with residential located mostly near the shorelines.

Land Use Regulations

The way land is used is often governed by community standards which include historically accepted practices or cultural norms as well as regulations on land use such as zoning or purchase of development rights. Peninsula Township adopted the Zoning Ordinance in 1972 and is a fully-zoned community that regulates land use in the Township. The language describing the general, permitted, and special and conditional uses of all Township zoning districts can be found in the zoning ordinance. A copy of the Zoning Ordinance can be obtained from the Peninsula Township website or from the Township hall.

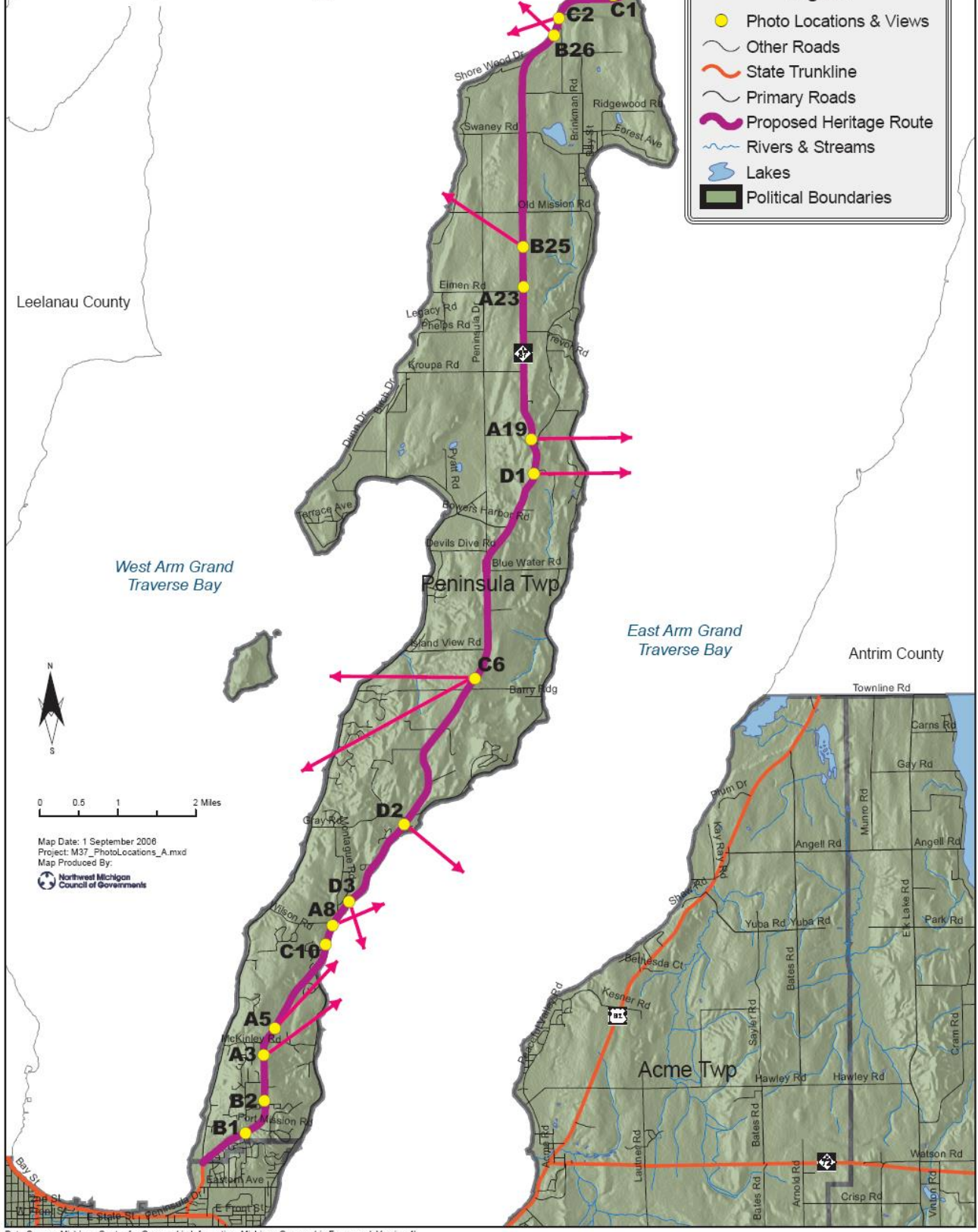
G. Roadside Photo Inventory

On July 10, 2006, volunteers completed the M-37 Peninsula Township Heritage Route Photographic Inventory. The inventory forms were completed with the photographs inserted.

M-37 Proposed Heritage Route

Legend

- Photo Locations & Views
- Other Roads
- State Trunkline
- Primary Roads
- Proposed Heritage Route
- Rivers & Streams
- Lakes
- Political Boundaries



Map Date: 1 September 2008
 Project: M37_PhotoLocations_A.mxd
 Map Produced By:
 Northwest Michigan Council of Governments

Data Source: Michigan Center for Geographic Information, Michigan Geographic Framework Version 4b

Location	Township
6410 Center Road M-37 near township boundary going north	Peninsula

Owner Type	Name	Public Y/N
MDOT Right of Way and residential		No

Description/Use/Facilities:

Looking north from Cluff's drilling; wooded roadside



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
6410 Center Road North of the Township Boundary at the south going north on the west side	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Tree-lined section just north of Cluff's Drilling near the start of M-37/Center Road in Peninsula Township

*Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
6726 Center Road From M-37 looking southeast, near Unitarian Universalist Fellowship	Peninsula

Owner Type	Name	Public Y/N
Private, residential	Fowler	No

Description/Use/Facilities:

Historic barn

*Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Near McKinley Road Northeast view Gateway #1	Peninsula

Owner Type	Name	Public Y/N
Private, orchard	Underwood Farms	No

Description/Use/Facilities:
View of Grand Traverse Bay, orchard
*Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Near McKinley Road Gateway Marker Rock	Peninsula

Owner Type	Name	Public Y/N
Township		Yes

Description/Use/Facilities:

Gateway inscribed rock



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward

Date: July 10, 2006

Location	Township
North of McKinley	Peninsula

Owner Type	Name	Public Y/N
Private	Mampe/Lagina	No

Description/Use/Facilities:

Gateway #2 View of Grand Traverse Bay, orchard, and home
 *Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Bostwick	No

Description/Use/Facilities:
 Historic Bostwick Farmhouse
 *Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Harmon	No

Description/Use/Facilities:

Historic Barn



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Running Bear Farm	No

Description/Use/Facilities:
 Farm house with working farm



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
East Bay Boat Launch	Peninsula

Owner Type	Name	Public Y/N
Public	State of Michigan Department of Natural Resources	Yes

Description/Use/Facilities:

Public Access Boat Launch on east Grand Traverse Bay



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Underwood Country Estates	No

Description/Use/Facilities:

Underwood Country Estates development with working vineyard



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Wilson Road	Peninsula

Owner Type	Name	Public Y/N
MDOT Right of Way	State of Michigan	Yes

Description/Use/Facilities:

Vegetated shoreline of Grand Traverse Bay; shore stations

*Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Center Road South of Gray Road	Peninsula

Owner Type	Name	Public Y/N
Public	Archie Township Park	Yes

Description/Use/Facilities:

Old/historic settlement area now the Archie Township Park



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Across from Bay Star Development	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:
 View south along Grand Traverse Bay
 *Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
M-37 near Montague Road	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:
 Historic Stony Beach School, remodeled to a residence



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Just past Gray Road	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

View looking southeast at Pine Point Road (Private); sailboat
 *Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
M-37 near Gray Road	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

View of rolling hills near Gray Road looking northwest



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
10295 Center Road at Gray Road	Peninsula

Owner Type	Name	Public Y/N
Private	Goodman	No

Description/Use/Facilities:

Historic, renovated barn which was an old chicken coop; has a conservation easement with the Township and the Grand Traverse Regional Land Conservancy



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
10295 Center Road and Gray Road	Peninsula

Owner Type	Name	Public Y/N
Private	Goodmans	No

Description/Use/Facilities:
 Goodmans remodeled historic barn on Gray Road



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Shea	No

Description/Use/Facilities:

Historic barn; the McMullens were the original owners



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Goodman Farm	No

Description/Use/Facilities:

Deed restricted waterfront of Grand Traverse Bay; east view



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
9057 Center Road M-37 and Montague Road	Peninsula

Owner Type	Name	Public Y/N
Private	Florence	No

Description/Use/Facilities:
Historic Florence barn; house



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
10859 Center Road looking north	Peninsula

Owner Type	Name	Public Y/N
Private	Kelly	No

Description/Use/Facilities:

Kelly Hill view looking north



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
10859 Center Road (M-37)	Peninsula

Owner Type	Name	Public Y/N
Private	Snyder	No

Description/Use/Facilities:
 Historic barn on the Snyder Farm



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

View of forested road with curve and the beginning of a hill



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
11480 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	Peninsula Cellars	No

Description/Use/Facilities:

Historic Maple Grove School converted to wine tasting room



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Wayne Kiley	No

Description/Use/Facilities:

Historic Kroupa cherry processing plant, primarily maraschino cherries; was the largest plant in the United States; large underground storage and above ground cypress storage tanks.



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
North of Carroll Road	Peninsula

Owner Type	Name	Public Y/N
Private	Hoffman	No

Description/Use/Facilities:

View north with barn



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Santucci	No

Description/Use/Facilities:
 Historic Santucci Barn, a working farm



Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Santucci	No

Description/Use/Facilities:
 Historic Santucci Barn, a working farm



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
12301 Center Road MDOT Scenic Turnout	Peninsula

Owner Type	Name	Public Y/N
Private	Chateau Grand Traverse	No

Description/Use/Facilities:

Chateau Grand Traverse vineyards, forested areas, Power Island in Grand Traverse Bay (in first picture), and Leelanau County

*Photo location posted on map



Location	Township
12301 Center Road MDOT Scenic Turnout	Peninsula

Owner Type	Name	Public Y/N
Private	Chateau Grand Traverse	No

Description/Use/Facilities:

Chateau Grand Traverse vineyards, forested areas and Leelanau County

*Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
12301 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Part of Chateau Grand Traverse vineyards, forested areas from scenic turnout
 *Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Carroll Hill	No

Description/Use/Facilities:

Scenic view of Grand Traverse Bay and fields from Carroll Hill



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
North of Chateau Grand Traverse	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:
 Barn on the corner of Island View Road



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
13235 Center Road	Peninsula

Owner Type	Name	Public Y/N
Public	Peninsula Township	Yes

Description/Use/Facilities:

Peninsula Township Hall built 1876; used to be a Grange Hall.



Location	Township
13235 Center Road	Peninsula

Owner Type	Name	Public Y/N
Public	Peninsula Township	Yes

Description/Use/Facilities:

Peninsula Township Hall built 1876; used to be a Grange Hall.



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Corner of Center Road and Island View Road	Peninsula

Owner Type	Name	Public Y/N
Private	Santucci	No

Description/Use/Facilities:

Historic Kroupa barn; barn and house being remodeled



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Northwest corner of Center Road and Island View Road	Peninsula

Owner Type	Name	Public Y/N
Private	St. Joseph Catholic Church	No

Description/Use/Facilities:

Historic Coolidge barn and house now owned by the St. Joseph Catholic Church as a Religious Education Center.



Location	Township
Northwest corner of Center Road and Island View Road	Peninsula

Owner Type	Name	Public Y/N
Private	St. Joseph Catholic Church	No

Description/Use/Facilities:

St. Joseph Cemetery established October 31, 1898



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
13400 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	St. Joseph Catholic Church	No

Description/Use/Facilities:

Historic church



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Tim Carroll	No

Description/Use/Facilities:

Historic, restored Carroll House with old lightening rods, cables, and old windmill



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
14091 Center Road East Side Across from Mapleton Market	Peninsula

Owner Type	Name	Public Y/N
Private	Lagina	No

Description/Use/Facilities:

Historic Watson House, former grocery store in the 1940s



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
14091 Center Road Mapleton Village	Peninsula

Owner Type	Name	Public Y/N
Commercial Area	Peninsula Grill	No

Description/Use/Facilities:

Historic, renovated Mapleton Garage that sold and serviced Massey Ferguson/Studebaker vehicles



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
North of Mapleton Village heading South	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Historic Johnson barn looking southeast; Grand Traverse Bay
 *Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
North of Mapleton	Peninsula

Owner Type	Name	Public Y/N
Private	Johnson	No

Description/Use/Facilities:

View from restricted farmland of Grand Traverse Bay



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Hogback Scenic View	No

Description/Use/Facilities:

Overlook view of cherry trees, hardwood trees, Grand Traverse Bay
 *Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
Center Road	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:
 Historic barn, Zapharana Vineyards, cherry workers



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Historic Ogdensburg School, renovated several times for residential



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Minervini	No

Description/Use/Facilities:
 Historic Gore farm, barn, house



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	Johnson	No

Description/Use/Facilities:

Vista; historic barn and home, one of the pioneer families



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
15900 Rue de Vin off Center Road north of Smokey Hollow Rd.	Peninsula

Owner Type	Name	Public Y/N
Private	Chateau Chantal	No

Description/Use/Facilities:

View of winery tasting rooms, rental rooms, also private residence on the right. This is restricted development farmland/vineyards



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Twin Maples Farm	No

Description/Use/Facilities:

Historic Dohm barn



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Township	Ogdensburg Cemetery	Yes

Description/Use/Facilities:
 Township cemetery pre-1900



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Old Mission Fruit	No

Description/Use/Facilities:

Historic receiving/transfer station for Birdseye Foods



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Grand Traverse Bay view with orchards and forested areas



Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private		No

Description/Use/Facilities:

Grand Traverse Bay view with orchards and forested areas



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
17015 Center Road	Peninsula

Owner Type	Name	Public Y/N
Commercial	Old Mission Tavern	No

Description/Use/Facilities:

Historic Tony Dohm Garage is now a restaurant and the newer garage is storage for the art gallery



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Kroupa	No

Description/Use/Facilities:

Historic stone wall – 1800s
 Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Private	Edmondson	No

Description/Use/Facilities:

Farmstead



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
17373 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	Mannor	No

Description/Use/Facilities:

Historic barn known as Holmes' Poverty Heights Barn; was also owned by the Mannors



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
North of Old Mission Road	Peninsula

Owner Type	Name	Public Y/N
Private	Quinn	No

Description/Use/Facilities:

Vista looking east of Grand Traverse Bay, Antrim County across the Bay; barn, new house



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
17881 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	Nyblad	No

Description/Use/Facilities:

Looking northwest, orchards, the top of the historic Pratt barn owned by the Nyblads; view of Grand Traverse Bay and Leelanau County

*Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Near 18562 Center Road	Peninsula

Owner Type	Name	Public Y/N
Private	Bee	No

Description/Use/Facilities:

View to Northport on the Leelanau Peninsula to the northwest with Grand Traverse Bay, M-37, fields, forested area, and Dennis Bee barn



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
	Peninsula

Owner Type	Name	Public Y/N
Public	Michigan Department of Transportation	Yes

Description/Use/Facilities:

View of the Grand Traverse Bay shoreline; Old Mission Lighthouse; and buoy
 *Photo location posted on map



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Heading south from the end of M-37	Peninsula

Owner Type	Name	Public Y/N
Public	Michigan Department of Transportation	Yes

Description/Use/Facilities:

Michigan Department of Transportation frontage along Grand Traverse Bay; view southwest with Leelanau County in the background

*Photo location posted on the map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

Location	Township
End of the Road M-37	Peninsula

Owner Type	Name	Public Y/N
Public	Township	Yes

Description/Use/Facilities:

Old Michigan Lighthouse Park at the end of M-37; recreational deed/easement with the Township; World War I and World War II monument



Inventory Volunteer(s): Dave Sanger, Patty O'Donnell, Bernie Kroupa

Date: July 10, 2006

Location	Township
Tip of the peninsula/M-37 end	Peninsula

Owner Type	Name	Public Y/N
Public	Township Lighthouse Park Area	Yes

Description/Use/Facilities:

Township park, Old Mission Lighthouse, near 45th Parallel, hiking trails, restrooms, Pioneer Log Cabin, beach area

*Photo location posted on map



Inventory Volunteer(s): Greg Fiebing, Gordon Hayward, Bernie Kroupa

Date: July 10, 2006

V. Implementation of the Management Plan

The *Old Mission Peninsula Scenic Heritage Route Plan* is first and foremost a working document. The concepts outlined in this document will guide the implementation of projects and programs that will fulfill the goals outlined in the beginning document. This Plan is a document that will also assist residents of the Township in making future decisions involving the M-37 corridor.

The Old Mission Peninsula Scenic Heritage Route Committee will be comprised of members of the community, township government, the local conservancy, developers, the historical society, and local residents who will all have a hand in the successful implementation of the *Old Mission Peninsula Scenic Heritage Route Management Plan*. This voluntary participation in the Heritage Route program will allow the community to focus, without mandates, on projects that will positively impact the Township. If designated, M-37 will receive priority funding for normal maintenance projects and will receive greater attention to detail on maintenance and improvement projects.

The Implementation Section of the management plan focuses on several specific areas of interest, which were identified by the Heritage Route Committee and the Township Master Plan. It is essential to note that the Old Mission Peninsula Scenic Heritage Route Management Plan is not a regulatory document and designation of M-37 as a Scenic Heritage Route will not bring any immediate change along the Route. All changes that occur will be decided by the Township with the involvement of MDOT for support and action. Some of the recommendations for action listed in this plan may be process-oriented or involve the development or revision of existing land use or environmental regulations. The over-riding intention behind each objective and project listed is to maintain, as nearly as possible, the condition and character of the corridor as it exists today.

This management plan should be used as a guidebook to implement projects, network with other agencies and organizations, and support other agencies and projects in the community that have similar goals and interests for the corridor.

Present and Potential Threats to the Corridor

In order to properly protect and preserve the M-37 corridor, the threats to its unique character must be understood. Listed are land use and development trends that could alter the distinctive quality of M-37.

1. Development Trends

The first two primary goals established by the M-37 Scenic Heritage Route Nominating Team are to “preserve and enhance the scenic, agricultural, and rural qualities of the route” and “Encourage development that will not detract from scenic and agricultural qualities, which includes the preservation of the unique and prime agricultural land for present and future generations.” This sentiment is reflective of the residents of Peninsula Township and in the Grand Traverse region. Generations of families take pride in the rural feel of the peninsula and would like to continue to establish development trends that enhance the quality of the region and not compromise the character of the peninsula.

Construction and new development present the largest threat to the scenic, historical, and cultural values throughout the corridor. There may be many areas along the corridor where

land use trends and human development conflict with the scenic and environmental quality of the region. Local zoning and other regulatory means have been and can continue to be used to moderate the over-use or over-development of the peninsula. However, with the growth in the Grand Traverse Bay region continuing to increase, townships such as Peninsula are currently feeling the pressure of development, mostly residential. By planning ahead, promoting sustainable development, and community participation, some of the detrimental effects of rapid development can be mitigated and limit the impact on the overall scenic, cultural, and historical qualities of the corridor. The establishment of M-37 as a scenic heritage route would provide the community along the route with a common thread and tool in which to voice their opinions on future development issues. Please see Appendix K. Future Land Use Map 2003.

2. Agriculture's Future

Almost all of the scenic views along the M-37 corridor include a farm, a rustic/historic barn, or a vineyard in the foreground. For generations, agriculture has been the backbone of Peninsula Township's culture.

Peninsula Township agriculture is characterized by an increasing farm size through consolidations, an increasing median age of the farmer, years of low production and high prices, to years of high production and low prices leading farmers to consider ways to raise funds during periods of low income by selling all or a portion of their farmland for residential purposes. However, farming on the Peninsula requires activities that lead to issues of incompatibility with adjacent non-farm residential development. Nonetheless, both farmers and non-farm residents alike prefer that existing farmlands be preserved.

3. Power Lines and other Utilities

Throughout Peninsula Township, utility poles, transformer stations and utility lines occupy much of the scenery. In some cases, these lines obstruct or interfere with the scenic views of Grand Traverse Bay, farmland, and forested areas. Utilities and services are an essential function of modernization and provide services that most citizens consider beneficial. However, companies and public agencies that install such features should make every effort to abide by the recommendations set forth in this document to preserve the intrinsic value of the corridor.

4. Signs

One of the aspects of State Highway 37 that defines the character of the region is the rural feel that one has while driving the route with very little obstruction by signs. While signs along any major thoroughfare are important, it is suggested to make them as discrete and tasteful as possible along the road.

5. Traffic

There is a potential conflict between the need to maintain M-37 as a fast flowing thoroughfare to provide quick access to Traverse City (and return) and the calming and slowing effect of the pastoral beauty of the M-37 corridor. Improvements to the highway that will maintain capacity, such as passing flares, multiple lanes, and traffic control devices must be coordinated with the desire of some travelers to slow down and enjoy the drive. It is hoped that the Heritage process will enhance communication among all the stakeholders in the highway corridor.

6. Erosion and Stormwater Runoff (Nonpoint Source Pollution)

Erosion threatens water quality and poses a health and safety hazard. Tree/vegetation removal and development increase runoff and leads to erosion. Roadway integrity is not maintained in areas where washouts and runoff occur. Increased erosion diminishes water quality by increasing sediment loads and fish populations are often adversely affected by erosion as sedimentation loading disrupts phototropism and inhibits spawning by changing water temperature. There is common concern in the Grand Traverse Bay region regarding stormwater/runoff pollution and this threat is addressed in the Grand Traverse Bay Watershed Management plan.

7. Vegetation/Tree Clearing

One of the unique traits of the M-37 corridor is the forested areas that line the roadway in specific areas. Current development trends may threaten this characteristic as property owners cut trees to build and cut and trim trees to maintain a view of the lake.

8. Light Pollution

In too many places in the area, dark skies are vanishing. Most people in the United States cannot see the stars, planets, or constellations from their homes with poorly designed and inefficient outdoor lighting as the culprit. It exists almost everywhere and is a major concern. This type of lighting creates problems such as sky glow, glare, and light trespass. Inefficient lighting is also an energy and financial waste.

Goals, Objectives, and Actions

1. *Preserve and enhance the scenic, agricultural, and rural qualities of the route.*

A. Preserve Scenic Viewsheds (off M-37 views are also protected)

An on-going project of the Heritage Route Committee would be to continuing working with the Township and County along the corridor in an attempt to maintain the scenic integrity of the identified areas and to enhance and improve those areas that visually degrade the aesthetics of the Route.

- i. **Purchase of Development Rights:** Continue this program.
- ii. **Power Lines and other Utilities:** Enhancement of the utility areas or relocation of the utility poles would be a project that would be coordinated with MDOT and the local utility companies. This would include implementation of underground utilities and encouraging the burying of present utility and power lines along the corridor. Priority poles and transformer stations could possibly be enhanced by a façade of native shrub plants.
- iii. **Signage:** Utilize both regulatory and non-regulatory ways to deal with signage. Peninsula Township Zoning Ordinance regulates signage throughout the Peninsula which does not include the MDOT right-of-way.
 - The Committee will encourage the Township to maintain and enforce the ordinance that restricts large billboards and to maintain low impact ordinances on outdoor advertising.
 - Encourage signage that blends with the local character and does not detract from the traveler's experience

- The Committee will also work closely with MDOT to replace or remove unnecessary signs and oversized signs with more discrete signs that will assist the traveler along the Scenic Heritage Route and reflect the natural, rural character of the route.

iv. **Historical Characteristics:**

- Encourage preservation of designated buildings such as barns, historic homes, and other structures that contribute to the character of the Township
- Consider the possibility of historic overlay zones
- Establish historic districts and/or locations with zoning ordinance guidelines which will establish setbacks, façade design treatments, location of buildings and possible prime scenic views

v. **Lighting:** Good outdoor lighting improves visibility, safety and security, and to work towards lighting the ground and not the sky or the neighbors property.

Recommended actions include:

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

vi. **Vegetation Patterns:** Maintaining diversity of the vegetative features along the corridor can be manifested through on-going monitoring of land use and encouraging participation in land preservation projects along the corridor. Encourage “greenscaping” projects that rejuvenate areas.

vii. **Greenbelt and Gateway Conservation Easements/Buffers:** This would be accomplished through scenic conservation easements, participation in the Purchase of Development Rights program, and voluntary land acquisition. Also, utilize setbacks and corridor overlay zones.

viii. **Inland lakes, streams/creeks, wetlands:** As with any of the natural areas found throughout Peninsula Township, Grand Traverse Bay, lakes, streams, and wetlands should receive high priority for preservation and maintenance of water quality.

ix. **Assistance in Site Planning:** Providing assistance for planning new developments can help to minimize impacts on the corridor. Examples include discouraging ridgeline development and providing a “natural” screen between the development and the roadway. A site plan review could be incorporated into the existing zoning district requirements.

x. **Township Zoning:** Continue to enforce zoning and develop any new zoning that complements the natural and rural features of the corridor

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

- i. **Purchase of Development Rights:** Peninsula Township had the first agricultural preservation program in Michigan. Continue the program for purchase of development rights as a method of preserving the agricultural industry and with that the scenic views.
- ii. **Conservation Easements:** Work with the Grand Traverse Regional Land Conservancy to promote donations or purchase of conservation easements to reduce the necessity to convert prime farmland to other uses.
- iii. **Residential clustering:** Promote this tool to reduce the necessity to convert prime farmland to other uses.
- iv. **Agriculture:** Encourage strong, viable farms.
- v. **Township Zoning:** Continue to enforce zoning and develop any new zoning if needed, that complements the natural and rural features of the corridor.

2. Encourage development that will not detract from the scenic and agricultural qualities, which includes the preservation of the unique and prime agricultural land for present and future generations

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

A. Continue to plan for future development

The “do nothing” approach is often the least controversial, but that strategy risks that the community will end up with new development that does not complement the existing character of the area. Development that is consistent with the Township master plan should be required and enforced. Commercial development should be encouraged in established commercial areas. Development should also adhere to design guidelines to ensure that community character would be maintained. There are many ways to reach these goals, including regulatory measures such as zoning, “overlays” that protect certain features or characteristics of an area, the designation of conservation easements, reviewing site plans of proposed developments, and land acquisition.

- i. **Assistance in Site Planning:** Providing assistance for planning new developments can help to minimize impacts on the corridor. Examples include discouraging ridgeline development and providing a “natural” screen between the development and the roadway. A site plan review could be incorporated into the existing zoning district requirements.
- ii. **Purchase of Development Rights:** Continue this program to preserve the farms and the scenic views/viewsheds.
- iii. **Conservation Easements:** Conservation easements are a voluntary long-term protection measure. By designating a piece of property as a conservation

easement, it is ensured that the land will not be built up past its present state of development. Work with the Grand Traverse Regional Land Conservancy to promote this program.

- iv. **Land Acquisition:** Land acquisition is a very effective long-term strategy for ensuring land protection. The Township could prioritize areas for property acquisition and work with the Michigan Department of Transportation and the Grand Traverse Regional Land Conservancy to brainstorm creative ways to finance to purchase critical properties along M-37.
- v. **Enforce existing regulations:** The corridor's existing zoning districts described in this document were established to ensure that the area grows in a way that is consistent with community needs and interests. Their enforcement is critical to maintain the essential character of the corridor. It should also be recognized that current regulations might not sufficiently protect natural features or rural characteristics.
- vi. **Develop or expand partnerships:** Coordinating with entities such as the Grand Traverse Regional Land Conservancy, the Old Mission Historical Society, the Watershed Center Grand Traverse Bay, Grand Traverse County, and businesses is essential to ensure that land is properly used, protected, and preserved and will also promote successful project implementation.

B. Residential

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

3. Encourage community involvement in monitoring of the route.

A. Maintain and encourage on-going communication with the Old Mission Peninsula community

Public support will be key to the overall success of the Old Mission Peninsula Scenic Heritage Route.

- i. **The planning document is a tool:** The Management Plan is a tool for the residents of Peninsula Township to preserve and enhance the scenic quality of the corridor.
- ii. **Involve many aspects of the community:** Township and County government, local conservation groups, local historical groups, and local residents will all play a significant role in the success of the Scenic Heritage Route project.

- iii. **Role of the Heritage Route Committee:** The ongoing role of the Old Mission Scenic Peninsula Heritage Route Committee will be one of a facilitator, communicator, and educator.
 - The Committee will consist of representatives from the Township government, Township residents, local groups, and representatives from the Michigan Department of Transportation.
 - The Committee will prioritize the list of enhancement and improvement projects.
 - The Committee meetings will be open to all interested individuals.
 - Local media will be utilized to inform the greater community.
 - Newsletters and other methods of outreach may be utilized as education and information tools.
- iv. **Public meetings:** Hold public meetings to discuss such topics as road improvements, signage, traffic congestion, and future developments. This type of public forum will allow all who attend the opportunity to articulate concerns and render direct support for particular concepts or projects.

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

Promotion of a Scenic Heritage Route is an important aspect and creative strategy to inform and educate visitors.

A. Educational and Interpretive Programs

- i. **Establish literature:** The Committee will create and distribute educational materials that would highlight the scenic, natural history, historic, and archeological aspects of Peninsula Township.
- ii. **Discrete roadway interpretive areas:** The Committee would create interpretive areas that would highlight the scenic, natural history, historic, and archeological aspects of the Peninsula Township.
- iii. **Educational forums**

5. Promote the preservation and maintenance of the unique and rural feel of the countryside along M-37.

A. Preservation of the countryside

An on-going project of the Heritage Route Committee would be to continuing working with the Township and County along the corridor in an attempt to maintain the scenic integrity of the identified areas and to enhance and improve those areas that visually degrade the aesthetics of the Route.

- i. **Township Zoning:** Continue to enforce zoning and develop any new zoning that complements the natural and rural features of the corridor.
- ii. **Purchase of Development Rights:** Continue this program.

- iii. **Assistance in Site Planning:** Providing assistance for planning new developments can help to minimize impacts on the corridor. Examples include discouraging ridgeline development and providing a “natural” screen between the development and the roadway. A site plan review could be incorporated into the existing zoning district requirements.

B. Balancing Roadside Safety with Aesthetics

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

- i. Communicate regularly with MDOT and other government agencies.
- ii. Should the Michigan Department of Transportation determine that a change to the roadway is necessary to ensure or improve safety, projects should be implemented that balance safety, aesthetics, and cost effectiveness.
- iii. The Township should partner with MDOT to determine creative ways to solve safety challenges. This partnership will only occur if the interests of the community are effectively communicated to decision-makers. The *Road Design Guidebook* and *Context Sensitive Design Guidelines* are used by MDOT to determine where special design considerations and documentation may be required to justify projects that do not meet traditional specifications.
- iv. The local community should communicate regularly with MDOT and County Road Commission officials regarding their interests for projects planned in the corridor. These entities can be members of the Heritage Route Committee.
- v. Enforce the existing regulations such as posted speed limits and anti-littering laws.
- vi. Ensuring that regulations related to speed of traffic, noise, and nuisances are enforced will assist in the protection of community character and benefit aesthetics.
- vii. The Old Mission Scenic Heritage Route Committee will work with MDOT and local officials to continually monitor the traffic conditions along the M-37 corridor. The Committee will pin-point problem areas and work within the context of MDOT’s plan to organize strategies to best deal with areas that have high occurrence of accidents or heavy volumes of traffic at certain times of the year. Any mitigation, if the road is designated a Scenic Heritage Route, would then need to remain within the guidelines of maintaining the intrinsic values of the corridor.
- viii. Bike Lanes: There is much interest to provide or enhance bike lanes along the M-37 corridor. The scenic beauty and challenge of the Route attracts tourists and bicyclists. Bicycle lanes along the corridor would enable bicyclists to enjoy the scenic beauty of Peninsula Township while at the same time increasing safety and relieving traffic pressures during peak times.

C. Access Management

The Peninsula Township Planning Commission has developed an Access Management Plan outline. Please see Appendix L.

Committee would promote for implementation and enforcement of the Access Management Plan for the many stakeholders:

- Farmers: equipment, workers, tractors, semi-trucks
- Residents and recreational activities
- Workers: commuters; trades; services
- Tourists: leisure and recreational vehicles, boats, tour buses

D. Corridor Beautification Programs

This program would identify and plan beautification projects in the areas of M-37 that could be visually enhanced such as intersections or the Village of Mapleton.

Commerce

The Old Mission Peninsula Scenic Heritage Route, in addition to being the major roadway in and out of Peninsula Township, is the main route for commerce. There is a year round influx of visitors with the highest volume occurring in the summer months. Also, there is the agricultural traffic during harvest seasons with farm equipment moving along M-37 and the transport of agricultural products by large trucks. Agriculture and suburban residential uses, including home occupations, compose the primary economic base of the Township and help to maintain its rural ambiance. Designation of M-37 as a Scenic Heritage Route will assist the Township in future roadway planning issues such as utilizing the Access Management Plan and accommodating farm equipment, agricultural products transportation, and pedestrian and bicycle traffic. Rezoning of land for major commercial uses on the corridor should not be considered.

Funding

Designation of M-37 as a Scenic Heritage Route will enable the residents of Peninsula Township to work together, with this Management Plan acting as a guide for citizens to decide the future of their Heritage Route.

The Old Mission Peninsula Scenic Heritage Route Committee would organize and prioritize proposed projects each year to take advantage of funding opportunities. Acquiring funds for vital projects along the corridor will encourage the community to proactively plan for existing and future projects which benefit the entire Township.

The designation of M-37 in Peninsula Township as a Scenic Heritage Route will enhance the opportunities of obtaining state and federal funds for work to enhance existing and future projects along the Route. With Scenic Heritage Route designation, the Old Mission Peninsula Scenic Heritage Route may qualify for the following:

1. Federal Transportation Enhancement funds
2. National Scenic By-Ways discretionary grant program
3. Michigan Department of Transportation Enhancement grant program
4. Michigan Natural Resources Trust Fund
5. Michigan Department of Environmental Quality Coastal Management Program
6. Other identified governmental agencies' programs
7. Grand Traverse Regional Land Conservancy

8. Independent Foundations
9. Township Purchase of Development Rights Fund
10. Local Utilities' Foundations

Education

Education of the Scenic Heritage Route is an important aspect of the Management Plan. A creative strategy will be used to inform and educate residents and visitors which will focus on developing a sustainable program that will be developed with the local agricultural entities, residents, and business associations. Interpretive materials will provide visitors and residents an outline and map of attractions and destinations along the corridor and just off the corridor. These educational materials will assist in the streamlining of traffic flow and decrease congestion in certain areas at peak times of the year. The primary goal will be to find a balance that encourages responsible levels of tourism and prioritizes the maintenance of the integrity of M-37 in Peninsula Township.

Additional Considerations

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

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

Five Year Project List

<p>Project 1:</p>	<p>Utility Pole Relocation/Enhancement Throughout the Peninsula, utility poles, transformer stations and utility lines occupy much of the scenery. Burial of lines, relocation of the utility poles, and/or enhancement of these areas would be a project that could be coordinated with the cooperation of MDOT and local utility companies. Existing poles and transformer stations could possibly be enhanced by a façade of native tree/shrub plantings. The implementation of underground utilities along the corridor could be realized through a long-term plan.</p> <p>Possible Funding: National Scenic Byway Grants, MDOT, Utility Companies</p>
<p>Project 2:</p>	<p>Bike Lanes There has been much interest to provide for the eventual implementation of a Township trail systems which may include bike lanes along the M-37 Corridor and work with the ancillary roads. The scenic beauty and challenge of the corridor attracts tourists of all kinds, many of whom prefer this mode of travel. Bicycle lanes along the corridor would enable bicyclists to enjoy the scenic beauty of Peninsula Township while at the same time increasing safety and relieving traffic pressures during peak times. Also, bike lanes could be developed to connect Township features. The Committee would work with MDOT regarding road widths.</p> <p>Possible Funding: National Scenic Byway Grants, MDOT, private foundations</p>
<p>Project 3:</p>	<p>Traffic Control</p> <ol style="list-style-type: none"> 1. Passing Flares developed at Major Intersections with M-37 <ol style="list-style-type: none"> a. McKinley Road b. East Shore Road c. Gray Road-Bluff Road d. Timberlane 2. Relocation and concerns of Major Intersections with M-37 <ol style="list-style-type: none"> a. Bowers Harbor Road b. Seven Hills c. Gray Road d. Smokey Hollow e. Montague/Wilson/Center Roads <p>Possible Funding: National Scenic Byway Grants, State Scenic Highway Grant Programs, MDOT Transportation Enhancement Program</p>
<p>Project 4:</p>	<p>Scenic Turnouts and Roadside Parks Create scenic turnouts to provide spectacular views of West and East Grand Traverse Bay and possible access to beaches. Other enhancement projects at the sites could include interpretive information for the benefit of all visitors to the region.</p> <p>Possible Funding: National Scenic Byway Grants, State Scenic Highway Grant Programs, MDOT Transportation Enhancement Program, Purchase of Development Rights Program, MI DEQ Coastal Management Program</p>
<p>Project 5:</p>	<p>Protect Viewsheds and the Corridor Continue the Purchase of Development Rights Program and promote conservation easements adjacent to the M-37 Corridor.</p> <p>Possible Funding: Purchase of Development Rights Program, Grand Traverse Regional Land Conservancy, National Scenic Byway Grants, MDOT</p>

Project 6:	<p>Road Sign Modification and Standardization This project would encourage size limitations and corridor-wide standardization of all traffic and commercial signs along the M-37 Corridor to maintain the scenic integrity of the route.</p> <p>Possible Funding: National Scenic By-Ways Grants, MDOT, private foundations</p>
Project 7:	<p>Promote the Protection, Restoration, and Maintenance of Vegetation</p> <ul style="list-style-type: none"> • Preserve the forested areas of the corridor • Promote the protection and maintenance of vegetation along the corridor • Stabilize and landscape steep slopes on near shorelines • Promote natural vegetation buffers along the shoreline • Utilize best management practices in the corridor along the shoreline to prevent pollution • Provide technical and financial information to property owners adjacent to the Corridor to carry out vegetation restoration project <p>Possible Funding and or Partnerships: Natural Resources Conservation Service, MI DEQ Coastal Management Program, MDOT, private foundations, Grand Traverse County Conservation District</p>
Project 8:	<p>Educational and Interpretive Programs The Committee would develop literature and roadway interpretive areas that would highlight the natural, historic, and archaeological aspects of Peninsula Township.</p> <p>Possible Funding: National Scenic Byway Grants, State Heritage Route Program support, private foundations</p>
Project 8:	<p>Coordinated Effort to Preserve Viewsheds Regarding Towers</p> <ul style="list-style-type: none"> • Wind generators • Communications towers

Long Term Project List

1. Passing Lanes

Identify locations and work with MDOT to prioritize.

2. Truck Pull Out Lanes

Identify locations and work with MDOT to prioritize.

3. Dark Sky Project

This project would encourage the implementation of a lighting ordinance along the corridor to promote lighting that does not detract from the rural aspect of the areas surrounding the Old Mission Peninsula Scenic Heritage Route.

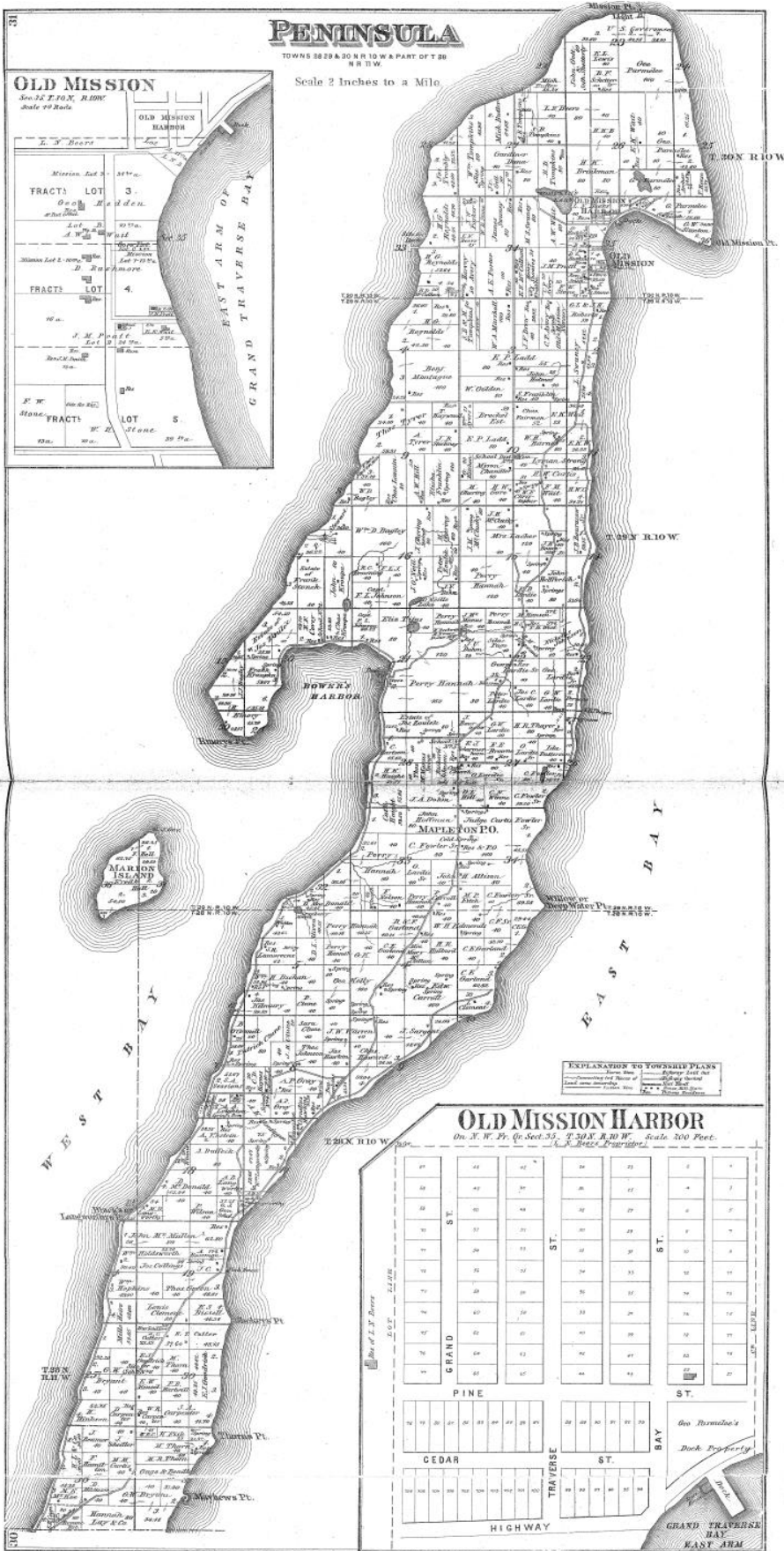
4. Promote the Replacement of Drainage Ditches and Culverts

To promote water quality, the Committee suggests replacing ditches and culverts with retention areas such as rain gardens, collection areas, etc.

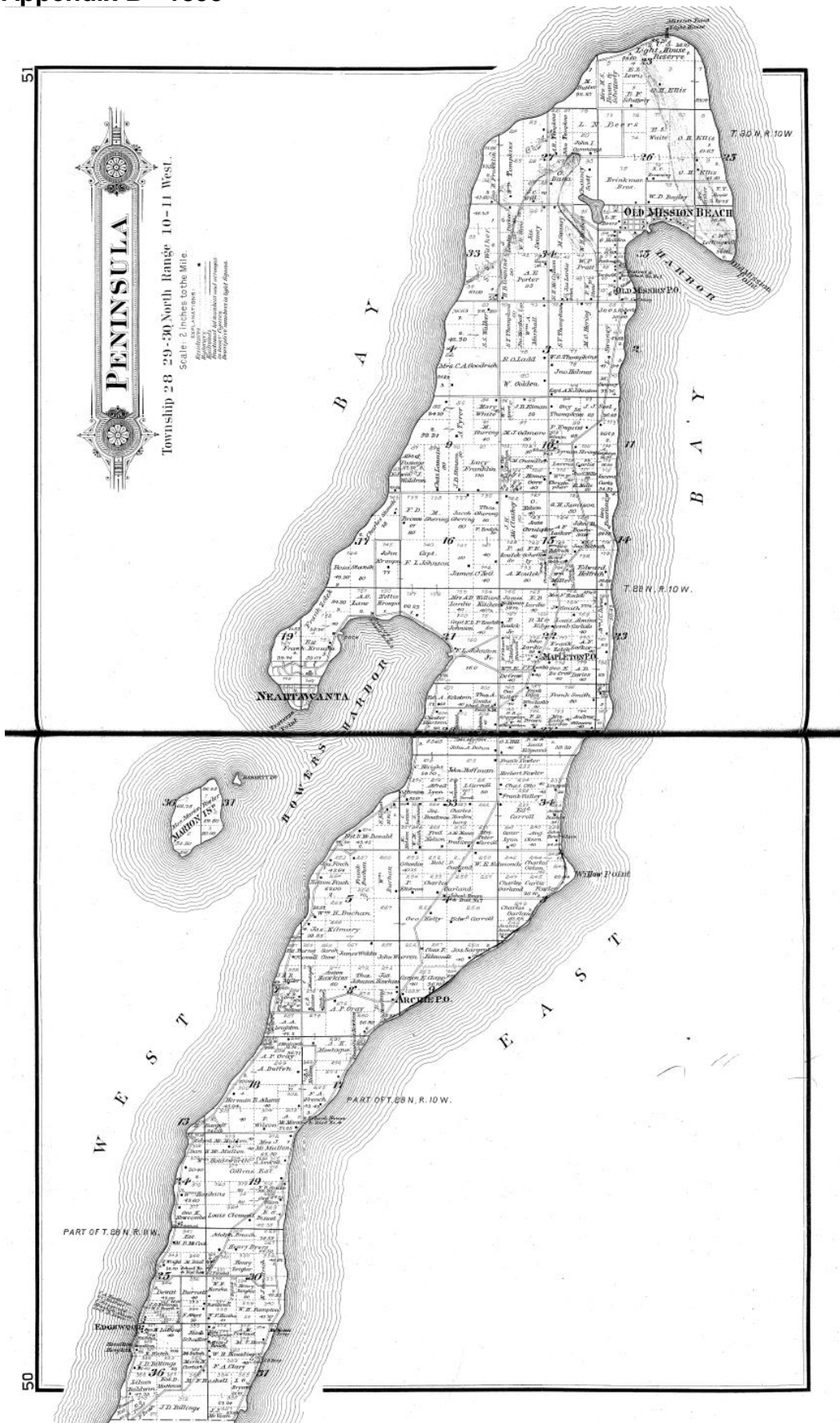
5. Provide technical and financial information to property owners for barn preservation activities.

VI. Appendices

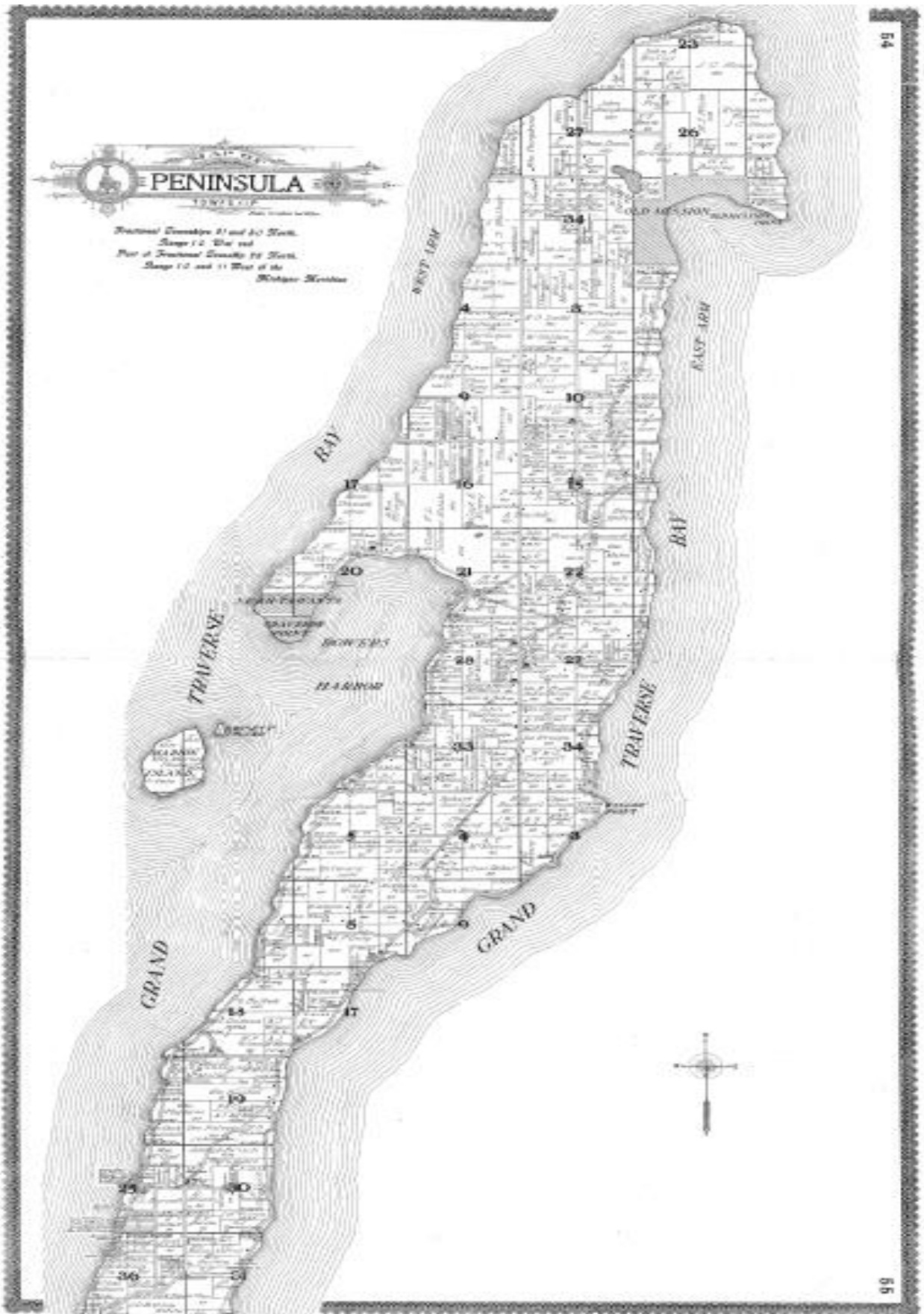
Appendix A - 1881



Appendix B - 1895



Appendix C - 1908



From A Drive Down Memory Lane by LeRoy Barnett

QUEEN'S HIGHWAY

Above Traverse City, extending out into Grand Traverse Bay, exists the beautiful Old Mission Peninsula presently served by the northern extremity of M-37. Today, this stretch of trunk line is one of the most pleasant rides in Michigan, but it wasn't always so.

Back in 1933 the route had no number, but was simply known as Peninsula Center Road. It was characterized as "a dusty, twisting, narrow streak of gravel curving up hill and down dale over the rugged backbone of the Peninsula Country."

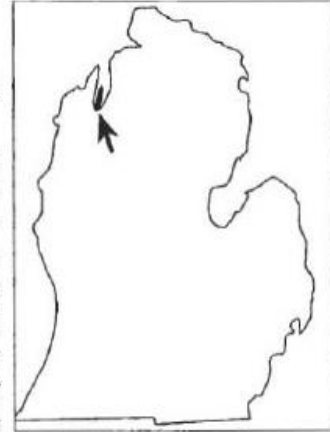
Not only was the road poorly constructed, it was in bad condition due to heavy use. Each year it served as the exit path for the rich agricultural harvest of the district, as trucks annually carried 6,000 tons of cherries and 500,000 bushels of ap-

ples to market along its course.

In 1933 the farmers of the Peninsula approached the legislature in an effort to secure a hard surfaced highway over which their crops could be

transported. Since "the road was not one which would form a link in a continuous highway system," the request was initially denied.

"However, by having the lighthouse property on Old Mission Point dedicated as a state park,



it was then possible for the state to take over the Peninsula road." With this change in jurisdiction, government moneys to rebuild the highway were soon allocated.

As the improvement and paving of Peninsula Road neared completion in the fall of 1935, a number of names were suggested for the new trunk line. Of the many recommendations, "the state highway department oked Queen's Highway as its choice of names."

"It had been felt that the Cherry Queen, and the part she played in publicizing the industry and the region, might well be honored by having the new road named for her." Along with recognizing the annual Cherry Queen, a royally-titled motorway presented some additional promotional opportunities.

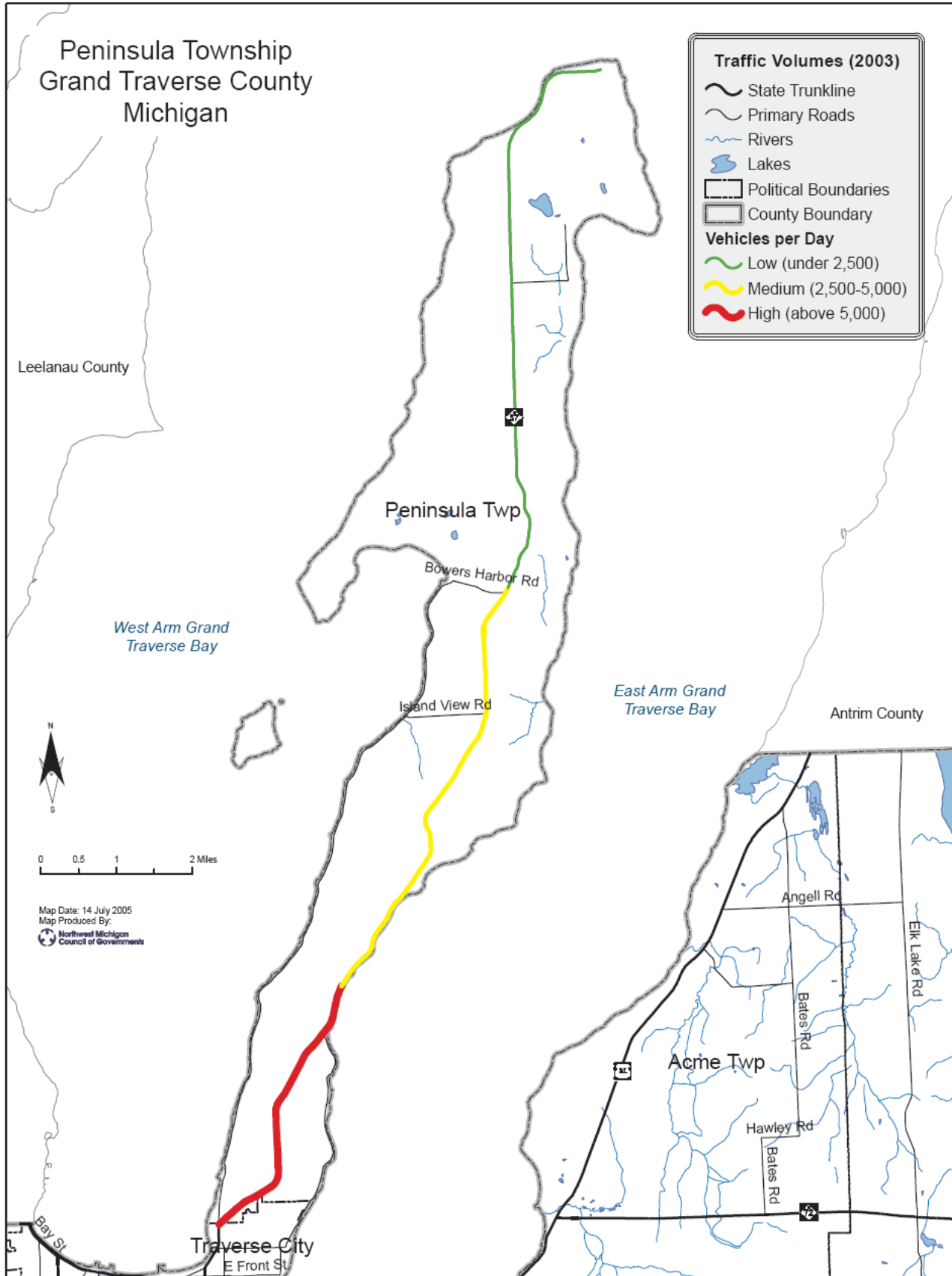


Locals reasoned that by "using the name Queen's Highway, many of the tourists and strangers who come here and hear the name will ask why it is called that. It will give the people an opportunity to explain that Old Mission peninsula is the home of the first of the commercial cherry orchards in the state, that it has 220 commercial orchards on the peninsula, representing almost half a million trees."

The Queen's Highway was officially christened and opened on 28 September 1935 at the junction of M-72 and M-37. The occasion was dedicated by the reigning Cherry Queen when she broke a bottle of cherry juice on the pavement. After the ceremony, cherry juice and doughnuts were served to those in attendance.

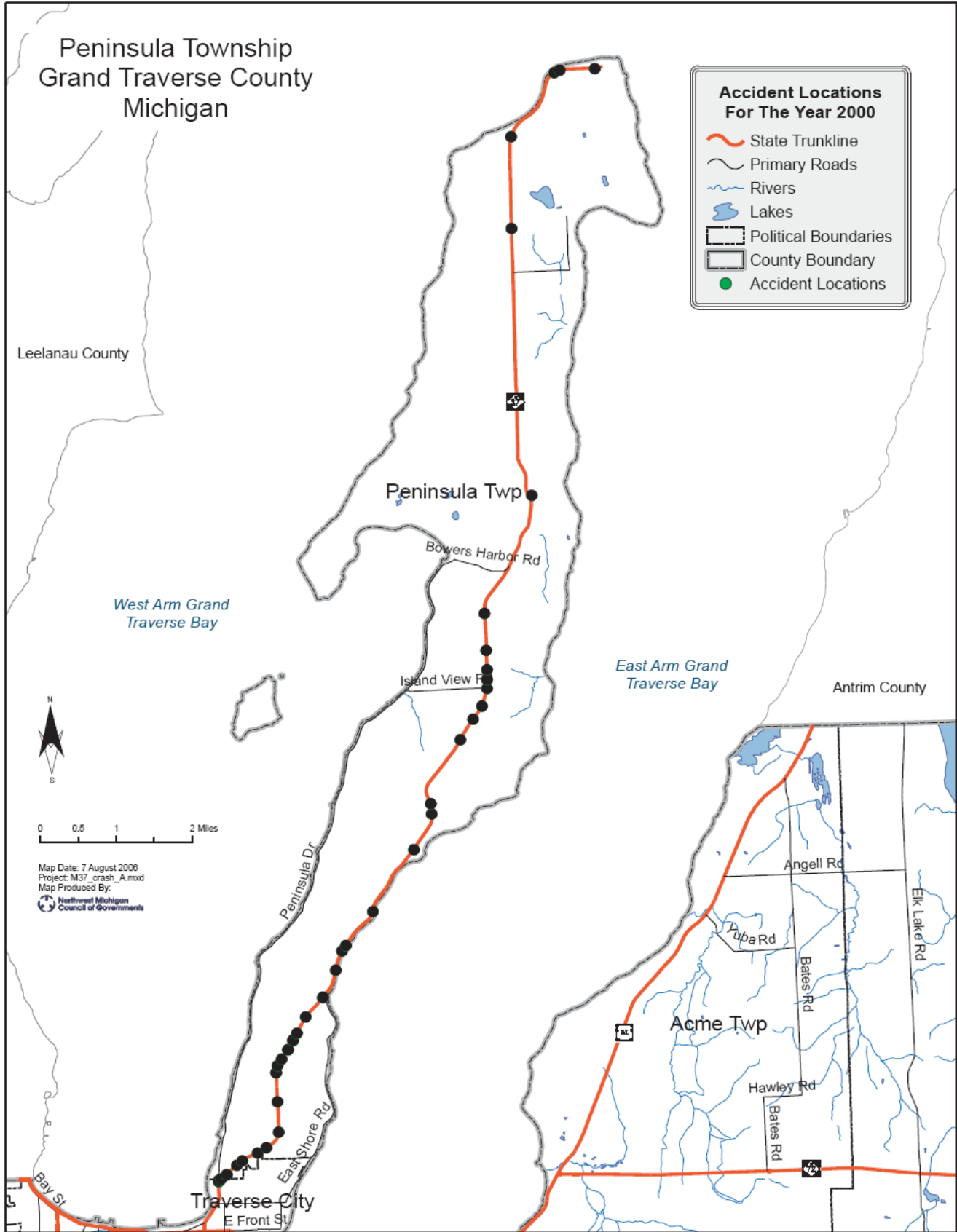
Coordinates: G/9

Appendix E

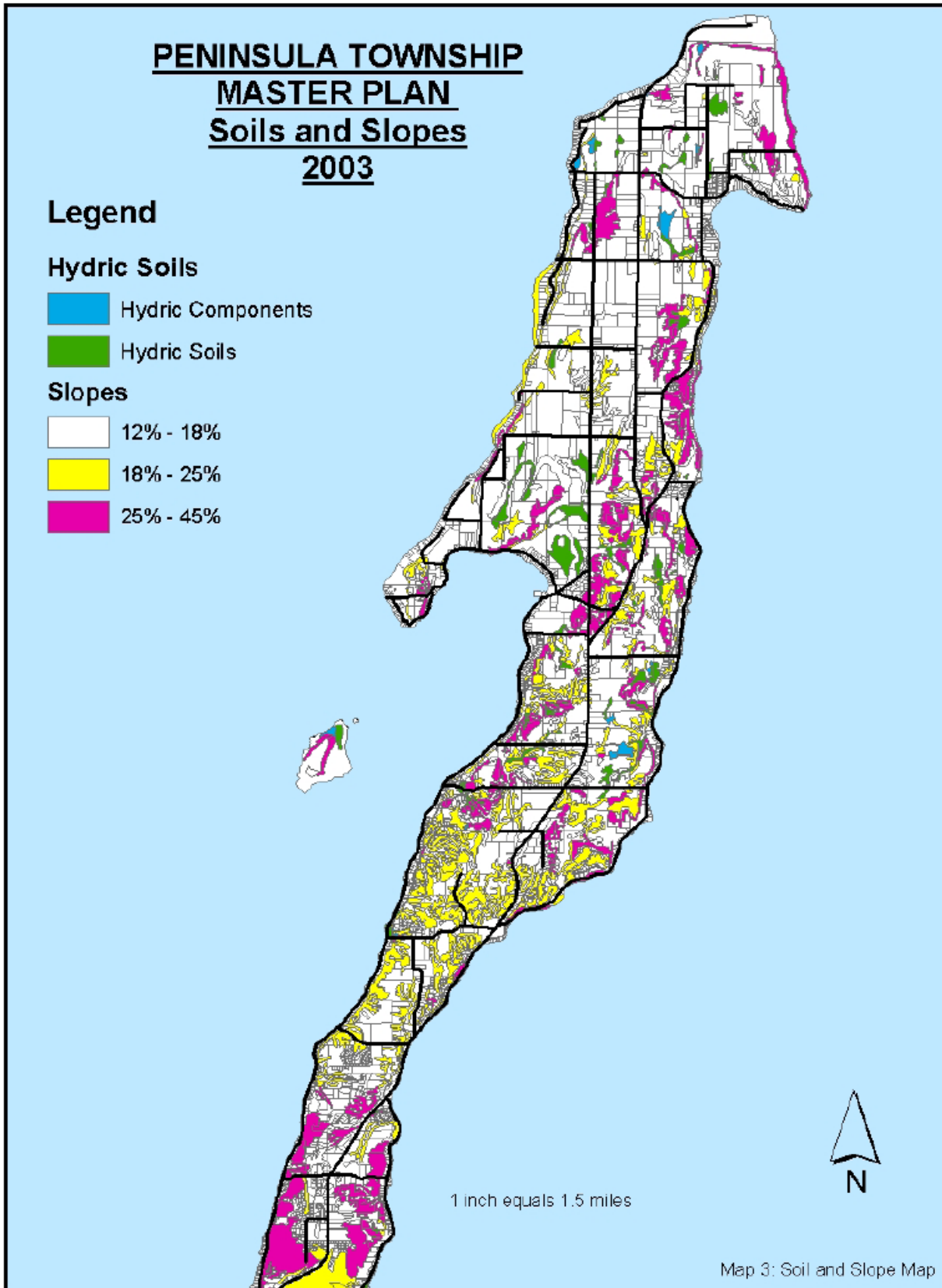


Data Source: Michigan Center for Geographic Information, Michigan Geographic Framework Version 4b

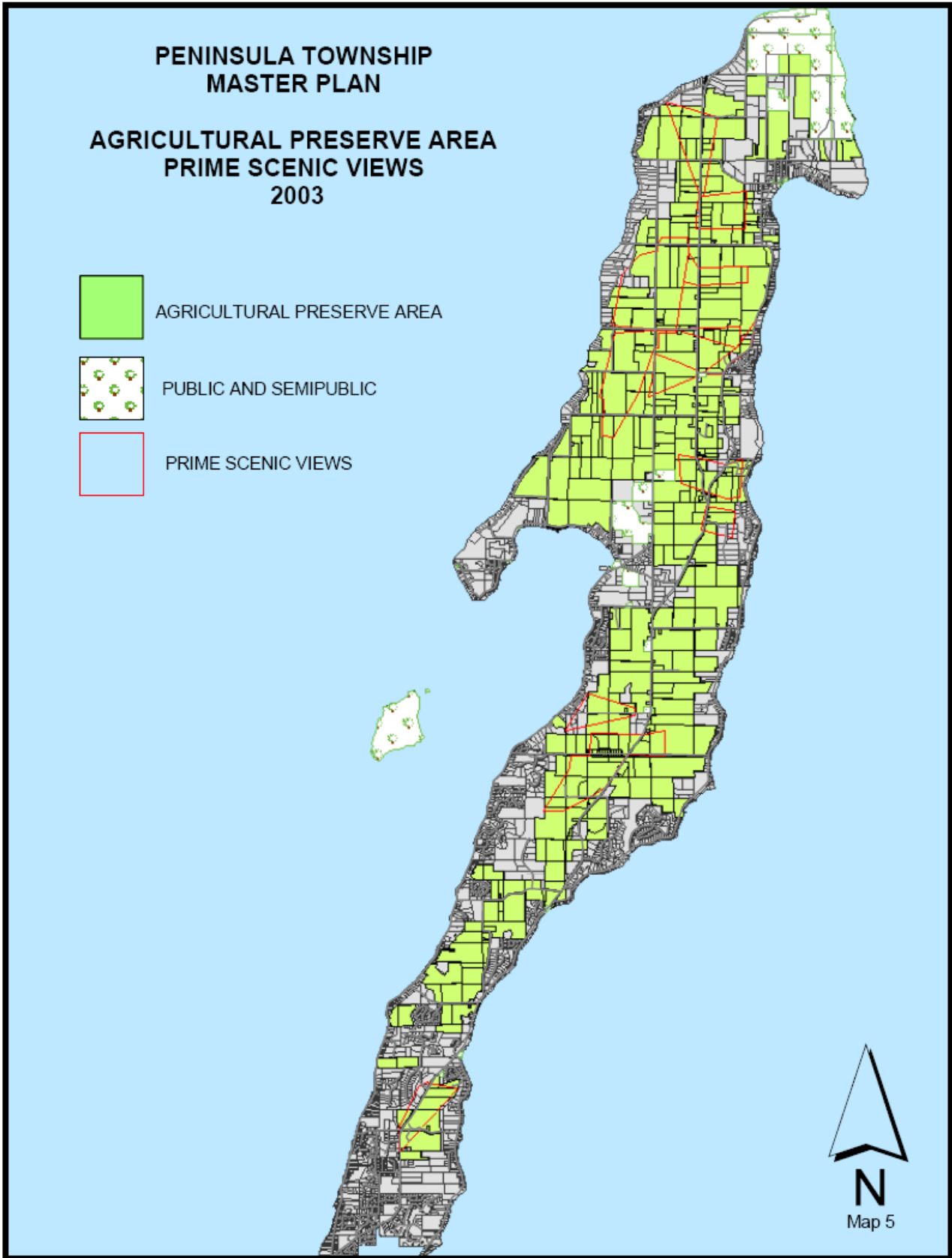
Appendix F



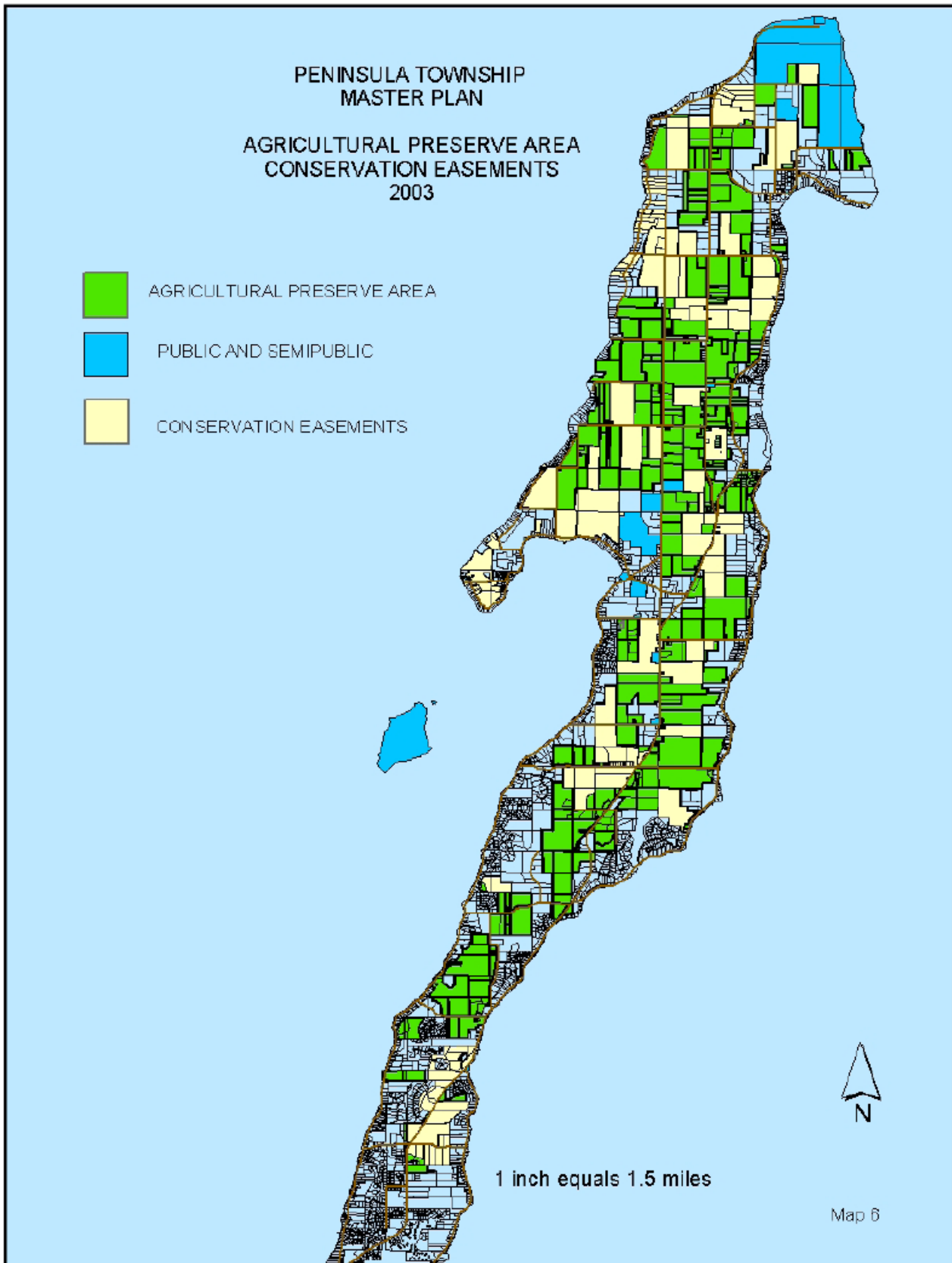
Appendix G



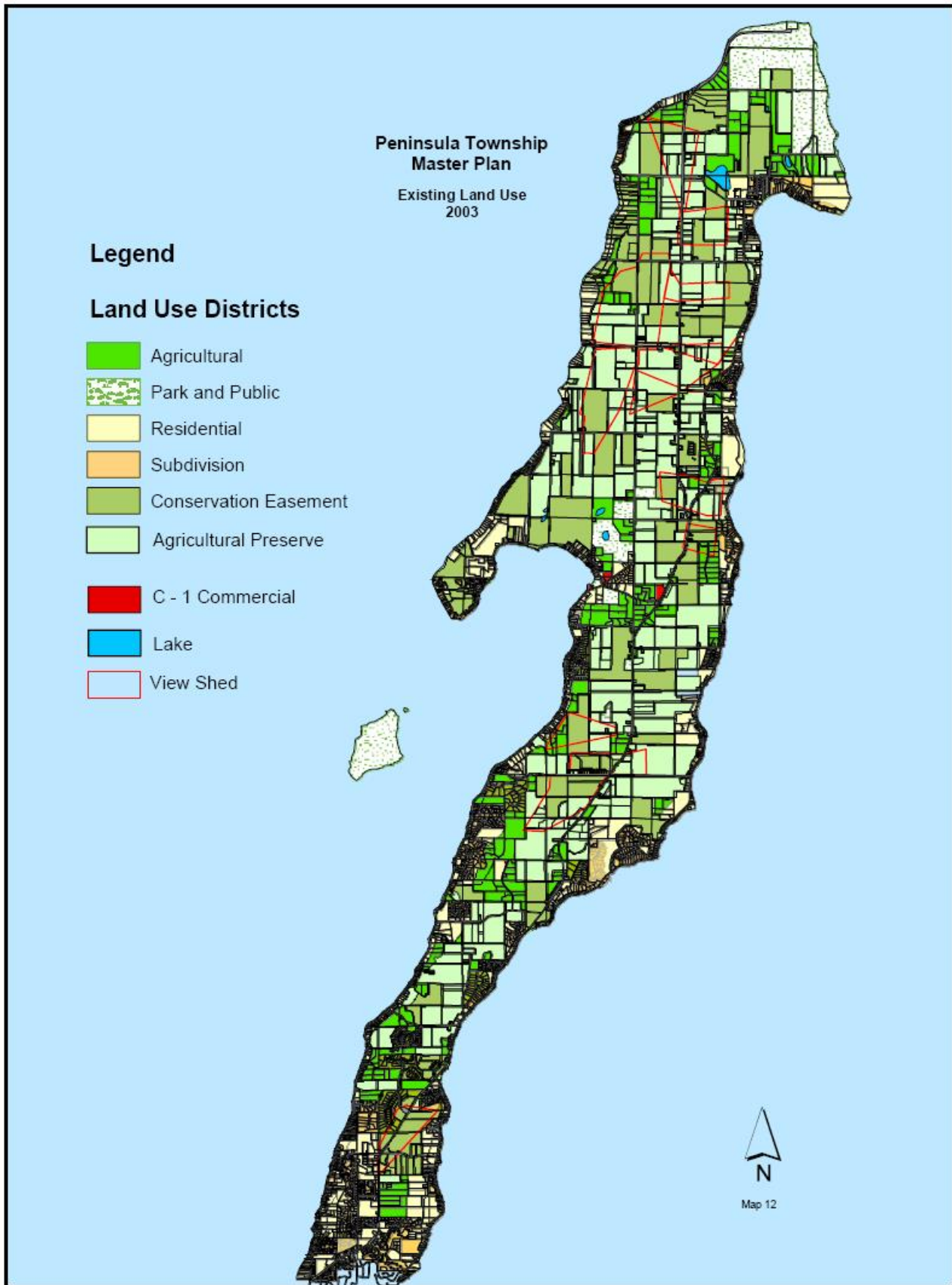
Appendix H



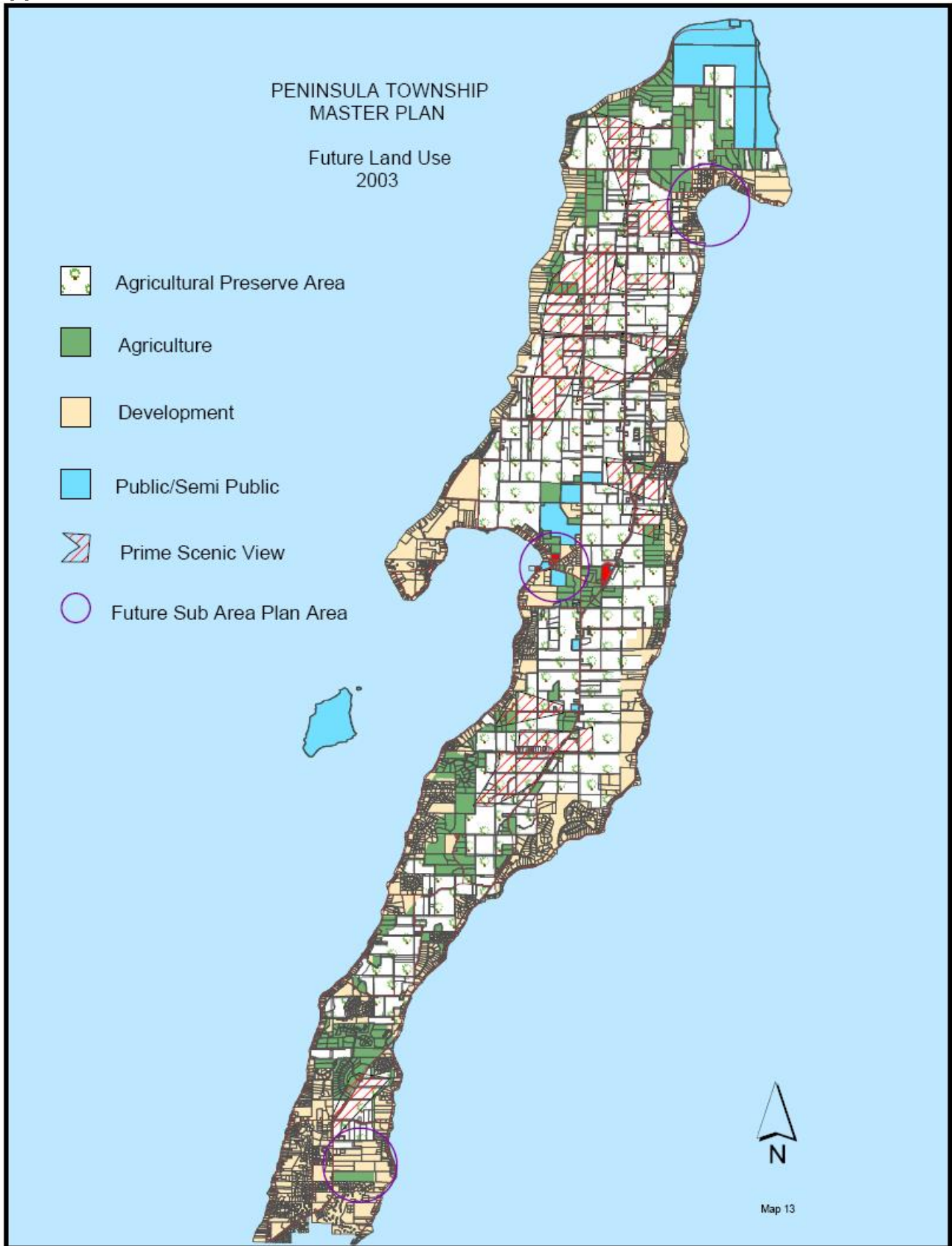
Appendix I



Appendix J



Appendix K



Appendix L

Peninsula Township Proposed Access Management Plan

Background

Access Management is a set of proven techniques that can help reduce traffic congestion, preserve traffic flow, improve traffic safety, prevent crashes, preserve existing road capacity, and preserve investment in roads by managing the location, design, and type of access to property. (Michigan Department of Transportation definition).

Successful access management requires cooperation between property owners, local land use authorities, and local, county and state transportation agencies to provide safe access to private property and protect the public's investment in roads.

A planning process that links access management principles with land use and corridor planning is the best way to look at the "big picture" and ensure appropriate relationships between present and future needs.

The preparation of an Access Management Plan requires the evaluation of present and future land use and ordinances and development of a Plan that is coordinated with, and an integral part of, the Township's Master Plan.

It is vital to understand that all roads in Peninsula Township are not under the direct operating control of the Township; roads consist of County primary and secondary roads, Michigan state route, and private roads. Often, rules governing county and state trunk roads are more general than may be desired in a rural township, with combined elements of agricultural production and city-type residential areas. It is important that Peninsula Township have a comprehensive plan for all roads that is complimentary with county and state road standards, but specifically tailored to the unique physical characteristics of the Township.

Table of Contents

I. Introduction

- a. Identification and overview of roadways included in the plan
 - Define roadways – primary arterial, secondary arterial, collector, local (public and private), seasonal roads
 - Overlay existing roadways into definitions; including map
 - Define speed limit ranges
- b. Definition of access management
 - Access management is the process that provides (or manages) the access to land development, while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.
- c. Purpose and benefits of Access Management Plan (AMP)
 - Safety of people on the road, safety of access from driveways, efficient use of existing system; minimizing need for expansion of roadway widths.
 - Provide sufficient capacity on Center Road – issues of safety, turnouts, pullouts, widening
 - Utilize design and regulatory techniques to solve traffic problems (e.g. number of driveways and conflict points)
- d. Relationship to Township Master Plan

Discuss relationships between AMP and Transportation Policy that is part of the Master Plan (note: Transportation Plan needs amendments for bike lanes, scenic turnouts, etc.).
Discuss relationships between Transportation Policy and Master Plan
Discuss emergency access requirements (especially fire response time) and need for connecting roads

e. Relationship of Access Management Plan to Access Management Program

The Plan defines the elements of the ongoing access management program; many of the elements involve long term planning, zoning, and road improvement actions. The Program assures that the action elements are documented within the Plan are implemented.

f. Process followed to create Access Management Plan (the approach or methodology)

Master Plan (sub committee of Planning Commission) uses Access Management Guidebook (prepared by MDOT) as a resource tool

The Master Plan Committee prepares the first Draft; reviews with the Planning Commission

The Master Plan Committee coordinates with MDOT, TCTALUS, GTCRC for input and feedback

The Planning Commission holds Public Hearings and incorporates feedback into the AMP

II. Goals and Objectives of the Access Management Plan

Goals and objectives are based on local problems and perceived opportunities from access management:

- lessen congestion; improve travel times
- coordinate projected traffic growth and planned land use growth
- control access along arterials and connecting streets with appropriate regulatory elements
- maintain road function to protect existing road investment and traffic movement ability
- educate residents, businesses, and developers about access management techniques and the value of access management preliminary ideas:
 - a. Scenic qualities of roadway, improvement of scenic qualities
 - b. Protect night skies – maintain dark night sky concept (minimal lighting)
 - c. Scenic Heritage Route and Natural Beauty designations
 - d. Flow of traffic on M-37, other main North-South roads, and East-West roads
 - e. Curb cuts on M-37 and County primary roads
 - f. Dead end streets and connecting residential developments,
 - g. Traffic mix which includes slow moving agricultural and off road machinery, tourists, commuters (contention among usage)
 - h. Non-motorized mixed used (e.g., pedestrians, joggers, bicycles, rollerbladers) – regulations for road races
 - i. Well defined implementation plans (Corridor Management Plans)

III. Road Description, Problem and Opportunity Analysis

Describe current and future conditions of the road system. Use aerial photos (series beginning in 1952)

a. Roadway Description

Use functional descriptions, rather than classifications

Address issues of the existing conditions vs. the functional (county) classification including implications if the situation worsens.

Except for tourism, primary use is for residents (homeowners and agricultural interests)

Road design is for functionality rather than through capacity (match access and development to the function)

b. Traffic and Safety Analysis

Use crash reports, traffic volume records, and enforcement reports (Sheriff and MSP)
TCTALUS will conduct new traffic volumes and provide historic volumes.
M37 Sign Inventory which identifies passing/no-passing areas on M37
Use existing data on traffic accidents
Identify where the function and design are at variance (e.g., East Shore)
Identify Historic road ends (water access through road ends)

c. Physical conditions

Describe physical characteristics that may cause more crashes; document right-of-way widths and issues; document abutting land use

d. Environmental features and conditions

Identify sensitive environmental features (slopes, soils, wetlands, woodlots, etc); identify constraints to the use of various techniques

Add heritage scenic route

Add natural beauty road

e. Existing land use, zoning and future land use

Describe existing land use and proposed future use; evaluate impact of change.

Use build out numbers by geography areas (sections); future population growth

Agricultural retail sales

f. Estimate future transportation demand

Convert build out numbers to trip demand

g. Problem and opportunity analysis by road segment

Identify specific (by road name) areas where the current situation is contrary to the functional classification of the road

h. Scheduled transportation improvements

Tie to Heritage Road plan (scenic turnouts, bicycle lanes, landscaping/trees)

Plans for passing lanes and truck pull outs

Include some way to communicate purpose of roads to users (signs?)

IV. Access Management and Related Land Use Strategies

a. Identify alternative access management techniques that appear to best fit the identified problems and opportunities (tools available by functional road class for particular road segments)

Minimum lot widths

Locking in existing number of driveways

Frontage access roads

b. Identify alternative land use policies to better achieve access management goals

Evaluate strategies for reducing crashes, improving travel speed and capacity, providing a "calming experience" rather than "road rage", and business access. Ideas:

lot widths and driveway separation

public information regarding through travel

c. Analyze alternative strategies with pros and cons

- evaluate various strategies:

a. limit the number of conflict points

b. limit direct access

c. improve driveway operation

d. reduce crashes; improve travel speed and capacity

- e. develop strategy to address potential conflicts between tourism and agritourism (resulting in slower speeds) and residents and agricultural producers (who want speed and volume) M-37 and other primary routes
- d. Identify preferred coordination policies with other road authorities
 - Heritage route management plan committee provide function of a coordinating body be created so include MDOT, CRC, Consumers Energy, MichCon, commercial interest representative, township representation
 - This committee is responsible for the coordination on the heritage road and also responsible for the other public roads
- e. Present Recommended Access Management Strategies (by road segment)
 - Define functional classification
 - By functional classification, by road name (adds, changes, deletes)
 - Identify future needs and connectivity issues
 - Internal circulation, emergency connectors, local road connection
- V. Present Recommended Access Management Standards for Platting and Site Plan Review
 - a. Identify specific regulatory standards for inclusion in local lot split and subdivision regulations, adding standards
 - Review current zoning ordinance
 - Emergency access needs (dead end roads and connecting roads)
 - b. Identify specific site design standards to be utilized for new development and redevelopment and applied through the site plan review process.
 - c. Other related standards
 - Review potential regulatory standards (lot split ordinances, private road ordinances, frontage requirements, etc.
 - Maintenance strategy for private roads
- VI. Process for Deviation from Standards
 - Who is responsible for administering AMP – Heritage Route management committee?
 - Recognizing township, county and MDOT all have review process and must be coordinated through the AMP committee/Heritage Route committee.
 - Do we adopt an access management ordinance (revision/addition to zoning ordinance) and, if so, process for Board of Appeals when asked for variances.
- VII. Action Plan – elements:
 - Capital improvement plan for road improvements
 - Timetable (priority for getting ordinances in place to prevent future problems)
 - Heritage Route plan (e.g., grants and acquiring easements)
 - Signage
 - M37 capacity plan
 - Speed limit range design
 - Mindset that M37 is for through traffic
 - Coordination with GT County Road Department and MDOT
- VIII. Monitoring and Enforcement Program – elements:
 - Metrics (measure success)
 - Traffic counts
 - Speed compliance (e.g., Sheriff portable speed (radar) checks)

Appendix M

Resources

Benchmarks 2004, Northwest Michigan Council of Governments

Grand Traverse County Master Plan, December 2002

Grand Traverse County Soil Survey, 1990

Northwest Michigan County Profiles 2000, Northwest Michigan Council of Governments, November 2002.

Northwest Michigan Council of Governments Website Data, nwm.org.

Peninsula Township Master Plan, 2004

Peninsula Township Road Classification Plan, March 4, 2003

Peninsula Township Zoning Ordinance, 1972 updated to 2006

State of Michigan, Department of Environmental Quality website, Water Division, Wetlands

State of Michigan, Department of History, Arts, and Library website

State of Michigan, Department of Transportation website and staff