

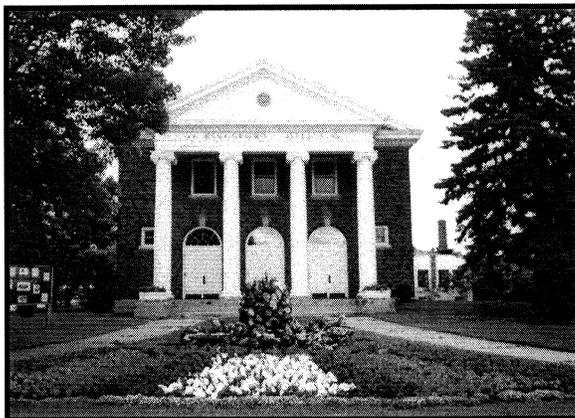
City of Kingsford

Master Plan



Adopted September 26, 2016

THE PROGRESSIVE CITY



CITY OF KINGSFORD

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At a regular meeting of the **City of Kingsford Planning Commission** on September 26, 2016 the following motion was offered:

Moved by Michael Flaminio and seconded by Russell Dieckman to adopt the following resolution:

Resolution # 2016/9/26.1 **City of Kingsford Master Plan Adoption**

WHEREAS, The Michigan Planning Enabling Act, PA 33 of 2008, provides that the Planning Commission may prepare a Master Plan and accompanying maps for use as a guide for development within the City of Kingsford; and

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

WHEREAS, The Planning Commission encouraged public participation during the planning process; and

WHEREAS, The proposed Master Plan and accompanying maps were submitted to the City of Kingsford Council, who authorized distribution of the proposed Master Plan; and

WHEREAS, The proposed Master Plan and accompanying maps were distributed to each municipality contiguous to City of Kingsford, the Dickinson County Planning Commission, each public utility company and railroad company owning or operating a public utility or railroad within the City of Kingsford, and other agencies who responded to the notice of intent for purposes of notification, for review and comment; and

WHEREAS, The plan was presented to the public at a public hearing held on August 22, 2016, before the Planning Commission, and the Planning Commission recommended adoption of the Master Plan and accompanying maps by the City of Kingsford City Council.

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THEREFORE BE IT RESOLVED, The City of Kingsford Planning Commission hereby approves and adopts the Master Plan, together with all maps attached to and contained herein, as per the requirements of the Michigan Planning Enabling Act, PA 33 of 2008.

Roll call vote:

Ayes: Megan Buck, Russell Dieckman, Anthony Edlebeck, Michael Flaminio and Mark Spencer

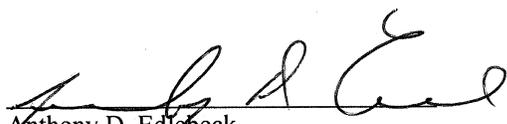
Nays: None

Absent: Michael Bruns, Joseph Groeneveld and Robert Goodreau

MOTION CARRIED.

I certify that the above is a true and complete copy of a resolution passed by the City of Kingsford Planning Commission at a meeting on September 29, 2016.

By:



Anthony D. Edlebeck
City of Kingsford Planning Commission Secretary

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CHAPTER ONE: OVERVIEW AND HISTORICAL BACKGROUND

1.1 INTRODUCTION

The preparation of this updated Master Plan represents many months of study, analysis, and review by the Planning Commission with technical assistance from the Central Upper Peninsula Planning and Development Regional Commission (CUPPAD). Existing conditions and circumstances that affect the City are discussed in chapters 2 through 9. Chapters 10, 11 and 12 use the background information as a basis to proceed through a progression of analyses culminating in goals for the future and plans for future land use. Maps of the community can be found in Appendix A.

Section 31 of the Michigan Planning Enabling Act, P.A. 33 of 2008 states that the commission “shall make and approve a master plan as a guide for development within the planning jurisdiction subject....” The Act also provides authority for the commission to “...adopt, amend, and implement a master plan. Section 7 of the Act states that the plan’s general purpose is “to guide and accomplish, in the planning jurisdiction and its environs, development that satisfies all of the following criteria:(a) Is coordinated, adjusted, harmonious, efficient, and economical, (b) Considers the character of the planning jurisdiction and its suitability for particular uses, judged in terms of such factors as trends in land and population development, (c) Will in accordance with present and future needs, best promote public health, safety, morals, order, convenience, prosperity, and general welfare, (d) Includes among other things, promotion of or adequate provision for 1 or more of the following: (i) A system of transportation to lessen congestion on streets, (ii) Safety from fire and other dangers, (iii) Light and air, (iv) Healthful and convenient distribution of population, (v) Good civic design and arrangement and wise and efficient expenditure of public funds, (vi) Public utilities such as sewage disposal and water supply and other public improvements, (vii) Recreation, (viii) The use of resources in accordance with their character and adaptability.”

Major elements discussed in this document include: population, economic base, natural features, land use, community facilities and services, housing, recreation and transportation. Each of these chapters, or elements, includes a summary of the points having the greatest relevance to future municipal decision-making.

From this compilation of factual background information, conditions as they exist now have been established. After addressing the question “where are we now?” the next step was determining “where do we want to go in the future?” To answer the question, the Planning Commission developed goals based on the City’s needs that became evident as existing conditions were documented. Achieving stated goals requires actions and commitments that are found in their supporting objectives. Thus, this plan

addresses the issues of present conditions, municipal needs, desired future conditions, and means to achieve those conditions.

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

1.2 ZONING BACKGROUND

It is generally believed that the nation’s first zoning ordinance was created in 1885. By the mid-1920s states began enacting enabling legislation as zoning gained recognition as a practical land use control tool. Since zoning can regulate land use and building form, it is axiomatic that it will be controversial.

City zoning was instituted in the early 1970s and is administered by the Manager/Assessor. The ordinance has since been amended several times. Proposed zoning amendments are heard by the Planning Commission who, in turn, makes recommendations to the City Council for final action. A map of the City’s current zoning can be found in Appendix A.

1.3 AREA HISTORY

The origin of Kingsford dates back to 1920 when industrialist Henry Ford indicated a strong interest in constructing a factory to build automobile bodies in the Upper Peninsula. According to press accounts of that time, the Dickinson County site was among three in the U.P. under consideration. Along with a factory, Ford intended to construct a sawmill that would provide material needed for the wooden automobile parts for Model T Flivvers. Ford owned several hundred thousand acres of Upper Peninsula forestland from which required quantities of timber were readily available.

This action was very important to the area as mining jobs were waning under the pressure of declining iron ore prices and greater mechanization in mining methods. Ford was to remain the area’s preeminent industry for over 30 years.

A ballot proposal to form the village of Kingsford was overwhelmingly approved (212 to 15) by Breitung township voters on August 28, 1923. The areas of Kingsford Heights, Breitung, West Breitung, and the Ford plant property - four and one-half square miles in all - were incorporated as the village of Kingsford. The village’s charter commission recommended a commission-manager form of government. Its first manager was hired in 1924 with village headquarters in a basement office of the Kingsford Heights School. Following ratification of a new charter, Kingsford became a city in 1947.

Construction projects abounded during this boom era. Those undertaken by the Ford Motor Company were directed by Mr. Edward G. Kingsford, General Manager of the company’s Upper Peninsula operations. Besides the industrial complex itself, Ford was proceeding with a hydroelectric project on the Menominee River, residential construction, sewers, streets and sidewalks.

Housing was scarce despite an accelerated building program that averaged about one new home per day during the early 1920s. The combined population of Kingsford and Iron Mountain climbed to an estimated

14,000 persons in 1924 and anticipated surpassing Ironwood as the largest center of population in the Upper Peninsula. Schools, churches, and a variety of retail and commercial establishments were constructed in response to the population growth. The fledgling village government was managing needed infrastructure projects and municipal services. Municipal operations were moved to the current City Hall upon its completion in 1930. The structure cost an estimated \$30,000.

Ford Motor Company's Kingsford plant was closed in 1951 and its complex sold. At the peak of its 32-year area presence, Ford employed about 8,000 persons (late 1925) and operated the largest battery of dry kilns in the world. Model T's were phased out in favor of Model A's and V-8 automobiles which resulted in decreased activity from 1927 on.

Most of the Ford industrial complex is utilized today by manufacturing and commercial enterprises. There are many reminders of Ford's former dominance evident today. There are difficult environmental contamination issues that have been a threat to development in some areas. Areas of concern are being closely monitored and studied to determine appropriate remedial activities.

Kingsford's economy today is diverse and strong as borne out in economic and labor market statistics. Moreover, the overall condition of its homes, businesses, institutions, and municipal facilities suggest a vibrant, well-maintained community.

CHAPTER TWO: POPULATION

2.1 INTRODUCTION

Population change is the primary component in tracking a community's past growth and forecasting future population trends. Population characteristics relate directly to a community's housing, education, recreation, health care, transportation, and future economic development needs. The growth and characteristics of population in a community are subject to changes in prevailing economic conditions.

To fully understand the population issues of a community requires an analysis that includes surrounding areas because of the many ways in which communities are interrelated. Examining trends and changes among communities and drawing comparisons and contrasts helps to paint a fuller demographic picture. It is common for residents to work, shop, recreate, and find essential services such as schools in other communities.

2000 and 2010 Census population figures for all Dickinson County jurisdictions are presented in Table 2-1. These figures were released for use in legislative redistricting plans pursuant to law. The City's population decreased from 5,549 in 2000 to 5,133 in 2010. This decrease of 7.5 percent compares to a 4.7 percent decrease for the county overall.

Table 2-1 2010 Populations for Dickinson County Jurisdictions				
Unit of Government	Population		Population Change 2000-2010	
	2000	2010	Number	Percent
City of Kingsford	5,549	5,133	-416	-7.5
Breen Township	479	499	20	4.2
Breitung Township	5,930	5,853	-77	-1.3
Felch Township	726	752	26	3.6
City of Iron Mountain	8,154	7,624	-530	-6.5
City of Norway	2,959	2,845	-114	-3.9
Norway Township	1,639	1,489	-150	-9.2
Sagola Township	1,169	1,106	-63	-5.4
Waucedah Township	800	804	4	.5
West Branch Township	67	63	-4	6.0
DICKINSON COUNTY	27,472	26,168	-1,304	-4.7

Source: U.S. Bureau of the Census, Census 2000 Redistricting Data (P.L. 94-171) Summary File; 2010 Census, Profile of General Population and Housing Characteristics: 2010.

2.2 POPULATION TRENDS

Over the 70-year period of 1940 to 2010, Kingsford experienced a population decrease of 11.1 percent. Actions of the Ford Motor Company severely affected the population base as operations were scaled back before a complete shut down in 1951, an economic event felt well beyond the City’s borders. A population decrease of nearly 13 percent was recorded between 1940 and 1950. Between 1950 and 1960 the population stabilized, expanding by nearly 1 percent. Census counts over the next four decades revealed continued growth bringing the City’s population back nearly to its 1940 level as illustrated in Table 2-2. Figure 2-1 graphs the City’s population from 1940 to 2010. Maps 2 and 3 in Appendix A illustrates the density of residents in the City.

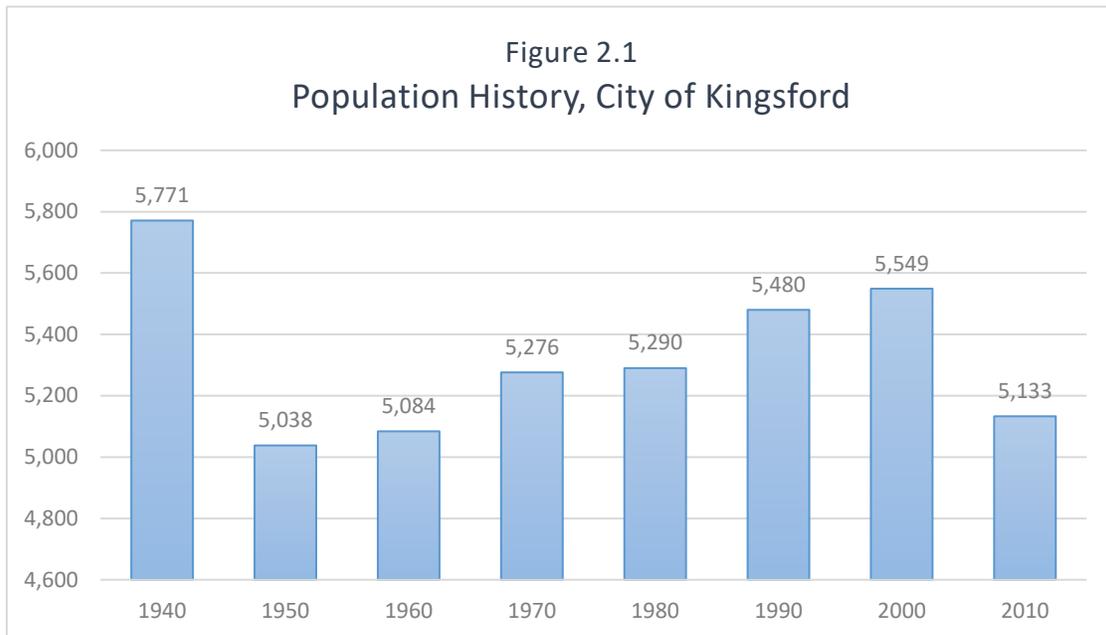
All Dickinson County units of government in the comparison recorded population losses between 1940 and 1950. Since then, growth in the townships has brought the county’s overall population to within about 7 percent of the 1940 figure. Breitung Township has recorded large population increases - particularly since 1960 – with a slight decrease of 1.3 percent from 2000 to 2010. Nearby Norway Township, which with Breitung Township, envelopes the City of Norway have surpassed its 1940 population numbers.

The two other cities in Dickinson County, Iron Mountain and Norway, have experienced population declines over the 70-year period of 31.2 percent and 23.7 percent respectively. Combined, the six central Upper Peninsula counties experienced a growth period up to the 1980s with population declines since then. The state’s population increased in each decade starting in 1940 with the exception of the most recent Census data where the state had a population decline of 0.6 percent from 2000 to 2010. Over the 70-year period presented in the comparison, Michigan’s population has increased by 88 percent while the Central Upper Peninsula region has experienced growth of 11.6 percent.

Table 2-2
Population 1940-2010, Selected Areas

Years/Change	Kingsford	Dickinson County	Iron Mountain	Norway	Breitung Twp.	Norway Twp.	CUPPAD Region	Michigan	Iron County, MI	City of Niagara, WI	Florence County, WI	Marinette County, WI
1940	5,771	28,731	11,080	3,728	2,937	1,272	154,496	5,256,106	20,243	-	-	-
1950	5,038	24,844	9,679	3,258	2,739	1,102	149,865	6,371,766	17,692	-	-	-
% Change 1940-1950	-12.7	-13.5	-12.6	-12.6	-6.7	-13.4	-3.0	21.2	-12.6	-	-	-
1960	5,084	23,917	9,299	3,171	2,860	1,022	157,257	7,824,965	17,184	-	-	-
% Change 1950-1960	0.9	-3.7	-3.9	-2.7	4.4	-7.3	4.9	22.8	-2.9	-	-	-
1970	5,276	23,753	8,702	3,033	3,392	966	165,744	8,875,083	13,813	-	-	-
% Change 1960-1970	3.8	-0.7	-6.4	-4.4	18.6	-5.5	5.4	13.4	-19.6	-	-	-
1980	5,290	25,341	8,341	2,919	4,669	1,257	182,390	9,262,078	13,635	-	-	-
% Change 1970-1980	0.3	6.7	-4.1	-3.8	37.6	30.1	10.0	4.4	-1.3	-	-	-
1990	5,480	26,831	8,525	2,910	4,483	1,325	177,692	9,290,215	13,175	1,999	4,590	40,548
% Change 1980-1990	3.6	5.9	2.2	-0.3	17.4	5.4	-2.6	0.3	-3.4	-	-	-
2000	5,549	27,472	8,154	2,959	5,930	1,639	174,717	9,938,444	13,138	1,880	5,088	43,384
% Change 1990-2000	1.3	2.4	-4.4	1.7	8.2	23.7	-1.7	7.0	-0.3	-6.0	10.8	7.0
2010	5,133	26,168	7,624	2,845	5,853	1,489	172,429	9,883,640	11,817	1,624	4,423	41,749
% Change 2000-2010	-7.5	-4.7	-6.5	-3.9	-1.3	-9.2	-1.3	-0.6	-10.1	-15.8	-13.1	-3.8
% Change 1940-2010	-11.1	-8.9	-31.2	-23.7	99.3	17.1	11.6	88.0	-41.6	-	-	-

Source: U.S. Bureau of the Census 1940-2010



Source: U.S. Bureau of the Census 1940-2010

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

Net migration is the difference between the number of people moving into a community and the number of people moving out. Net migration is positive when more people move into an area than move out. Communities not prospering economically are more susceptible to out-migration as residents leave in pursuit of employment opportunities elsewhere.

In Dickinson County, births exceeded deaths in the decades of 1960, 1970, 1980, 1990, and 2000 resulting in a natural increase. The county's population declined during the decade of 1960 as out-migration surpassed the natural increase. During the decades of 1970, 1980 and 1990, natural increases combined with in-migration resulting in population gains. From 2000-2009, the out-migration was much larger than the natural increase in population, resulting in a net population decrease. This information is presented in Table 2-3.

Table 2-3 Components of Population Change, Dickinson County, 1960-2009					
Component	1960-1969	1970-1979	1980-1989	1990-1999	2000-2009
Live Births	3,981	3,305	3,536	2,943	3,713
Deaths	3,878	3,066	2,942	2,922	3,702
Natural Increase	103	239	594	21	11
Migration	-267	1,349	896	192	-1,407
Total Population Change	-624	1,588	1,490	213	-1,396

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

2.3 POPULATION ESTIMATES

In cooperation with the Michigan Department of Management and Budget, the U.S. Bureau of the Census prepares population estimates for years between decennial censuses. These estimates are based on formulas that calculate the components of population change (births, deaths, migration) and factors related to local changes. It is useful to review these estimates as they are issued (Table 2-4).

Table 2-4 Population Estimates, Selected Counties, 2010-2014						
County	2010 Census	2011 Estimate	2012 Estimate	2013 Estimate	2014 Estimate	% Change 2010-2014
Alger	9,601	9,551	9,494	9,515	9,459	-1.5
Delta	37,069	36,934	36,831	36,819	36,559	-1.4
Dickinson	26,168	26,084	26,228	26,057	26,957	3.0
Marquette	67,077	67,446	67,790	67,663	67,676	0.9
Menominee	24,029	23,922	23,748	23,835	23,714	-1.3
Schoolcraft	8,485	8,477	8,355	8,246	8,171	-3.7

Source: U.S. Census Bureau, Population Division, Annual Estimates of the Resident Population: April 2010 to July 2014

The populations of the counties listed above have remained relatively stable since the 2010 Census. Schoolcraft County was estimated to experience the most significant percent change with a population decrease of 3.7 percent. The percent of population change for Dickinson County is 3.0, the highest in the central Upper Peninsula.

2.4 AGE AND GENDER

Median ages from the 2010 Census for select units of government are presented in Table 2-5. Kingsford’s median age (see Map 2-2) has increased by 32.5 percent over the past 40 years from 33.2 years to 44 years. The 2010 census median age for Dickinson County was 45.4 years, compared to 38.9 years for the state of Michigan and 37.2 for the nation. Among the neighboring counties of Iron, Florence, and Marinette, all recorded higher median ages.

Table 2-5 Median Age, 1970-2010, Selected Areas					
Unit of Government	1970	1990	2000	2010	% Change 1970-2010
City of Kingsford	33.2	35.3	39.7	44	32.5
Dickinson County	35.1	36.3	40.0	45.4	29.3
City of Iron Mountain	38.5	36.9	39.4	42.4	10.1
City of Norway	36.9	37.5	38.6	41.9	13.6
Breitung Township	30.6	36.3	41.5	48.7	59.2
Norway Township	32.1	35.9	38.6	47.8	48.9
State of Michigan	26.3	32.6	35.5	38.9	47.9
United States	27.9	32.9	35.3	37.2	33.3
Iron County, Michigan	-	43.6	45.4	51.9	-
Florence County, Wisconsin	-	36.2	41.9	49	-
Marinette County, Wisconsin	-	35.6	40.5	45.7	-

Source: U.S. Bureau of the Census, 1990 Census of the Population, STF 1A, Table 1; 1970 Census of the Population, Table 33; 2000 Census of Population and Housing; U.S. Census Bureau, 2010 Census, Summary File 1, Tables P12, P13, and PCT1

A careful analysis of a community’s age structure is an essential step in sound decision making. Using the most recent census data, Table 2-6 groups the population into four broad age categories: preschool, normal school age, normal working age, and normal retirement age. Map 4 in Appendix A illustrates the average median age of residents.

Kingsford has the same percentage of preschoolers as the county (6.0) but one percent fewer than the state (6.0). Those in the 5 to 19 age group, or school agers, make up 18.8 percent of the City’s total population. The percentages were higher for the county and state.

A smaller percentage of the City’s population falls within the working age group than was recorded at the county and state level; Kingsford 55.3, the county 57.3 and 59.4 for the state.

It is within the retiree age group where the most marked difference in distribution is found. Those 65 or older in Kingsford make up 20.6 percent of the population. In contrast, Michigan recorded 13.7 percent within this age group. Dickinson County, too, has a much higher percentage (19.0) in this age group.

Females (2,742) outnumber males (2,391) in the City according to the 2010 Census. The percentage breakdown is 53.5 female and 46.5 male, an unusually wide margin.

Table 2-6 Population by Age Groups, Selected Areas, 2010							
		City of Kingsford		Dickinson County		State of Michigan	
	Age	Total	Percent	Total	Percent	Total	Percent
		Pre-School	Under 5	259	5.0	1,314	5.0
	Subtotal	259	5.0	1,314	5.0	596,286	6.0
School Age	5 - 9	300	5.8	1,469	5.6	637,784	6.5
	10 - 14	319	6.2	1,627	6.2	675,216	6.8
	15 - 19	350	6.8	1,774	6.8	739,599	7.5
	Subtotal	969	18.8	4,870	28.6	2,052,599	20.8
Working Age	20 - 34	792	15.4	3,663	14.0	1,833,221	18.6
	35 - 44	625	12.1	3,079	11.8	1,277,974	12.9
	45 - 54	793	15.4	4,497	17.1	1,510,033	15.2
	55 - 64	634	12.4	3,778	14.4	1,251,997	12.7
	Subtotal	2,844	55.3	15,017	57.3	4,514,225	59.4
Retirement Age	65 - 74	437	8.5	2,364	9.1	724,709	7.3
	75 - 84	372	7.2	1,748	6.6	444,940	4.5
	85 and older	252	4.9	855	3.3	191,881	1.9
	Subtotal	1,061	20.6	4,967	19	1,361,530	13.7
	TOTAL	5,133	100.0	26,168	100.0	8,524,640	100.0

Source: U.S. Census Bureau, 2010 Census, Summary File 1, Tables P12, P13, and PCT12.

Age and gender composition of the City’s population is presented in Table 2-7. This Table provides population distribution collected in each census since 1970.

In 1990 the 25-34 year age group made up the largest portion of the City’s population with 860 persons, or 15.7 percent. This group represents the youngest of the “baby boom” generation (born between 1945

and 1965). In all, “baby boomers” include those persons who were 25 to 44 years of age at the time of the 1990 Census. A total of 1,631 residents, representing 29.7 percent of the City’s population, were within this age group. The elderly population, composed of those 65 or more years of age, made up 18.6 percent of the City’s residents in 1990.

An analysis of the information by age cohort provides another perspective on age distribution within the overall population. An age cohort is made up of people born within a given period, such as those born between 1970 and 1980 (10 years).

The age cohort of 5-14 years in the 1970 Census consists of persons born from 1956 to 1965. During the decade leading up to the 1980 Census, the oldest members of this cohort would have been finishing high school, entering the work force, going off to college, perhaps getting married or entering military service. The youngest members would have been completing elementary school and beginning high school. At the time of the 1980 Census, these individuals would have been 15 to 24 years of age. During the 1980s, the older members of the cohort would have been of workforce and child-rearing age, while the younger members would have been at the point of entering the workforce or post-secondary educational institutions. By 1990, this cohort would have been between the ages of 25 and 34. By studying the population fluctuations within this and other groups, it is possible to reliably evaluate the important factors of in-migration and out-migration. The cohort of persons 5-14 in 1970 numbered 1,121. By 1980, this cohort, made up of persons 15-24 years of age, decreased significantly to 842. From 1980 to 1990, when the group was 25-34 years of age, the cohort increased to 860. This pattern likely means that a considerable out-migration was occurring during the 1970s, probably due to economic conditions. An increase in this cohort during the 1980s may be due to improved economic conditions generating in-migration. It is possible that enumeration error may have been a factor. Mortality is a minor factor within these age parameters.

In the decades since 1950 when a 12.7 percent decrease was recorded, the City’s population has experienced steady, modest increases until the most recent Census data, which recorded a decrease of 7.5 percent. In 1970 residents 65 years of age made up 15.9 percent of the City’s population; it increased to 20.1 in 2010. The population less than 25 years of age decreased about 13 percent during the same period indicating a drop in the birth rate.

The female population increased from 50.9 percent of the City’s residents in 1970 to 53.5 percent in 2010. This is due, at least in part, to the longer life expectancies of females.

**Table 2-7
Age Distribution of Population by Gender, City of Kingsford, 1970-2010**

Age Group	1970				1980				1990				2000				2010			
	Female		Male		Female		Male		Female		Male		Female		Male		Female		Male	
	Number	Percent	Number	Percent																
Under 5	176	3.3	211	4.0	194	3.6	198	3.7	201	3.7	242	4.5	159	2.9	169	3.0	133	2.6	126	2.5
5 - 14	550	10.4	571	10.8	369	7.0	396	7.5	424	7.7	380	6.9	370	6.7	424	7.6	308	6	311	6
15 - 24	364	6.9	365	6.9	432	8.2	410	7.8	291	5.3	315	5.7	325	5.9	274	4.9	308	6	310	6
25 - 34	238	4.5	234	4.4	370	7.0	374	7.1	448	8.2	412	7.5	305	5.5	318	5.7	282	5.4	242	4.7
35 - 44	330	6.3	286	5.4	253	4.8	236	4.5	370	6.7	401	7.3	491	8.8	425	7.6	307	6	318	6.2
45 - 54	305	5.8	296	5.6	301	5.7	271	5.1	239	4.4	246	4.5	356	6.4	367	6.6	427	8.4	366	7.1
55- 64	273	5.2	241	4.6	326	6.2	291	5.5	269	4.9	220	4.0	224	4.0	216	3.9	332	6.5	302	5.9
65 - 74	268	5.1	195	3.7	247	4.6	155	2.9	300	5.5	242	4.4	268	4.8	218	3.9	233	4.5	204	4
75 +	179	3.4	194	3.7	286	5.4	181	3.4	314	5.7	166	3.0	423	7.6	217	3.9	412	8.1	212	4.1
Subtotal	2,683	50.9	2,593	49.1	2,778	52.5	2,512	47.5	2,856	52.1	2,624	47.8	2,921	52.6	2,628	47.4	2,742	53.5	2,391	46.5
Total	5,276				5,290				5,480				5,549				5,133			

Source: U.S. Bureau of the Census, 1970 Census of the Population, Characteristics of the Population, Table 17; 1980 Census of the Population, General Population Characteristics, STF 1, Table 010; 1990 Census of the Population, General Population Characteristics, STF 1, P012; 2000 Census of the Population Characteristics, STF3; U.S. Census Bureau, 2010 Census, Age Groups and Sex: 2010.

2.5 RACIAL COMPOSITION

The racial composition of Kingsford is overwhelmingly white, a common characteristic of the region. Non-white residents are mainly of American Indian descent. Non-white as a percentage of the population increased from 0.4 percent in 1980 to 1.5 percent in 2010. Persons of Hispanic origin are not shown in Table 2-8 since they can be of any race.

**Table 2-8
 Population by Race, City of Kingsford, 1980-2010**

Race	1980		1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
White	5,269	99.6	5,419	98.9	5,489	98.9	4,988	97.2
Black	5	0.1	8	0.1	12	0.2	22	0.4
American Indian, Eskimo, & Aleut	8	0.2	35	0.7	27	0.5	22	0.4
Asian & Pacific Islander	5	0.1	15	0.3	20	0.4	28	0.5
Other Races	3	-	3	-	1	-	9	0.2
Total	5,290	100.0	5,480	100.0	5,549	100.0	5,069	100.0

Source: U.S. Bureau of the Census, 1990 Census of the Population, STF 1A, Table P006; 1980 Census of the Population, STF 1A, Table 007; Profile of General Demographic Characteristics: 2000, Table DP; U.S. Census Bureau, 2010 Census, Summary File 1, Tables P5, P8, PCT4, PCT5, PCT8, and PCT11.

*Additional subcategories for racial information were used in 2000 and 2010.

2.6 EDUCATIONAL ATTAINMENT

Among City residents who were 25 years of age or older at the time, 6.4 percent had not completed high school or the equivalent compared the state’s 9.6 percent. As a percentage of the 25 or older age group, Kingsford (41.8) had a similar percentage of high school graduates as the county (40.7), much higher than the state at 30.2 percent. Graduate degree holders were represented in a higher percentage at the state level.

Education and training requirements have been increasing in most industries. Employers whose hiring requirements once did not place a lot of emphasis on formal education are, in most instances, looking for prospective employees who have attained an educational level sufficient to meet the demands of the modern workplace. A highly trained, educated workforce is an asset in attracting employers to a community.

Table 2-9 Educational Attainment of Persons 25 Years and Older, Selected Areas, 2014			
Educational Level	City of Kingsford	Dickinson County	State of Michigan
	Percent	Percent	Percent
Less than 9 th Grade	1.6	1.6	3.3
9 th - 12 th Grade, No Diploma	4.8	5.3	7.4
High School Graduate	41.8	40.7	30.2
Some College, No Degree	20.9	21.4	23.9
Associate Degree	10.8	9.6	8.8
Bachelor Degree	13.2	13.8	16.1
Graduate or Professional Degree	7.0	7.6	10.3
High School Graduate or Higher	93.6	93.1	90.4
Bachelor Degree or Higher	20.1	21.4	30

Source: U.S. Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

2.7 HOUSEHOLD CHARACTERISTICS

Evaluation of the changes in household characteristics in a community can often provide valuable insights about population trends. Household relationships reflect changing social values, economic conditions, and the demographic changes such as increased life spans and the increasing mobility of our society.

A household is defined as all persons who occupy a housing unit according to the Bureau of the Census. This can include one person living alone, a single family, two or more families living together, or any groups of related or unrelated persons sharing living quarters.

A family consists of a householder and one or more persons living in the same household who is related by birth, marriage, or adoption. A non-family household can be one person living alone, or any combination of people not related by blood, marriage, or adoption.

Total households within the City increased from 1,987 in 1980 to 2,352 in 2000. Then from 2000 to 2010 there was a decline of 128 households. The size of households has been steadily decreasing and currently averages 2.22 persons.

The number of family households decreased over the last decade. Married-couple households decreased, while those with a female head of household grew considerably. A smaller increase was recorded for male householders. Meanwhile, the percentage of non-family households increased significantly from

482 in 1980 to 867 in 2010, indicative of contemporary social and demographic changes. These statistics are contained in Table 2-10.

Table 2-10 Household Characteristics, City of Kingsford, 1980-2010								
Household Type	1980		1990		2000		2010	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Family Households	1,505	75.7	1,569	70.8	1,498	63.7	1,357	61.0
Married-Couple Family	1,299	86.3	1,275	83.4	1,191	79.5	998	44.9
Female Householder	160	10.6	198	12.9	249	16.7	261	11.7
Male Householder	46	3.1	56	3.7	58	3.8	98	4.4
Non-Family Households	482	24.3	631	29.2	854	36.3	867	39.0
Total Occupied Households	1,987	100.0	2,160	100.0	2,352	100.0	2,224	100.00
Average Household Size	2.61		2.49		2.28		2.22	

Source: U.S. Bureau of the Census, 1990 Census of the Population and Housing, STF 1A, P003, P016 and H017A; 1980 Census of the Population and Housing, STF 1, 003, 016, 035; Profile of General Demographic Characteristics: 2000 Census, Profile of General Population and Housing Characteristics: 2010, 2010 Census Summary File 1

2.8 POPULATION DENSITY

Kingsford’s 5,133 (2010 population) residents live within the 4.32 square mile corporate limit producing a density of 1,187.6 persons per square mile, or about 2 persons per acre (see Map 3). Among the areas compared in Table 2-11, Kingsford is among the most densely populated areas in the Upper Peninsula. Dickinson County’s population density is 34.4 persons per square mile.

Table 2-11 Population Densities, Selected Areas, 2010			
Governmental Unit	Land Area in Square Miles	Population	Persons/Square Mile
City of Kingsford	4.32	5,133	1,187.6
City of Iron Mountain	7.37	7,624	1,034.7
City of Norway	8.72	2,845	326.1
Dickinson County	761.40	26,168	34.4
City of Bessemer	5.47	1,905	348.6
City of Boyne City	4.06	3,735	920.3

Table 2-11 Population Densities, Selected Areas, 2010			
Governmental Unit	Land Area in Square Miles	Population	Persons/Square Mile
City of Charlevoix	2.05	2,513	1,227.0
City of Cheboygan	6.80	4,867	716.1
City of Crystal Falls	3.61	1,469	406.9
City of Escanaba	16.5	12,616	764.6
City of Gladstone	7.919	4,973	627.9
City of Hancock	2.969	4,634	1,560.7
City of Houghton	4.691	82	17.4
City of Ironwood	6.42	5,387	839.0
City of Ishpeming	9.351	6,470	691.9
Village of L'Anse	2.529	2,011	795.1
City of Manistique	3.51	3,097	882.3
City of Marquette	19.45	21,355	1,097.9
City of Menominee	5.479	8,599	1,569.4
City of Munising	9.031	2,355	260.7
City of Negaunee	14.45	4,568	316.1
Village of Ontonagon	3.9	1,494	383.07
City of Petoskey	5.29	5,670	1,071.8
City of Rogers City	8.34	2,827	338.9
City of St. Ignace	2.691	2,452	911.1
City of Sault Ste. Marie	20.19	14,144	700.5
City of Stephenson	1.089	670	615.2

Source: U.S. Bureau of the Census, 1990, CPH-1-24, Summary Population and Housing Characteristics for Michigan, Table 15; 2000 Census Redistricting Data (P.L. 94-171) Summary File

2.9 POPULATION PROJECTIONS

Population projections are useful for community planning endeavors. For instance, demand for certain types of public services can be anticipated by using sound population projections. Formulating projections is complicated and fraught with unknowns such as unforeseen economic events that can greatly influence migration. Other considerations, like fertility and mortality data, have much less impact.

In 1996, the Michigan Department of Management and Budget prepared baseline projections to the year 2020 for all Michigan counties using a formula that includes the three main components of population change: births, deaths and migration. The 30-year population forecast for Dickinson County anticipates an increase of 4.71 percent from 1990 to 2020. These projections are presented in Tables 2-12 and 2-13.

Table 2-12 Population Projections, Selected Areas, 1990-2020							
Area	1990 Census	1995	2000	2005	2010	2015	2020
Dickinson County	26,831	27,161	27,416	27,547	27,746	27,942	28,096
Alger County	8,972	9,847	9,920	10,009	10,114	10,192	10,205
Delta County	37,780	38,582	38,741	38,906	39,004	39,244	39,400
Marquette County	70,887	65,427	69,135	68,916	68,393	67,016	66,661
Menominee County	24,920	24,537	23,576	22,518	21,497	20,565	19,581
Schoolcraft County	8,302	8,706	8,779	8,861	8,926	8,970	8,929
CUPPAD Region	177,692	174,260	177,617	176,757	175,740	174,529	172,872
State of Michigan	9,295,297	9,556,063	9,786,685	9,963,788	10,121,298	10,284,960	10,454,737
United States	248,709,873	262,073,000	275,005,000	287,092,000	299,194,000	311,833,000	324,833,000

Source: Department of Management and Budget, Population to the Year 2020 in Michigan, 1996

Table 2-13 Population Projections, Percent Change, 1990-2020							
Area	1990-1995	1995-2000	2000-2005	2005-2010	2010-2015	2015-2020	1990-2020
Dickinson County	1.23	0.94	0.48	0.72	0.71	0.55	4.71
Alger County	9.75	0.74	0.90	1.05	0.77	0.13	13.74
Delta County	2.12	0.54	0.30	0.41	0.46	0.40	4.29
Marquette County	-7.70	5.67	-0.32	-0.76	-1.14	-1.41	-5.96
Menominee County	-1.54	-3.92	-4.49	-4.53	-4.34	-4.78	-21.42
Schoolcraft County	4.87	0.84	0.93	0.73	0.49	-0.46	7.55
CUPPAD Region	-1.93	1.93	-0.48	-5.8	-0.69	-0.95	-2.71
State of Michigan	2.81	2.41	1.81	1.58	1.62	1.65	12.47
United States	5.37	4.93	4.40	4.22	4.22	4.12	30.54

Source: Department of Management and Budget, Population to the Year 2020 in Michigan, 1996

2.10 ISSUES AND OPPORTUNITIES

- ◆ A dramatic population decrease occurred between 1940 and 1950. Since then, growth has been recorded in each decennial census to a current level near the official 1940 count.
- ◆ The 2020 Census recorded a decrease of 7.5 percent from 2000 to 2010. Between 1940 and 2010 the population has declined by over 11 percent.
- ◆ Kingsford’s median age is lower than the county and most neighboring communities. The percentage of persons 65 or older is greater in the City than the county and state. This will influence the types and levels of services and accommodations that public and private entities will need to provide.
- ◆ In terms of the education attainment among its residents, Kingsford compares very favorably with the county and state.

- ◆ Household composition has changed and size decreased. A decrease in the number of married-couple families is reflected in census data with an increasing number of non-family households. These factors affect issues such as transportation, childcare, recreation, health care, and social services.
- ◆ Population projections through the year 2020 anticipate a modest population growth for the county.
- ◆ The City contains a greater density of population than most communities in the region.

CHAPTER THREE: ECONOMIC BASE

3.1 INTRODUCTION

Community growth and stability are directly linked to the local economic base. Two major sectors make up an economy: one that provides goods and services for markets outside the community (basic or export sector) and one that provides goods and services for local consumption (non-basic sector). Economic vitality and balance rely heavily on the creation and retention of local basic sector jobs. The factors that affect the economic base in a community extend beyond its boundaries; increasingly so as they realize the effects of the global economy. In this chapter, current information from the City of Kingsford, the greater Dickinson County area, the region, and state will be presented for analysis and comparison.

Much of the economic information presented is available only at the county level. The high degree of personal mobility may affect the accuracy of some information regarding the local economy.

3.2 AREA ECONOMY

Kingsford had a total taxable value of \$127,384,083 in 2015-2016. The City currently levies 17.222 mills for operation, with additional millage levies of 3.408, 1.207, and 0.500 to fund police and fire pensions, the Department of Public Works building debt retirement, and street improvement respectively. The restricted levies are variable. Combined, these levies total 22.337 mills.

Founded as an industrial center by the Ford Motor Company in 1923, the City continues to maintain a large industrial base despite Ford's departure in 1951. Current manufacturing businesses located in the City employ approximately 315 persons.

Extensive iron ore mining along the Menominee Iron Range was a major economic activity beginning in the late 1800s until about 1945. Although no iron ore mines were found within its borders, the economic

connection for Kingsford was no less dramatic as it was surrounded by nearby mining sites. Area paper mills, sawmills, and manufacturers of wood products located in the area to be nearby a ready source of raw material. Hydro projects were developed at several points along the Menominee River to meet the electrical power demands.

A lengthy transitional period followed the succession of economic setbacks as mining activity in the area came to an end in the mid-1940s and the Ford Motor Company completed its shutdown in 1951. Ford had been the predominant economic force in Kingsford for most of its 32-year presence.

Today, the industrial center developed by the Ford Motor Company contains a diverse industrial and commercial base. Grede Foundries, Dickinson Homes, Northwoods Manufacturing, and Smiths Castings LLC provide a strong industrial base. Area commercial businesses ancillary to these manufacturers add substantially to the economic base.

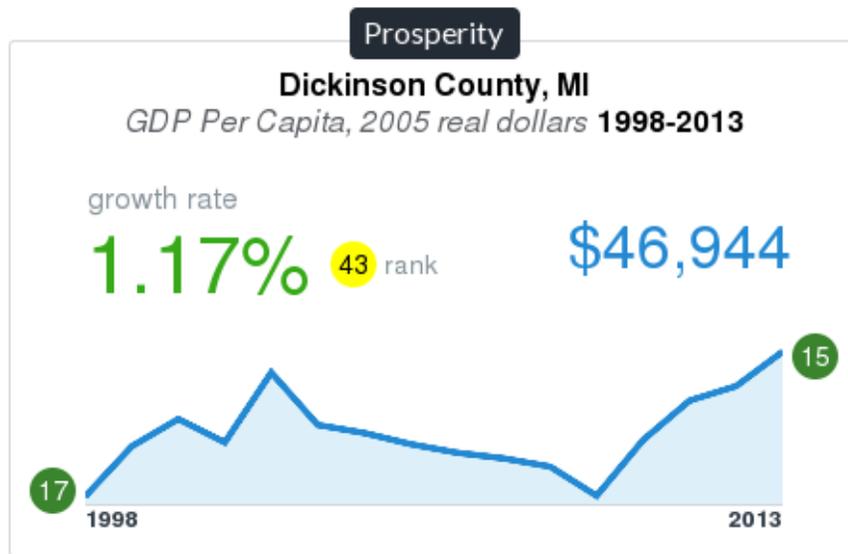


Figure 3-1: County GDP. Source: clustermapping.us

Figure 3-1 illustrates the GDP of the Dickinson County since 1998. This data is ranked 43 relative to each of the other counties in the country, which indicates that it is in the middle.

Figure 3-2 shows the size of traded economic clusters in the region. Traded clusters indicate a local industry that serves markets beyond Dickinson County. The figure illustrates the importance of particular industries to the area economy.



Figure 3-2: Traded Clusters, Dickinson County Source: clustermapping.us

Economic activity is promoted by the City through several initiatives. These include a business revolving loan fund administered by the Northern Initiatives, a Brownfield Redevelopment Authority that has not yet undertaken any projects, business tax relief through Industrial Facilities Tax certificates, and participation and support of the Dickinson Area Chamber Alliance and Dickinson Area Partnership. An Economic Development Corporation established by the City in the 1970s has not been active in recent years, but still exists.

Tourism is a growth industry in the area that has become much less seasonal in nature. This is due, in large part, to the growing population of retirees who travel extensively and favorable economic conditions. Besides traditional summer vacationing, the autumn color of the northern hardwood forests and winter sports, especially snowmobiling, attracts thousands of visitors to the area.

FORMER FORD INDUSTRIAL AREA, JULY 2001



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

The term “tourism” is comprehensive and includes a range of activities associated with natural and man-made attractions such as products and services for leisure and recreational pleasure.

3.3 CIVILIAN LABOR FORCE CHARACTERISTICS

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

Labor force comparisons by gender are presented in Table 3-1. In 2010 the City’s labor force males and females participated at rates of 68.2 percent and 47.7 percent respectively. Comparing these percentages to 2014 data shows that in the last several years the rate of labor participation has grown to 81.0 and 75.4 respectively. Table 3-1 also shows that while more men are in the labor force, they also experience unemployment at higher rates as well. Kingsford has a higher rate of employment than the county, region, and state. Similarly, the City has a lower unemployment rate than that of the region and state. Unemployment data compiled by the Michigan Employment Security Agency are provided in Section 3.5.

Workforce participation by females is presented in Table 3-2. Women with children in the workforce increased tremendously from 1970 to 2014.

Table 3-1 Employment Status of Labor Force, Aged 20-64, Selected Areas, 2014				
<i>Characteristics</i>	<i>Kingsford</i>	<i>Dickinson County</i>	<i>CUPPAD Region</i>	<i>State of Michigan</i>
Total Population 20-64	2,863	15,002	101,960	5,884,023
In Labor Force	78.2	76.1	72.3	75.3
Female	75.4	74.0	71.2	71.7
Male	81.0	78.2	73.5	79.0
Employed in Labor Force	71.1	69.5	65.7	67.2
Female	66.9	69.1	65.8	64.7
Male	75.1	69.8	65.6	69.8
Unemployed in Labor Force	8.3	8.3	9.0	10.6
Female	10.5	6.4	7.5	9.7
Male	6.4	10.0	10.5	11.5

Source: US Bureau of the Census, American Community Survey 2014 5-year

Table 3-2 Labor Force Participation of Women, 1970 and 2014				
	1970		2014	
	Number	Percent	Number	Percent
City of Kingsford				
Women 16 years and older In labor force	1,882 589	100.0 31.2	2,179 1,183	100.0 54.0
Women w/children under 6 years In labor force	261 64	100.0 24.5	331 315	100.0 95.2
Women w/children 6-17 years In labor force	431 202	100.0 46.9	625 525	100.0 84.0
Dickinson County				
Women 16 years and older In labor force	8,635 2,756	100.0 31.9	10,823 5,937	100.0 54.9
Women w/children under 6 years In labor force	1,181 271	100.0 22.9	1,458 1,044	100.0 71.6
Women w/children 6-17 years In labor force	1,812 776	100.0 42.8	3,643 2,681	100.0 73.5

Source: U.S. Bureau of the Census, 1970 Fourth Count, Tables 54 and 57; Volume 1, Part 24, Characteristics of the Population, Table 212; 2014 American Community Survey, Selected Economic Characteristics Table DP03

3.4 EMPLOYMENT BY INDUSTRY GROUP

In previous years' employment information was collected as part of each decennial Census, it is now part of the American Community Survey and presented in Table 3-3. Industries and categorized using the Standard Industrial Classification (SIC) manual, this system allows for classification of establishments by the type of industrial activity in which they were engaged. The census data used were gathered from households instead of businesses, which may result in less detail in some categories.

At the time Census data was collected, 79.9 percent of City residents who were working found their employment in the industries of service (52.4 percent), retail trade (13.0 percent), and manufacturing (14.5 percent). Only small differences are reflected in the employment categories for the county overall as service, retail trade and manufacturing accounted for 79.2 percent of the jobs. The percentage of manufacturing-based jobs was similar at the regional level (13.1), but 4.4 percent less than for the entire state (17.4). Area construction-based jobs account for a greater percentage of the overall total than that of the state, but a smaller percent than the county or region.

A comparison of wages derived from manufacturing for all Upper Peninsula counties is presented in Table

3-4. Only Delta County recorded a higher wage total from manufacturing than Dickinson County. It is noteworthy that the three south-central counties of Delta, Dickinson, and Menominee generated the majority of manufacturing wages in 2014 as they have in previous years.

Total employment in the county increased by 51 percent from 1969 to 2006. Most of the job growth occurred in the manufacturing, retail and service sectors as Table 3-6 illustrates.

<i>Table 3-3 Employment by Broad Economic Division, Selected Areas, 2014</i>					
<i>Broad Economic Division</i>	<i>City of Kingsford</i>		<i>Dickinson County</i>	<i>CUPPAD Region</i>	<i>State of Michigan</i>
	<i>Number</i>	<i>Percent</i>	<i>Percent</i>		
<i>Agriculture, Forestry, Fisheries and Mining</i>	10	0.4	1.5	3.9	1.3
<i>Construction</i>	91	4.1	6.4	5.7	1.1
<i>Manufacturing</i>	320	14.5	16.9	13.1	17.4
<i>Wholesale Trade</i>	42	1.9	1.9	1.6	2.5
<i>Retail Trade</i>	288	13.0	14.7	12.4	11.4
<i>Transportation and Utilities</i>	124	5.6	5.8	5.3	4.1
<i>Information</i>	80	3.6	1.8	1.6	1.6
<i>Finance, Insurance, & Real Estate</i>	96	4.3	3.4	4.2	5.5
<i>Professional Services</i>	138	6.2	5.8	5.7	9.3
<i>Educational, Health and Social Services</i>	585	26.5	25.8	25.2	24.1
<i>Arts, Entertainment and Food Services</i>	126	5.7	7.0	10.9	9.5
<i>Other Services (except public administration)</i>	262	11.9	5.5	5.2	4.8
<i>Public Administration</i>	47	2.1	3.5	4.9	3.7
<i>Total</i>	2,209	100.0	100.0	100.0	100.0

Source: American Community Survey, 2010-2014 5-Year Estimates

**Table 3-4
 Manufacturing Wages and Employment Data, Upper Peninsula Counties, 2012**

	Total Manufacturing Wages 2007 (in 2012 Dollars)	Total Manufacturing Wages 2012	Total Employment 2007	Total Employment 2012
Alger	\$30,971,750	\$24,904,000	629	471
Baraga	\$22,785,330	\$17,149,000	591	440
Chippewa	\$21,600,500	\$22,051,000	578	498
Delta	\$22,291,826	\$137,446,000	2,695	2,364
Dickinson	\$111,199,320	\$109,622,000	2,214	2,224
Gogebic	\$22,352,370	\$22,690,000	682	641
Houghton	\$33,665,860	\$22,758,000	797	613
Iron	\$18,116,870	\$17,395,000	502	425
Keweenaw	N/A	N/A	N/A	N/A
Luce	\$8,009,250	\$8,463,000	N/A	N/A
Mackinac	\$4,646,320	\$4,636,000	97	103
Marquette	\$45,184,200	\$43,873,000	984	878
Menominee	\$82,457,710	\$72,738,000	1,917	1,709
Ontonagon	N/A	N/A	N/A	N/A
Schoolcraft	\$3,278,780	\$5,482,000	60	N/A

Source: U.S. Census Bureau 2007, 2012 County Business Patterns: Geography Area Series

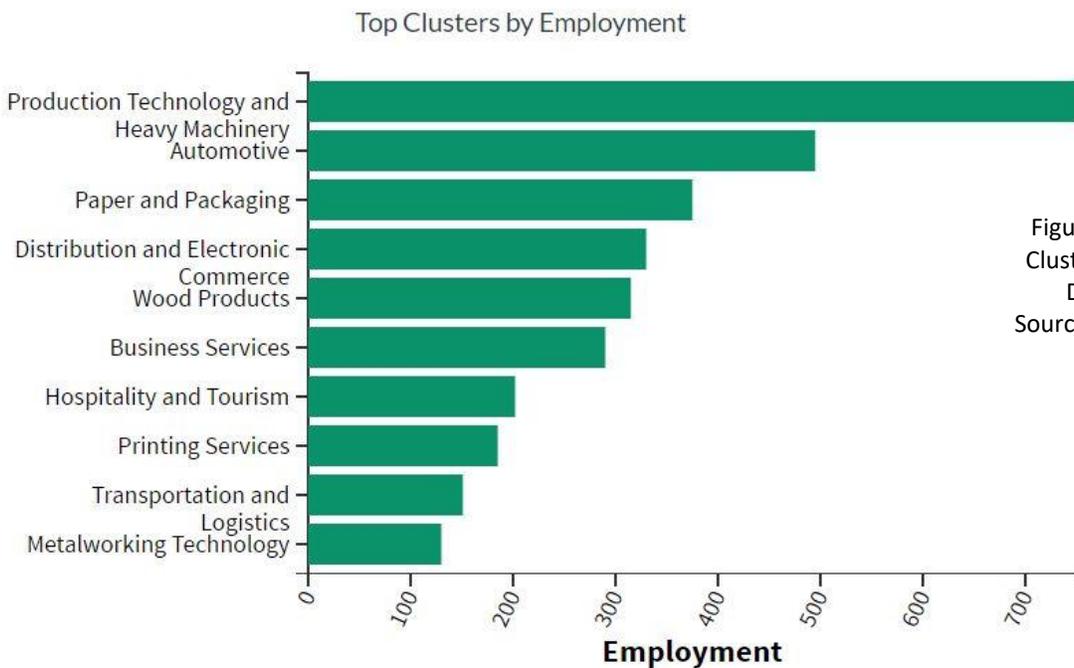


Figure 3-3: Top Industry Clusters by Employment, Dickinson County
 Source: clustermapping.org

Table 3-5 Employment by Industry, Dickinson County for Years Cited			
	1969 Employed Persons	1997 Employed Persons	2006 Employed Persons
Farm Employment	232	158	189
Non-farm Employment	9,216	17,283	18,168
Private	7,551	14,672	15,347
Government	1,665	2,611	2,821
Total Employment	9,448	17,441	18,357
Private Employment			
Agriculture	108	125	--
Mining	(suppressed data)*	3	(L)*
Construction	737	631	1,646
Manufacturing	1,435	2,523	2,562
Transportation and Public Utilities	593	851	722
Wholesale	654	783	555
Retail	1,632	3,615	2,802
Finance, Insurance and Real Estate	(suppressed data)*	757	938
Services	1,431	4,385	3,587
*unspecified	961	--	--
Government (public) Employment			
Federal Civilian	477	630	595
Military	73	59	51
State and Local	1,115	1,922	2,175

Source: U.S. Bureau of the Census, CD - Regional Economic Information System 1969-2006, CA25, Employment by Industry, May 2008 *(L) Less than 10 jobs but the estimates for this item are included in the totals.

3.5 EMPLOYMENT BY PLACE OF WORK

According to 2014 Census information, about 84 percent of Kingsford’s working age population was employed in Dickinson County. Of the approximate 16 percent who were working outside of Dickinson

County, 10.7 percent worked outside of Michigan. This is indicative of the interstate nature of the local labor market. Comparative information is contained in Table 3-6.

Commuting times determined from census data shows that 44.4 percent of Kingsford’s working population lives within 10 minutes of their place of employment (Table 3-7). Nearly 81 percent works within 20 minutes of their homes. 9.7 percent of the overall working population reported commuting times greater than 30 minutes, an increase of over 4 percent since 2010; only 1.8 percent reported working at home. Overall, the data indicates that Kingsford residents are driving longer to work than they were in 2010.

Table 3-7 Residents Aged 16 or Older by Place of Work, City of Kingsford, 2014		
Characteristics	Number	Percent
Total City Residents Employed Outside of Home	2,222	100.0
Worked in Dickinson County	1,864	83.9
Worked outside of Dickinson County	120	5.4
Worked in Michigan	1,984	89.3
Worked outside of Michigan	238	10.7

Source: American Community Survey, 2010-2014 5 Year Estimates, S0802

Table 3-8 Residents 16 or Older, Travel Time to Work, City of Kingsford, 2014		
Home to Work Travel Time	Number of Workers	Percent
Less than 10 Minutes	991	44.6
10 to 14 Minutes	575	25.9
15 to 19 Minutes	222	10.0
20 to 24 Minutes	180	8.1
25 to 29 Minutes	36	1.6
30 to 34 Minutes	100	4.5
35 to 44 Minutes	22	1.0
45 to 59 Minutes	40	1.8
60 Minutes or More	53	2.4
Worked at Home	35	1.6
Total	2,222	100.0

Source: American Community Survey, 2010-2014 5 Year Estimates, S0802, DP03

However, technological advances and economic globalization are having a tremendous influence on the workplace, as we have known it. It is predicted that fully one-third of the 21st Century workforce will be independent with regard to location; telephone and electrical services will be the only requirements. Places that can offer quality living environments will be the locations of choice for these types of work arrangements.

3.6 UNEMPLOYMENT

County unemployment and labor force data are collected and analyzed by the Michigan Bureau of labor market Information and Strategic Initiatives. Actual unemployment information is reported by the county. While estimated information is available at the sub-county level, their accuracy is dubious. U.S. Bureau of the Census data was used before 1965 in the computation of unemployment figures. Comparative data are presented in Table 3-8 and Figure 3-4.

Dickinson County has generally recorded lower unemployment rates than the rest of the Upper Peninsula. Comparable unemployment rates were experienced in Menominee County. While more favorable than other area counties, the county's unemployment rates are consistently higher than those recorded by the state overall.

Labor force requirements are determined by economic conditions. The civilian labor force in Dickinson County has expanded steadily over the past decade, increasing by 4,606 since 1990 suggesting an improving economic climate. However, the size of the labor force peaked in 2000 and decreased significantly during the economic downturn of 2010. State figures place Dickinson County's annual average unemployment rate for 2014 at 6.6 percent, the lowest among all Upper Peninsula counties. A comparison of unemployment rates across the Upper Peninsula is illustrated in Figure 3-5. The unemployment rate for Dickinson County is lower than that of the entire region and state, but slightly higher than then national average.

<i>Table 3-9 Labor Force and Unemployment, Selected Areas, 1965-2014</i>							
<i>Year</i>	<i>Dickinson County Labor Force</i>			<i>Unemployment Rates (Percentage)</i>			
	<i>Employed</i>	<i>Unemployed</i>	<i>Total Labor Force</i>	<i>Dickinson County</i>	<i>Upper Peninsula</i>	<i>State of Michigan</i>	<i>United States</i>
1965	7,500	525	8,025	6.5	7.7	3.9	4.5
1970	8,325	575	8,900	6.5	9.3	7.0	4.9
1975	9,975	1,000	10,975	9.1	12.3	12.5	8.5
1980	11,650	1,075	12,725*	8.4	12.2	12.4	7.1
1985	10,875	1,375	12,275	11.2	15.1	9.9	7.2
1990	11,125	950	12,075	7.8	9.2	7.5	5.3
1995	12,775	950	13,725	6.9	8.9	5.3	5.6
2000	13,850	625	14,475	4.4	5.8	3.6	4.0
2005	13,718	831	14,549	5.7	7.9	6.9	5.1
2010	11,692	1,521	13,213	11.5	11.9	12.6	9.6
2014	12,106	862	12,968	6.6	8.3	7.3	6.2

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

*Indicates that employed and unemployed as published differ from total labor force by 25.

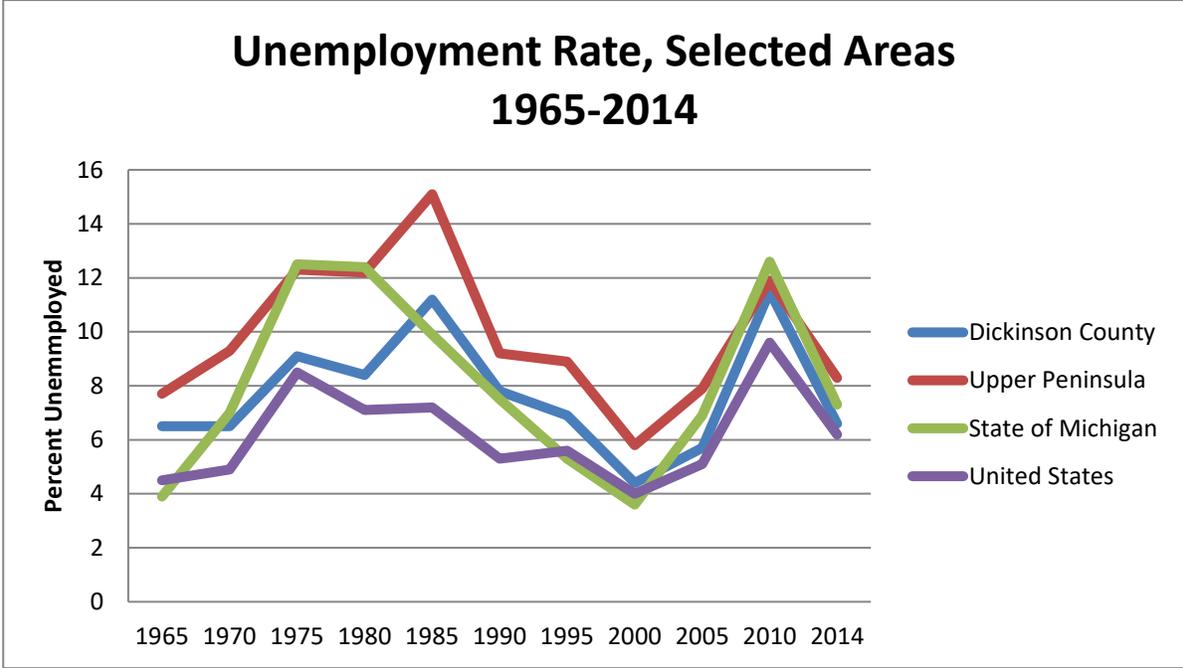


Figure 3-4

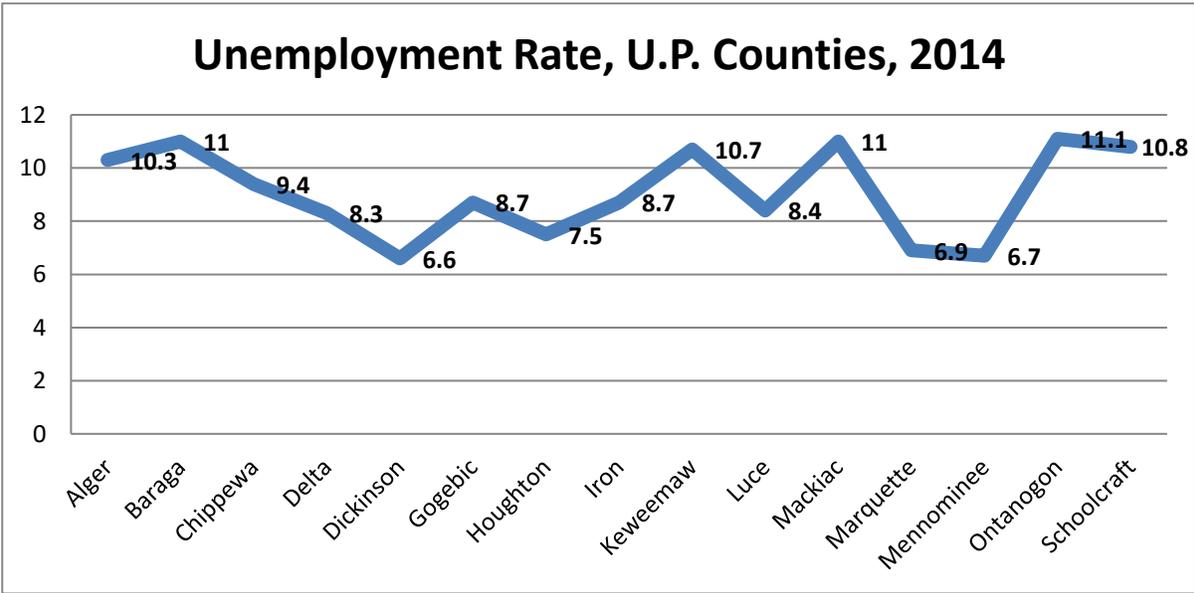


Figure 3-5

3.7 MAJOR EMPLOYERS

Grede Foundries, Inc., a producer of gray iron castings, is the largest single employer in Kingsford with over 400 employees. Oldenburg Group, Inc., which manufactures mining machinery, has a workforce of about 85. Other manufacturers, Northwestern Manufacturing, Dickinson Homes, Inc., and Nelson Paint Company,

have approximate workforces of 70, 51, and 31 persons respectively. U.P. Special Delivery, also located in Kingsford, employs about 110 persons.

Among non-manufacturing employers in the City, Northpointe Behavioral Health reported the largest workforce with 230 employees. Other public and non-profit organizations such as the Breitung Township School District, the U.S. Postal Mail Distribution Center, TRICO Opportunities, and the Dickinson-Iron Intermediate School District reported workforces greater than 100 persons. Among retailers in the City, Shopko Stores, Inc. reported the largest workforce. Major area employers in the Kingsford area in 2014 are listed in Table 3-9.

Table 3-9 Major Employers, Kingsford Area, 2014		
Employer Name	Industry	Number of Employees
Veteran Affairs Medical Center	Health Care	686
Dickinson Health Care System	Health Care	631
CCI Systems	Communication Networks	539
Northern Star Industries	Manufacturing	492
Verso	Pulp and Paper Mill	430
Grede Foundries	Manufacturing	430
Wal-Mart	Department Store	425
Boss-Toro Snowplows	Snowplows	340
MJ Electric	Construction	280
Breitung Township Schools	Education	161
Champion, Inc.	Construction	151
LP Corporation	Wood Products	150
Bacco Construction	Construction	130
US Special Delivery	Trucking	110
Coleman Engineering	Engineering Consultants	91
Iron Mountain Schools	Education	90
Oldenburg Group, Inc.	Heavy Equipment	85
Great American Disposal/Loadmaster	Environmental Services	80
WE Energies	Energy Production	75
Issues and Answers	Market Research	75
Northwoods Manufacturing	Manufacturing	70

Source: Dickinson Area Partnership

3.8 INCOME

An examination of local income trends and comparison of local income information to state and national averages are useful in determining how much wealth is available locally to purchase goods and services. Income figures also reflect the wages and salaries paid to local workers.

Comparisons of City, county and state annual household incomes are found in Table 3-10. Household incomes within the City closely compare with overall county incomes. Nearly one-half (29.7 percent) of the households in Kingsford reported incomes of less than \$25,000 in 2014. The same household income measurement for the county was 26.3 percent; while statewide the percentage was 25.2. About 12 percent of City and county households reported annual incomes greater than \$100,000; the statewide percentage was 18.8.

Per capita income, median household and median family incomes for the City, county and state are presented in Table 3-11. These numbers have been adjusted for inflation and are presented in 2014 dollars.

Per capita income is determined by dividing the total reported income within a unit of government by its official population. Using state incomes as a standard of comparison, per capita incomes for both the City, county, and state have decreased since 1989. A significant drop in earnings occurred as a result of the recession that began in 2009 and have not recovered. This drop is not isolated to Kingsford, but has occurred to some degree nationwide. The per capita income for Kingsford is about 12% less than that of the state.

Median household incomes use incomes from all households including families. This measurement shows a differential of nearly 20 percent from state figures. After adjusting for inflation, the household incomes have also fallen since 1999. The median household income has fallen slightly relative to the state median of 1989, but increased relative to 1999.

Family incomes include those of married-couple families and other households made up of persons related by blood, marriage, or adoption. This category does not include persons living alone or unrelated persons sharing living quarters or other non-family households. Since 1989 Kingsford's median family income dipped to 68.5 of the state income in 1999 and then increased to 84.5 percent of the state figure in 2014.

Overall, City incomes are 80 to 95 percent of those for the state overall. A comparison of City and county incomes shows differences in median household and median per capita, but about a 3 percent greater median family income for the county overall. While City residents may benefit by lower housing and land prices, many consumer goods are more expensive in smaller market areas.

Table 3-10						
Households by Annual Household Income, Selected Areas, 2010						
Annual Income	City of Kingsford		Dickinson County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Total Households	2,296	100	11,263	100	3,827,880	100
Less than \$10,000	280	12.1	897	8.0	308,023	8.0
\$10,000 - \$14,999	175	7.6	668	5.9	211,941	5.5
\$15,000 - \$24,999	241	10.5	1,397	12.4	446,084	11.7
\$25,000 - \$34,999	339	14.8	1,552	13.8	424,007	11.1
\$35,000 - \$49,999	343	15.0	1,853	16.5	553,748	14.5
\$50,000 - \$74,999	404	29.2	2,092	18.6	707,412	18.5
\$75,000 - \$99,999	230	10.1	1,228	10.9	456,176	11.9
\$100,000 to \$149,999	238	10.4	1,137	10.1	445,647	11.6
\$150,000 to \$199,999	25	1.0	249	2.2	150,246	3.9
\$200,000 or more	21	0.9	190	1.7	124,596	3.3

Source: American Community Survey, 2010-2014 5 Year Estimates, DP03

Table 3-11								
Per Capita Income, Median Household Income, Median Family Income								
	1989 Actual Income	Percent of State	In 2014 Dollars	1999 Actual Income	Percent of State	In 2014 Dollars	2014 Actual Income	Percent of State
Per Capita Income								
City of Kingsford	\$11,575	81.8	\$22,099	\$17,165	68.8	\$24,391	\$22,983	87.9
Dickinson County	\$12,338	87.2	\$23,555	\$18,516	74.2	\$26,311	\$24,948	95.4
State of Michigan	\$14,154	100.0	\$27,022	\$24,966	100.0	\$35,476	\$26,143	100
Median Household Income								
City of Kingsford	\$25,581	82.5	\$48,838	\$33,165	68.2	\$47,127	\$40,000	81.4
Dickinson County	\$24,809	80.0	\$47,364	\$34,825	71.6	\$49,486	\$44,350	90.3
State of Michigan	\$31,020	100.0	\$59,222	\$48,642	100.0	\$69,120	\$49,087	100

Table 3-11
Per Capita Income, Median Household Income, Median Family Income

	1989 Actual Income	Percent of State	In 2014 Dollars	1999 Actual Income	Percent of State	In 2014 Dollars	2014 Actual Income	Percent of State
Median Family Income								
City of Kingsford	\$30,941	84.4	\$59,071	\$41,283	68.5	\$58,663	\$52,163	84.5
Dickinson County	\$30,228	82.5	\$57,710	\$43,021	71.4	\$61,132	\$53,894	87.3
State of Michigan	\$36,652	100.0	\$69,975	\$60,269	100.0	\$85,641	\$61,684	100

Source: U.S. Bureau of the Census, 1990 STF 3A, P080A, P107A, P114A; 2000 Table DP-3.

3.9 POVERTY RATES

Federal poverty thresholds that are used in the Census are determined using a complex formula that includes 48 different thresholds. Table 3-12 reflects 2014 income information gathered in the 2014 American Community Survey. For a family of two, the poverty level was \$15,379, for a family of three it was \$18,850. The average household size in Kingsford in 2014 was 2.14 persons.

The poverty rate for all persons in Kingsford was 15.8 percent, higher than that of the county but lower than the level for state. Incidences of poverty among families with children under five and for children under five were markedly higher in the City than they were in the county. Statewide, however, the incidence of poverty among families with children was higher. Female households with young children experience a very high rate of poverty regardless of location.

Table 3-12
Poverty Rates, Selected Areas, 2014

Poverty Rates by Group	City of Kingsford	Dickinson County	State of Michigan
All Persons	15.8	13.4	16.9
Children under 5	49.8	22.0	28.0
Children under 18	25.7	14.7	23.7
Female Householder Families	31.5	26.8	34.2
Female Households with Children under 18	38.0	24.3	45.3
Female Households with Children under 5	88.5	50.6	54.2
Families with Children under 5	62.7	17.7	23.6
Persons 65 and older	15.1	8.9	8.1

Source: American Community Survey, Selected Economic Characteristics 2010-2014 5 Year Estimates

3.10 ISSUES AND OPPORTUNITIES

- ◆ Nearly 80 percent of the City’s working population is employed in the service, retail trade or manufacturing sectors. Total employment in Dickinson County expanded by more than 60 percent from 1965 to 2014.
- ◆ About 16 percent of the City’s resident workforce is employed outside of Dickinson County, and about 11 percent of those outside of Michigan.
- ◆ The rate of unemployment among City residents is the same as that for the county. Dickinson County has the lowest rate of unemployment in the Upper Peninsula.
- ◆ The number of female residents in the labor force nearly doubled from 1970 to 2014, and the percentage of women with children in the labor force has increased markedly.
- ◆ The majority of all wages earned from manufacturing activities in the Upper Peninsula are generated in the three south-central counties of Dickinson, Menominee, and Delta. However, the number of jobs and amount of wages in the manufacturing sector has decreased.
- ◆ Close to 45 percent of the City’s working residents endure a work commute of less than 10 minutes. About 10 percent work outside of the county. The length of commute times has increased since 2010.
- ◆ According to several means of measurement, City incomes are from 80 to 95 percent of those for the state overall and close to those recorded for the county. Poverty rates have increased since 2010, likely as a result of the economic downturn. The percent of children in poverty has increased significantly within the City.

CHAPTER FOUR: NATURAL FEATURES

4.1 INTRODUCTION

A direct relationship exists between a community’s natural features and the development that occurs there. These natural features are often interrelated, and disturbance in one area can potentially affect other areas. An understanding of these relationships is important for effective community planning.

4.2 GEOLOGY

Among the primary factors that make geology important to a community’s development is its ability to supply groundwater. Bedrock types, and the layers through which groundwater passes, influence the

quality and quantity of groundwater (see Map 5). Certain types of bedrock increase the potential for groundwater contamination, particularly when such bedrock is close to the surface. When bedrock is close to the surface, the opportunity to filter out contaminants is diminished. This situation increases the potential for polluted runoff to enter the groundwater table.

4.3 BEDROCK GEOLOGY

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

Precambrian rocks form the bedrock beneath the City. It is believed that these formations are more than 500 million years old. Two types are found: Michigamme and Quinnesec. The Michigamme formation extends northward from the general course of Breitung Avenue with the Quinnesec underlying the remainder of the City to the south. Although the availability of groundwater varies throughout these formations, they are generally reliable as a source of groundwater.

4.4 SURFACE GEOLOGY

Kingsford's surface geology is glacial lake plain which consists of mainly sand with varying amounts of silt and clay. Silt and clay content determine soil permeability. Higher concentrations of silt or clay impede drainage. Low concentrations provide moderate to highly permeable conditions. Deposits of this type are characterized by a thin layer of poorly sorted clay and boulder till overlaying bedrock.

4.5 SOILS

Although soil and land are terms that are frequently used interchangeably, they are not the same thing. Land is a broad term that carries the idea of space. Soil is the surface layer of the land that was formed through the interaction of many factors. Physical, chemical, and mineralogical composition of the parent material, with climate and plant and animal life on and in the soil, are major factors in the formation of soil. Other factors include time and relief, or the lay of the land.

Parent materials are the result of glacial deposition or outwash from melt water. Glaciers, moving slowly over bedrock material and exerting massive pressure, created finely ground material. The different types of soil created from the contractions of these glacial sheets were deposited throughout the area in no particular order.

The U.S. Department of Agriculture's Soil Conservation Service published the "Soil Survey of Dickinson County, Michigan" in August 1989. Most of the fieldwork was completed in 1984. Soils are grouped into associations based on common characteristics such as drainage, slope, and texture. The soils in these associations respond similarly to the various uses to which they may be subjected. Development planning should include a thorough assessment of soil suitability for the type of land use being considered. For example, residential subdivisions should avoid areas of shallow and/or poorly drained soils, or areas where the water table is close to the surface, since such soils are unsuitable for

septic drain fields and problematic for roads. Map 6 illustrates the soil suitability for building and road development respectively.

About 90 percent of the City is covered by soils of the Pence-Vilas association. These soils are nearly level to rolling; well drained and excessively drained, loamy and sandy that was formed of glacial drift and outwash. Only about 4 percent of Dickinson County contains this association.

The remainder of the City is covered by soils of the Pemene-Emmet-Cathro association. These soils are found in the northeast portion of the City. They are loamy and mucky soils that are well drained to very poorly drained and found in varied terrains. Their formation was the result of glacial drift, glacial till, and organic deposits. Rock outcrops may be found in these areas.

Soil limitations for building site development include the presence of shallow bedrock that can make the construction of basements difficult; wetness, which can result in wet basements or unstable support for foundations; or steep slopes, which increase the potential for structures to slide.

Construction and maintenance of roads are affected by a soil's shrink-swell potential, frost action potential, depth to bedrock or water table, and slope. As with other soil constraints, construction techniques are available to overcome many of the limitations. However, construction in these areas will likely be more expensive and more frequent maintenance may be necessary to sustain a good condition.

Areas not rated for use include water, pits and dumps, mine pits, udorthents (original soil removed), and aquents (sandy and loamy marshes) and histosols (organic marshes). Aquents and histosols are generally not suitable for development; areas containing pits, dumps and udorthents require specific site assessment.

4.6 TOPOGRAPHY

The unique character of an area is derived from the physical features of its landscape.

Topography describes this character in terms of elevation above mean sea level. Watersheds and areas where grades are not conducive to development, or should be avoided altogether, are revealed.

Step topography, or slopes of 10 percent or greater (a rise in gradient of more than 10 feet in a horizontal distance of 100 feet), can be visually attractive locations for residential and commercial development. However, steep grades increase the likelihood of soil movement or slides. Moreover, the weight of structures is an added force that encourages this movement.

Additional development expense is realized in excavation and site stabilization work such as retaining walls. Erosion is much more of a concern on steep grades. Natural watercourses provide the pathway for water runoff and should be maintained in this capacity.

Elevations in Kingsford range from approximately 1,040 to 1,220 feet above sea level. The official elevation at Ford Airport is 1,129 feet above sea level.

4.7 WATER FEATURES

Water features, i.e., lakes, streams, and rivers have very important functions as natural resources.

Seventy percent of the earth's surface is water. According to a 1999 Michigan Department of

Environmental Quality publication, surface water serves as a drinking water source for approximately 50 percent of the state's population. Sufficient amounts of surface water are necessary for many industries, and also the generation of electricity.

Kingsford's southern border is bounded by approximately 4 miles of Menominee River shoreline. The Menominee River begins at the confluence of the Brule and Michigamme Rivers about 20 miles upstream from the City and empties about 60 miles downstream into the Green Bay. The Menominee River Basin is about 125 miles long and includes portions of ten counties in the two-state area. There are nine (9) hydroelectric projects licensed by the Federal Energy Regulatory Commission (FERC) along the course of the river. Additional dams are found along other rivers of the basin.

Cowboy Lake covers approximately 45 acres and is located near Ford Airport. Before completion of the Ford Dam in 1924, the lake was described as very small. Backwaters of the hydroelectric project enlarged the lake and connected it to the Menominee River.

Older topographical maps show two small water bodies in the area west of the industrial area and one very small pond near the northern border west of the golf course. These ponds are not evident in aerial photos taken in 1998.

4.8 FLOODPLAIN AND WETLAND AREA

Floodplains and wetlands are important from a planning standpoint due to their potential limitations on future development. With floodplains, it is important to consider the possible impacts on existing development.

The Federal Emergency Management Agency has mapped floodplain areas in the City. The 100- year floodplain is defined as the area in which there is a 1 percent chance of a flood occurring in any given year. Since the meaning of the term "100-year floodplain" has been confused, the National Flood Insurance Program has elected to replace it with the designation "base flood elevation" (BFE). There are restrictions on development in these areas due to the potential for property damage and health and safety risks.

A plain that may be submerged by floodwaters defines a floodplain; areas between terrestrial and aquatic systems where the water table is at, near, or above the land surface for a significant part of most years define wetlands. A wetland area may be referred to as a swamp, bog, or marsh and is normally characterized by the presence of water at a frequency and duration sufficient to support wetland vegetation and aquatic life. Wetland areas help to improve water quality by filtering pollutants and trapping sediments.

The Federal Emergency Management Agency determines flood hazard areas in consonance with its administration of the National Flood Insurance Program. Kingsford does participate in the flood insurance program. Affected areas of the City are along the Menominee River including Cowboy Lake. The rationale applied in the designation of the latter area is uncertain. "Special Flood Zone Areas" within the City meet FEMA's Zone A criterion, i.e., subject to inundation by the 100-year flood, detailed hydraulic analyses not completed, no base flood elevations or depths shown, mandatory

flood insurance purchase requirements apply. The flood hazard areas were identified initially in May 1974, and last revised in June 2002.

Any development occurring in wetland areas is subject to the regulatory authority of the Michigan Department of Environmental Quality. A discussion of wetland areas is found in Chapter 5.

4.9 MINERAL RESOURCES

Gravel was once mined from pits located in the southwest portion of the City. The areas are southwest of Hoadley and Grant and west of Garfield.

The many former iron ore mining sites in the area are all outside of the City’s corporate boundary.

4.10 SCENIC SITES

An abundance of scenic sites is found within the area’s hills, forests, rivers, and lakes. While determining scenic value is highly subjective, the natural environment and general rural nature of the area contribute significantly to the overall quality of life. Some of the most notable sites are listed in Table 4-1.

Table 4-1 Scenic Sites, Kingsford Area	
Site Name and Location	Description
Menominee River - Kingsford	Many viewing areas along the City’s 4-mile frontage
Lake Antoine - Breitung Township and City of Iron Mountain	County park for camping, picnics, and water based activities
Twin Falls Dam and Backwater - Breitung Township	An area for viewing and water based recreation along the Menominee River
Hydraulic Falls Dam and Backwater - Breitung Township	An area for viewing, and water based recreation along the Menominee River
Pine Mountain Winter Sports Area - Breitung Township	Private facility
Fumee Lake Natural Area – Breitung Township	Over 1,000 acres surrounding Fumee Lake with designated areas for hiking, canoeing, cross-country skiing and biking
Fumee Creek - Breitung Township	Rock outcrops, trails and a 25-foot waterfall are among the features at this Michigan Department of Transportation roadside park
Piers Gorge - Norway Township	A walking path along the Menominee River affords an excellent view of the rapids; this stretch is one of the Midwest’s most challenging for kayaking
Norway Mountain – Norway Township	Private winter sports facility
Hanbury Lake - Norway Township and City of Norway	Day recreation area
Strawberry Lake - City of Norway	Day recreation area

4.11 CLIMATE

About 70 percent of the area’s annual precipitation, or around 21 inches, is received during the period April through September. On average, August is the wettest month and February the driest. Afternoon showers and thunderstorms produce most summer precipitation. Annual snowfall averages around 64 inches. About 15 inches, the most of any month, falls in December.

Average annual precipitation in the area from 1950 to 1980 was 30.36 inches.

The area’s interior location reduces the effect by the Great Lakes. Increased cloudiness in the fall and winter months, however, is attributable to the influence of the Great Lakes. The cloud cover tends to moderate temperatures. A growing season, or freeze-free period, averages 112 days. May 28 and September 17 are the average dates of the area’s first and last freezing temperatures. January and July are the coldest and warmest months respectively. The mean annual temperature for the 1950 to 1980-period was 53 degrees Fahrenheit. July is the warmest month with an average daily maximum of 79.6 degrees Fahrenheit. January is the coolest month with an average daily high of 23 degrees and an average daily low of 3.2 degrees.

While rare (three were recorded from 1950 to 1980), tornadic activity has occurred in the area.

Dickinson County is located on the northern fringe of the Midwest tornado belt. Storms with damaging winds and heavy precipitation can occur during any month but are more likely in the summer.

4.12 ISSUES AND OPPORTUNITIES

- ◆ Portions of the City are identified with some potential for flooding. Mainly, the areas are along the Menominee River. The City participates in the National Flood Insurance Program.
- ◆ The natural features of the City are important to the local quality of life. Original settlement and land uses were related to the area’s natural features and natural resources.
- ◆ Area surface geology is considered to be poor from the standpoint of groundwater production.
- ◆ While there were many active iron ore mining sites in the area from the late 1870s to about 1945, none occurred within the City’s boundaries.

CHAPTER FIVE: LAND USE

5.1 LAND USE PATTERNS

Patterns of land use evolved from economic necessity. Trade routes were established along natural features such as lakes and streams to provide necessary economic linkages. Settlements were at, or close by, active points of commercial activity.

Development patterns in Kingsford are largely attributable to industrial operations of the Ford Motor Company. Ford established an industrial complex to manufacture wooden automobile frames in about 1920. The company already owned extensive tracts of valuable timberland in the Upper Peninsula. A boom period followed that transformed the community in a few short years. Ford's workforce grew to more than 7,000 men in 1925. Besides the industrial complex, Ford's former presence is evident in such features as the airport, dam, buildings, and streets.

Originally part of Breitung Township, Kingsford was formed as a village following an election in 1923. Following the ratification of a new charter in 1947, Kingsford was transformed from a village to a city. As far as municipalities go, Kingsford is quite young and maintains a neat and orderly appearance overall.

Natural features and cultural influences were also important determinants of how land was used. The presence of rugged terrain and swampland, for instance, was not conducive to establishing settlements. Cultural influences are manifested in the types of buildings constructed, local commercial practices, and community activities.

Low-density developments that start at the edges of cities and villages and spread outward are most commonly called "sprawl." Post World War II development has seen traditional urban development give way to low density urban and suburban growth. Development of this type is more often than not poorly planned, automobile-dependent, and designed without regard to the impact on the surrounding area or the economic costs associated with building a new infrastructure. Beyond consuming a lot of land, sprawl impacts traffic congestion and air quality, the economic condition of traditional downtown areas, and the overall character of a community. Sometimes government policies and practices encourage sprawl because of requirements regarding lot size, setbacks, etc. The effects of land use patterns of this type should be carefully considered in future planning activities.

5.2 FACTORS AFFECTING LAND USE

There are many factors in play that determine how land is used. Homebuyers, developers, land speculators, commercial interests, and governmental entities all can affect land use decisions.

Homebuyers and commercial interests tend to base decisions on location. Factors such as access, available public and private services, and the qualities of surroundings are often important as well. Speculators may purchase, hold, or sell property based on an anticipated future return on investment. Land developers, too, attempt to gauge the demand and supply aspects of the housing, retail, commercial and industrial markets for financial gain. To be successful, speculators must accurately assess the type, size, and timing of developments.

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

Generally, the immediate self-interest of the individual or organization making a land use decision

supersedes thorough consideration of the potential impact on surrounding lands. Decisions determined in this fashion can potentially result in incongruous or incompatible development since the community's overall pattern of development is not necessarily among the factors considered.

Local units of government have been granted authority through various laws and regulations to deal with land use issues. These legal tools allow federal, state, and local governments to consider the overall compatibility and appropriateness of development and land use.

Overall, the federal government has limited influence on local planning efforts and growth management strategies. However, the federal government does exercise many responsibilities that affect land use through various loans and grant programs for community facilities, water and wastewater systems, housing, economic development, and planning. Federal regulations also address environmental concerns such as air quality, drinking water standards, etc. Although these programs and regulations do not usually directly affect land use and development, they have a significant indirect effect. For example, a community that lacks sufficient sewage disposal capacity to serve industrial uses can possibly obtain federal funding to help with expansion of its sewage treatment facility, which in turn, may lead to industrial development.

The role of the state has traditionally been limited to providing enabling legislation for local units of government to regulate growth and development through planning and zoning. However, with wetlands, floodplains and coastal areas, regulatory authority rests with the state. This can directly affect local land use decisions. The state also enforces standards for municipal water systems and wastewater treatment systems that are at least as strict as federal standards. These regulatory standards influence a community's ability to provide water and wastewater systems, as well as their user rate structures.

Local governments can employ zoning ordinances, subdivision regulations, building codes, and public investment in infrastructures to influence land uses. Infrastructure investments include water and wastewater systems, roads, parks, etc. Local planning efforts that seek to define the most desirable and appropriate uses for the various parts of a community, and anticipate and prepare for growth, can serve to guide future land use decision-making.

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

The transportation system that serves a community determines how efficiently raw materials and finished goods can be received and shipped. This is a critical issue for many business enterprises. The expanding network of highways in the nation, with the growing number of private automobiles, has enabled residents of rural areas to commute to larger communities for employment, shopping and services that may not be available in their local area. In addition, the road system has increased the accessibility of many areas to

tourists. Developments such as shopping centers, strip commercial areas, and suburban residential areas have emerged as individual mobility has increased. Sprawl is frequently the result of such developments as agricultural and open land is converted for more intensive uses.

Taxation and land values play a part in many land use decisions. Families may move from urban areas because they feel that they are willing to trade off lower taxes and user fees for fewer municipal services and increased distance from employment, shopping, and schools. Land may be less expensive in rural areas, thus making such residency decisions even more attractive. Commercial and industrial enterprises are generally less willing to forego municipal services such as water and sewer. They are also more likely to locate in areas of concentrations of population rather than in very rural areas. In any situation, however, tax rates and land values will be very important considerations.

Technological advances such as computer networking, cellular telephones, facsimile machines, voice mail, teleconferencing (including video), and electronic mail gives businesses location options that were previously not practical. Often the quality of life associated with these rural locations is an additional attraction.

5.3 CURRENT USE INVENTORY

In previous versions of the City of Kingsford master plan land use was described using data from the Michigan Resource Information System (MiRIS). This data was developed in 1989 and has not been updated since that time. More recent land cover data comes from the National Land Cover Data (NLCD) and is updated every five years by a consortium of federal agencies. These datasets identify and define land cover differently.

The 2011 NLCD is the most current spatial data available that describes land cover in the United States. The dataset is created from Landsat satellite data that has a 30-meter resolution. The Landsat sensors detect electromagnetic waves and records it digitally. Land cover is classified into 16 classes. Descriptions of each of the 16 land use categories and an analysis of inventory results are contained in the succeeding paragraphs. A map illustrating the land cover type in the City can be found in Appendix A. Whereas the MiRIS survey identified the different land uses in the City, the NLCD data identifies land cover.

Table 5-1 NLCS Land Cover Classification		
Class	Classification	Description
Water	Open Water	Areas of open water with less than 25% cover of vegetation or soil.
	Perennial Ice/Snow	Areas that are covered with a perennial cover of ice and/or snow. Greater than 25% of total cover.
Developed	Open Space	Areas with a mix of some built materials, but with vegetation in the form of lawn grasses. Impervious surfaces account for less than 20% of total cover. These areas commonly include large lot single-family residential housing units, parks, golf courses, and recreation areas, vegetation planted for erosion control or aesthetic reasons.
	Low Intensity	Areas that have both built and vegetative materials. Impervious surfaces account for 20% to 49% percent of total cover. These areas commonly include single-family housing units.

	Medium Intensity	Areas that include a mix of built materials and vegetation. Impervious surfaces account for 50% to 79% of the total cover. These areas also include single family housing units.
	High Intensity	Densely developed areas where people live or work in large numbers. These areas include apartment complexes, row houses, commercial and industrial areas. Impervious surfaces account for 80% to 100% of the total cover.
Barren	Rock/Sand/Clay	Areas of bedrock, desert, pavement, scarps, volcanic material, glacial debris, sand dunes, gravel pits. Vegetation generally accounts for less than 15% for total land cover.
Forest	Deciduous Forest	Areas that are dominated by trees greater than 5M tall and greater than 20% of total vegetation cover. More than 75% of the tree species shed foliage seasonally.
	Evergreen Forest	Areas that are dominated by trees greater than 5M tall and greater than 20% of total vegetation cover. More than 75% of the tree species keep their leaves year-round.
	Mixed Forest	Areas that are dominated by trees greater than 5M tall and greater than 20% of total vegetation cover. Neither evergreen nor deciduous tree species dominated more than 75% of tree cover.
Shrubland	Dwarf Shrub	AK only – areas dominated by shrubs less than 20 CM tall and greater than 20% of total cover.
	Shrub/Scrub	Areas dominated by shrubs less than 5m tall with shrub canopy greater than 20% of total vegetation. This class includes shrubs and young trees in an early successional stage.
Herbaceous	Grassland/Herbaceous	Areas dominated by grass species, greater than 80% of total vegetation. These areas are not under intensive management such as tilling.
	Sedge/Herbaceous	AK only – areas dominated by sedges or forbs, greater than 80% of total vegetation. T
	Lichens	AK only – areas dominated by fruticose or foliose lichens generally greater than 80% of total vegetation.
	Moss	AK only – areas where vegetation is dominated by more than 80% moss.
Planted/ Cultivated	Pasture/Hay	Areas of grasses, legumes or grass-legumes that are planted for livestock grazing. Pasture/hay accounts for more than 20% of total vegetation.
	Cultivated Crops	Areas that are used for the production of annual crops, where crops account for more than 20% of total vegetation. Includes lands being tilled.
Wetlands	Woody Wetlands	Areas where forest or shrubland vegetation for greater than 20% of vegetate cover and the soil substrate is periodically saturated or covered with water.
	Emergent Herbaceous Wetlands	Areas where perennial herbaceous vegetation accounts for greater than 80% for vegetative cover ant the soil or substrate with or covered with water.

Source: mrlc.gov National Land Cover Database

5.4 RESIDENTIAL LAND USE

Discussion of residential land use includes single-family, multi-family dwelling units, and mobile homes. Areas south of Breitung Avenue, along Woodward Avenue and Kingsford Heights are traditional residential areas characterized by tree-lined, curbed streets, modest lot sizes, and sidewalks. Newer residential areas are found in areas west of Westwood Avenue south of Woodward Avenue and north of the original Kingsford Heights neighborhood. Additional development has occurred along River Hills Road north of Cowboy Lake. Newer developments are characterized by upscale homes built on larger lots and accessed by winding streets that do not connect to a grid system, but use cul-de-sacs. Traditional urban design features such as alleys, curbs, gutters, and sidewalks are largely absent. Residential building activity recorded by permit issuance in 2015 is presented in Table 5-3.

Category	Acreage	Percentage of Total
Open Water	197.4	6.7%
Barren Land	1.5	>0.1%
Deciduous Forest	361	12.3%
Evergreen Forest	129.7	4.4%
Mixed Forest	143.9	4.9%
Developed, High Intensity	236.8	8.1%
Developed, Medium Intensity	434.2	14.8%
Developed, Low Intensity	623.6	21.2%
Developed, Open Space	623	21.2%
Grassland	105.7	3.6%
Pasture/Hay	3.3	0.1%
Wetlands	73.1	2.5%
TOTAL	2,933.7	100.0

	New Home	Alterations	Accessory Buildings	Demolitions	All Other Structures	Total Construction Cost	
City of Kingsford	2	16	5	1	0	1,236,040	
Breen Township			1	2	2	0	\$73,896
Breitung Township			8	12	17	4	\$2,216,423
Felch Township			4	6	4	0	\$833,800
City of Iron Mountain			5	22	6	4	\$1,407,506
City of Norway			1	5	2	4	\$186,804
Norway Township			3	5	3	2	\$930,100
Sagola Township			5	0	14	1	\$896,009
Waucedah Township			2	5	3	0	\$419,672
West Branch Township			0	1	1	0	\$36,500
Dickinson County Total			31	74	57	16	\$8,236,750

Source: Dickinson County Construction Code Commission, 2016.

A limited amount of open land exists along Wagner Road and west of present developments nearer the Menominee River. Newer developments in the area north of Woodward extend within proximity to airport property as terrain reasonably permits.

5.5 COMMERCIAL LAND USE

A majority of the City’s commercial development is found along the streets that form the outer perimeter of the industrial area. The most concentrated area of commercial development is found along Carpenter Avenue between Breitung Avenue and the north corporate limit at Woodward Avenue. Smaller areas of commercial use are found along Breitung Avenue, Westwood Avenue, and Woodward Avenue. Significant new development has occurred along Pyle Drive, Balsam Street, North Boulevard, and East Boulevard.

Restaurants, taverns, retail establishments, professional offices, gas stations, and lodging facilities are examples of commercial land use. Also included are neighborhood (secondary) businesses and institutional buildings, grounds and parking lots. Public buildings, religious, health, and related grounds are examples of institutional facilities.

Commercial development among municipalities is compared in terms of building permit activity in Table 5-4. The cost estimates reflect those amounts reported by the permit applicant at the time of issuance.

Table 5-4 Commercial Permits Issued, Selected Areas, 2015						
	Alterations	Demolitions	Accessory Buildings	All Other Structures	Special Inspections	Total Construction Cost
City of Kingsford	4	0	10	0	0	\$284,478
Breen Township	0	0	0	0	0	\$0
Breitung Township	2	0	0	0	0	\$185,000
Felch Township	0	0	0	0	0	\$0
City of Iron Mountain	14	2	0	7	0	\$6,580,176
City of Norway	1	0	1	3	0	\$230,500
Norway Township	2	1	1	0	0	\$167,600
Sagola Township	0	1	1	0	0	\$207,100
Waucedah Township	0	0	0	0	0	\$0
West Branch Township	0	0	0	0	0	\$0
Total for Dickinson County	23	4	13	10	0	\$7,654,854

Source: Dickinson County Construction Code Commission, 2016.

5.6 INDUSTRIAL LAND USE

The original industrial area of the City includes the area that was developed by the Ford Motor Company and areas north of Breitung Avenue on the City’s eastern border that is demarcated by a railroad line. This area is currently zoned for heavy industrial uses.

The City’s zoning map indicates the areas designated for different land uses in the community. The light industrial zones are located on the streets north and west of LoDal Park. These areas serve as buffers

between heavy industrial and residential uses. Another buffering strip of light industrial is found along the east side of Carpenter Avenue north of Breitung Avenue.

Other industrial areas include Wisconsin Electric Power Company property associated with their hydro project south of Power Dam Road and county airport property.

5.7 PUBLIC AND QUASI-PUBLIC LAND USE

Public land uses include parks, public buildings, schools, and tracts of land in public ownership. Many of these uses are discussed in later chapters of this plan dealing with community facilities and recreation.

Generally, public buildings do not occupy large land parcels. Land use issues in these instances pertain mainly to traffic and parking.

Churches and other privately owned facilities that are generally open to the public are examples of quasi-public land uses. These types of facilities generate traffic on a seasonal, occasional, or intermittent basis and contribute to the quality of life within communities and neighborhoods.

5.8 AREAS OF ENVIRONMENTAL CONCERN

The Michigan Department of Environmental Quality maintains a current listing of environmentally contaminated sites for the entire state. As defined, environmental contamination means the release of a hazardous substance, or the potential release of a discarded hazardous substance, in a quantity that is or may become harmful to the environment, or to the public health, safety, or welfare.

In those areas where hazardous substances have been identified, future development is restricted. An environmentally contaminated site can potentially affect a much larger area if contaminants enter groundwater sources. Moreover, surface waters used for recreational pursuits such as swimming and fishing are potentially subject to contamination. Table 5-5 shows the two City sites currently listed, as well as nearby sites.

Groundwater contamination and accumulations of methane gas are attributed to former industrial operations of the Ford Motor Company and Kingsford Products. The methane is a byproduct of the decomposition of waste products generated at the industrial site. Three waste disposal sites have been identified: the Riverside Dump south of the Woodland Elementary School, the Tar Pits in the general area northwest of Lodal Park, and the Charcoal Dump south of Power Dam Road. While methane and numerous other hazardous substances have been detected in the groundwater, the City's water supply wells near Ford Airport are not within the area of concern.

A 1995 methane gas explosion at a home along Breen Avenue resulted in the implementation of several control measures. These included the installation of soil vapor extraction systems, about 100 monitoring wells, and soil gas probes. As a safety precaution, a cooperative effort of the Michigan Department of Environmental Quality and the City made methane detectors available at no cost to residents living within the affected area. Since 1997, more than 1,500 detectors were distributed. Additionally, an advisory was issued to homeowners by the MDEQ and U.S.

Environmental Protection Agency concerning the need to inspect and repair cracks in basements and foundations where dangerous methane gas could gain entry. The area of concern extends to the Menominee River from the former Ford industrial complex and encompasses approximately one square mile.

Ford and the Kingsford Products Company submitted a final groundwater remedial investigation report to the MDEQ in late 2001. Since then, they have implemented groundwater cleanup activities including construction and operation of a state of the art treatment facility located along the Menominee River and currently operated by ARCADIS, their environmental consultant. An ordinance to restrict groundwater use and well installation within the area of concern was adopted by the City as part of an overall clean-up strategy.

Table 5-5 Environmentally Contaminated Sites (Part 201), City of Kingsford Area, February 2016					
*Site Name	I.D. Number	Location	Contaminant(s)	Status	**SAM Score
Easton Estates	220046	West Breen Avenue, Kingsford	Methane Gas	Evaluation/ Interim Response	44
Old Ford Motor Company Dump	22000005	Kingsford - ½ mile northeast of Westwood	Metals, TCE, Benzene, Xylene, Toluene	Evaluation/ Interim Response	21
Grede LLC	22000009	801 S. Carpenter			
Kingsford – Emmet/Grant Street Methane					
City of Kingsford – 500 Balsam	22000041	500 Balsam St	Iron Ores	Evaluation	18
Naser Oil - Oil Spill	22000069				
Nelson Paint Wastes	22000053	1 Nelson Dr	Paints/Allied Products	Interim Response	20
Riverhills Road, Res Wells	22000080	Riverhills Road			

Source: Michigan Department of Environmental Quality.

*Site name does not necessarily denote the party responsible for contamination.

**Site Assessment Model (SAM) scores are based on a numeric scale reflecting the degree of contamination in ascending order from 0 to 48.

Environmental and public health concerns surrounding leaking underground storage tanks have led to more stringent requirements with installation and monitoring. Many fuel tanks that complied with earlier standards have degraded and leak contents into the surrounding soil. Four sites within the City are

currently listed by the Michigan Department of Environmental Quality and are shown in Table 5-6. Another 15 sites bearing Iron Mountain addresses are included on the list. Sites remain listed until corrective action plans and/or investigations have been completed.

Table 5-6 Leaking Underground Storage Tank Sites (Part 213), City of Kingsford, February 2016		
Site Identification Number	Name	Location
0-003759	Darmond Erickson	701 Breen Avenue
0-004972	Machus Service & Supply	1015 Carpenter Avenue
0-015543	Nelson Paint Inc.	One Nelson Drive
0-035807	Olson's Standard Service	941 Carpenter Avenue
<i>-nearby areas-</i>		
0-000817	Erickson Freedom	124 West B Street, Iron Mountain
0-001676	Peninsula Beverage Company	2201 Quincy Street, Iron Mountain
0-002548	Twin City Service	1434 Carpenter Avenue, Iron Mountain
0-003620	Dave's Mobil & Auto Sales	1137 Stephenson Avenue, Iron Mt.
0-005248	Kathleen Freeman, dba Erickson's	North US-2, Iron Mountain
0-005481	Wisconsin Electric Power Company	1301 S. Milwaukee Avenue, Iron Mt.
0-006906	MJ Electric, Inc.	Quincy Street, Iron Mountain
0-007827	Cummins Great Lakes, Inc.	1901 Stephenson Avenue, Iron Mt.
0-013440	South Side Union 76	1501 Stephenson Avenue, Iron Mt.
0-015543	Veterans Administration Medical Center	West H Street, Iron Mountain
0-016263	The Markell Company	1227 South Milwaukee, Iron Mountain
0-017527	Marathan (sic) #680	1103 S. Stephenson Avenue, Iron Mt.
0-034577	Pine Grove Country Club	1520 W. Hughitt (sic) Street, Iron Mt.
0-039160	The Store #99	1950 S. Stephenson Avenue, Iron Mt.
5-000422	Quality Cleaners	204 W. Hewitt (sic) Street, Iron Mt.

Source: Michigan Department of Environmental Quality, 2016.

5.9 NATURAL AND MAN-MADE HAZARDS

Meeting the needs of the present generation without compromising the ability of future generations to meet their needs is embodied in the concept of "sustainability." Fostering development patterns that are consistent with this concept requires planning to lessen the impact of economic, ecological, and social

disasters. To achieve true sustainability, communities need to be disaster resistant. Disaster resistance is achieved by identifying existing hazards, determining how vulnerable the community is to each hazard, and developing effective mitigation strategies.

Natural hazards include wildfires, floods, tornadoes, droughts, earthquakes, and severe storms of any season. Man-made hazards include structural fires, dam failures, hazardous materials incidents (fixed site or transportation related), infrastructure failure (water distribution, wastewater system, electrical and communications systems, etc.), oil and gas pipeline accidents, and transportation accidents. Civil disturbances including acts of war and terrorism should also be included.

There is always a possibility of accidents along transportation routes. Hazardous materials pass through and nearby the City with regularity. The potential of a release or spillage during transport is a hazard to all communities to some degree. Dickinson County is in the early stages of developing a hazard mitigation plan. The plan will involve identification of hazards, assessment of risks and formulation of mitigation strategies.

5.10 LAND USE TRENDS

The popularity of residential development outside of urban areas is a nationwide phenomenon. Large land parcels - especially those with lake or stream frontage - continue to be in high demand. As agricultural, forested, and undeveloped land values have risen, the reluctance of the owners to sell has diminished. Housing units associated with development occurring in such areas are frequently greater than 2,000 square feet.

Many communities are attempting to return to the traditional urban designs that were common before World War II. Referred to by terms such as new *urbanism* and neotraditionalism, such development embodies the concept of sustainability, i.e., meeting today's needs without compromising the ability of future generations to meet their own. Street design is characterized by modified grid patterns to ease traffic congestion and encourage walking. Vehicular traffic speeds are lowered to 15-20 miles per hour to discourage use and make walking safer. Space efficiencies are realized through mixed uses such as apartments above storefronts and infill development utilizing vacant and unused land served by existing infrastructure. A recognized center such as a town square is within walking distance (one-quarter mile) of the community's outskirts. Communities of this type typically average six residential units per acre in contrast to suburban settings where one unit per acre is common. The overall idea is to create a high development density that will reduce automobile use and create a pleasantly livable, sustainable community.

Growth, as measured in terms of state equalized valuation (SEV), is shown in Table 5-7 for all governmental units in Dickinson County. Kingsford's SEV was \$129,243,600 in 2012, an increase of 127 percent since 2000. As Figure 5-1 illustrates, Kingsford's SEV accounts for 13.2 percent of the county total and follows Breitung Township and Iron Mountain in value. Kingsford's percent increase in SEV is lower than the average increase for the county as a whole.

The City is actively seeking to spark development in the community through the reutilization of underused properties. The City is currently planning to extend utilities in to unserved parcels in order to bring more industry and jobs to the community.

Table 5-7
State Equalized Valuations, Dickinson County, 2000 & 2012

Unit of Government	2000 SEV Real Property	2000 Total SEV	2008 SEV Real Property	2008 Total SEV	2012 SEV Real Property	2012 Total SEV	Percent Change 2000-2012	Percent of County SEV
<i>City of Kingsford</i>	\$97,200,500	\$109,011,300	\$117,601,713	\$127,266,700	\$118,292,300	\$129,243,600	127	13.2
<i>Breen Township</i>	\$10,482,670	\$12,585,870	\$24,753,200	\$26,676,900	\$25,770,300	\$27,692,600	246	2.9
<i>Breitung Township</i>	\$156,791,300	\$226,087,300	\$265,984,800	\$367,161,200	\$265,248,800	\$397,172,100	169	29.6
<i>City of Iron Mountain</i>	\$145,453,900	\$165,880,400	\$214,855,000	\$237,245,700	\$224,423,750	\$245,611,850	154	25.0
<i>City of Norway</i>	\$39,445,875	\$43,728,750	\$57,055,500	\$61,536,100	\$57,253,000	\$61,620,800	145	6.4
<i>Felch Township</i>	\$15,462,640	\$20,423,486	\$31,307,500	\$37,132,900	\$33,050,600	\$38,316,750	214	3.7
<i>Norway Township</i>	\$33,443,800	\$36,127,105	\$53,705,480	\$55,904,286	\$54,668,699	\$56,995,230	163	6.1
<i>Sagola Township</i>	\$29,267,900	\$40,474,100	\$55,667,800	\$71,243,400	\$54,273,400	\$66,993,200	185	6.0
<i>Waucedah Township</i>	\$23,880,150	\$25,690,650	\$45,614,700	\$47,661,500	\$53,656,800	\$56,117,900	224	6.0
<i>West Branch Township</i>	\$4,019,200	\$7,607,234	\$8,908,300	\$11,971,100	\$10,460,500	\$13,215,800	260	1.2
<i>Dickinson County</i>	\$555,448,015	\$687,616,195	\$875,453,993	\$1,043,799,786	\$897,098,149	\$1,092,979,830	162	100

Source: Dickinson County Equalization Department, 2009, Michigan Department of Treasury, 2016.

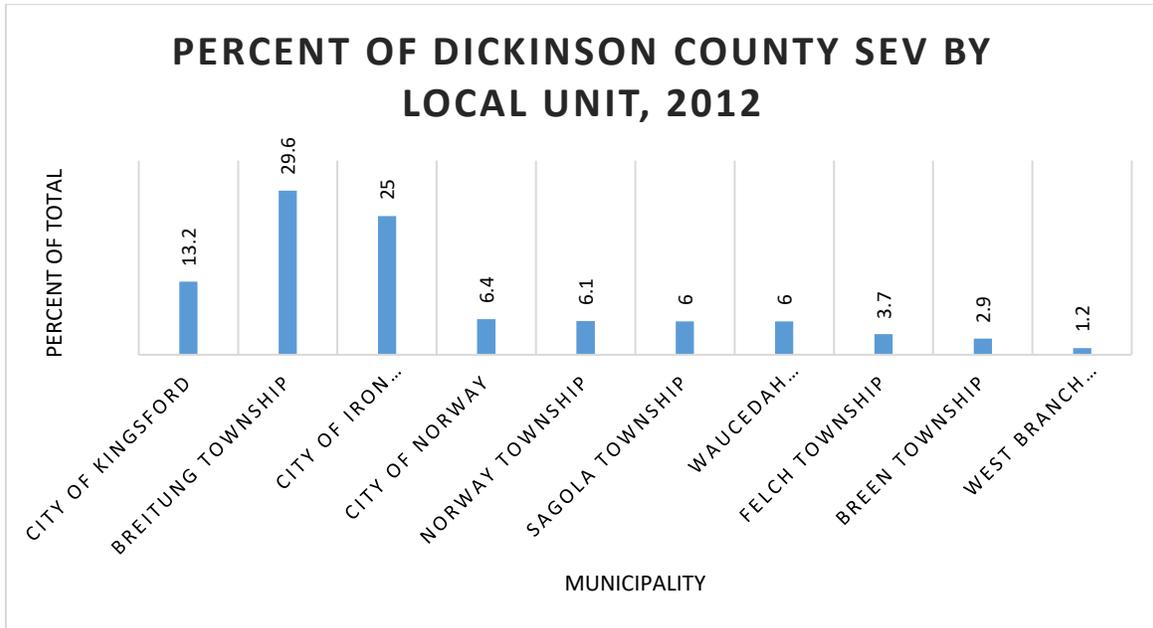


Figure 5-1

5.12 ISSUES AND OPPORTUNITIES

- ◆ Most of the City is developed at a low or medium intensity. Undeveloped areas remain near the Menominee River.
- ◆ Land availability will determine where and how future development occurs. This reality may stimulate interest in infill development.
- ◆ There is much more new housing development occurring in the surrounding townships that are not as built-out as Kingsford. Within the City the majority of construction permits have been for home remodeling.
- ◆ Development in the industrial-commercial areas is due, at least in part, to the presence of adequate infrastructure. Additional, interrelated businesses realize greater efficiency when they locate near one another.
- ◆ Past industrial practices created serious environmental concerns. Hazardous substances have been identified in the soil and groundwater in parts of the City. Former disposal sites have been identified as the source of methane gas that has been found in groundwater.
- ◆ Commercial retail sector development in the City has been affected by large developments along roadways with the largest daily traffic volumes in neighboring municipalities.
- ◆ Industrial space is available to accommodate expansion as well as redevelopment.
- ◆ Overall property values have been increasing commensurate with the other cities in the county. Township SEVs are generally experiencing greater growth rates.

CHAPTER SIX: COMMUNITY FACILITIES & SERVICES

6.1 INTRODUCTION

Services such as public safety, water and wastewater systems, street and park operations, and solid waste disposal are essential to a community's homes and businesses. Facilities such as government buildings, schools, hospitals, parks, etc. are the physical structures required for these services. The condition, efficiency and capacity of a services and facilities are indicators of community's governance and administration.

As part of the comprehensive planning effort, these services and facilities are described and evaluated as to their present condition and adequacy of meet present and future needs of the City. Major community facilities in the City are identified on Map 8.

6.2 CITY FACILITIES AND SERVICES

City Hall

Initially constructed and completed in 1930 with a distinctive colonial exterior design, the municipal building consists of a main floor, second floor, and basement. After a fire in June of 2004 caused extensive damage, the building received a major upgrade with the addition of an elevator near the rear entrance, new hot water heating system, air exchanger, and air conditioning. Carpeting was added to the office and council areas and new hanging light fixtures and woodwork were included to retain the character of the original interior. Each level contains about 4,000 square feet of floor space. The Carpenter Avenue entrance (front) is ramped for access since the main floor is several steps above grade level. The addition of the elevator improved the handicapped accessibility of the building. There is still a need to improve the accessibility of the restrooms in the building. The City Hall is now the voting location for precinct 1. Residents living in prescient 2 vote at the public works building.

The basement contains the heating, ventilating, and air conditioning equipment, a large vault, and general storage. The City would like to renovate this space. All administrative offices are located on the main floor and include the manager/clerk, treasurer, assessor, confidential administrative assistant, and two utility billing clerks. The council chambers are located on the second floor.

The parking lot has been enlarged and reconstructed with the addition of security lights.

Other buildings on this 7.69-acre site include two large storage buildings originally built to house the public

works department and the City's salt storage facility. Both public works buildings are 40 feet by 100 feet (4,000 square feet). One is of steel construction and was built in 1981; the other is constructed of masonry blocks and built in 1983. Since completion of a new facility in 1999, both 4,000 square foot buildings are used exclusively for storage. One of the buildings has a heat supply. The salt storage facility was constructed in the 1980s.

Public Safety

The City converted from separate police and fire departments to a combined Public Safety Department in 1978. Currently, the department has a staff of seventeen (17) including the Director. Five patrol vehicles are utilized in conjunction with law enforcement activities. A mutual aid agreement for law enforcement is currently in place with the City of Iron Mountain, Dickinson County, Michigan and Florence County, Wisconsin. The department participates in several countywide, multi-agency efforts. These have resulted in the formation of specially trained teams for critical response situations and drug enforcement. Dispatch is handled by the Dickinson County E-911 system.

The 8,425 square foot Public Safety Building was constructed in 1973 on a 3-acre site at Westwood and Pyle Drive.

Fire protection equipment includes two (2) pumper trucks described as follows:

- 1998 Pierce 4-passenger 1,500 gpm triple combination pumper equipped with a 750-gallon water tank and 20-gallon Class A and B foam tanks; meets all NFPA requirements.
- 1980 Howe 3-passenger 1,000-gpm triple combination pumper equipped with a 750-gallon water tank; meets all NFPA requirements.
- 1977 Dodge 5/4-ton 4X4 brush fire truck equipped with a 150-gallon water tank and a 150 gpm portable pump.

In addition, patrol cars carry turnout gear and 30-pound ABC extinguishers.

Several of the trucks are over 30 years old and in need of replacement.

A mutual aid fire protection agreement with the City of Iron Mountain insures that structural or life-threatening fire calls receive a strong initial suppression effort. Under the terms of the mutual aid agreement, upon request or for a life threatening situation, each city is bound to dispatch its back-up unit in the event of a fire call from the other city.

The fire insurance rating for the City as of 2015 is 06/6X. Fire insurance ratings are determined by the Insurance Service Office (ISO) Commercial Risk, Inc. In rating a community, total deficiency points in the areas of evaluation are used to assign a numerical rating of 1 to 10. A rating of 1 indicates the best protection and 10 apply to properties located more than 5 miles from the responding fire department with no hydrants available. Many communities are assigned more than one rating because of water supply and response distance factors. A premium quotation (August 2001) obtained from a local

insurance agency revealed that a new home with an insured value of \$200,000 located in a Class 9 area would pay approximately 30 percent more annually for home insurance (\$501) than a similarly valued new home in a Class 6 area (\$349).

Public Works

Streets, water, sewer, and park facilities are maintained by the Public Works Department. The department includes a superintendent, assistant superintendent, and 13 full-time employees.

PUBLIC WORKS FACILITY, JULY 2001



The Public Works Department building is situated on a 9.4-acre site accessed by Carter Drive. It was constructed in 1999 and contains a floor space of 28,500 square feet. Features include:

- General office area (3,700 square feet) with accessible restrooms, lockers, showers, reception and waiting areas, three private offices, conference room with a capacity of about 35 persons, testing and repair room, plans and blueprint room, tool crib, janitor closet and laundry room
- Maintenance area (3,750 square feet) with a 5-ton overhead crane, mechanic's pit, compressed air reels, lubrication dispensing equipment, parts washing and fume exhaust systems
- Washing bay (1,620 square feet) equipped with a natural gas high-pressure washer
- Lubricant storage and distribution area (350 square feet)
- Vehicle storage area (14,400 square feet)
- Park equipment and supply room (1,300 square feet)
- Wood working shop (865 square feet)
- Tool crib (360 square feet)
- Sign and traffic control storage room (480 square feet)

- Water department equipment and supply shop (1,250 square feet).
- A compost drop off site for residents only is open daily and Saturday mornings. Acceptable materials include grass clippings leaves, garden waste, tree wood, limbs, and chips.

Wastewater Treatment System

Wastewater is treated at the facility jointly owned by Kingsford and Iron Mountain located in Breitung Township. The 4-member Kingsford/Iron Mountain Joint Wastewater Board consisting of two members from each city is responsible for the operation of the plant, and the 78-inch main sewer line southward from Woodward Avenue. Iron Mountain and Kingsford have begun the process of forming a sewer authority in order to generate the revenue necessary to make necessary upgrades to the aging wastewater treatment plant. Besides the cities, wastewater service is provided to some Breitung Township residences in the Skidmore area. The plant has a rated capacity of 3 million gallons per day, adequate to serve a population 25,000. Current volume averages about 2 million gallons daily.

The City's collection system is adequate for the current demand. Measures including televising are used to evaluate the system's condition. There are some areas of the system where sanitary sewerage and storm runoff are combined. It is recognized that sewer separation improvements will be necessary at some time in the future.

A sewer work plan has been implemented due to basement backups that occurred in the late 1980s and again in the mid-1990s. Corrective actions involving mechanisms that restrict flow volume and prevent basement backups have been effective in most areas, but have not eliminated the problem. In 2010 the City invested \$1.5 million in the Breitung area of the city to reduce the risk of sewage backups. The City is continuing efforts to separate sewers in the most troublesome areas, including Kingsford Heights. Some areas in the vicinity of Long Avenue near the Menominee River and in the City's northwest section are using on-site septic systems. This includes about forty homes, one commercial establishment, and a few remote buildings at the Dickinson County Airport where little wastewater volume is generated.

Table 6-2 Water & Wastewater User Rates, Selected Upper Peninsula Communities, 2013							
City	2010 Population	Water			Wastewater		
		Monthly Charge	Cost Per 1,000 Gallons	Cost Per 5,000 Gallons	Monthly Charge	Cost Per 1,000 Gallons	Cost Per 5,000 Gallons
Kingsford	5,133	x	\$2.17	\$10.85	x	\$3.10	\$15.50
Iron Mountain	7,624	\$10.00	\$2.86	\$2.41	\$7.00	2.41	\$19.05
Norway	1,489	\$15.00	\$3.50	\$32.50	\$15.00	\$6.75	\$48.75
Bessemer	1,176	\$17.90	\$4.15	\$38.65	\$16.75	\$4.65	\$40.00
Crystal Falls	1,469	\$37.00	\$8.00	\$53.00	\$24.00	\$3.62	\$24.00
Escanaba	12,616	\$11.85	\$2.68	\$25.25	\$6.00	\$2.52	\$18.60
Gladstone	4,973	\$10.00	\$4.45	\$32.25	\$8.50	\$5.40	\$35.50
Ironwood	5,387	\$14.39	\$6.12	\$45.00	\$36.97	\$7.39	\$60.62
Ishpeming	6,470	\$17.90	\$8.95	\$44.75	\$16.40	\$8.20	\$41.00
Manistique	3,097	\$20.95	\$7.30	\$57.45	\$16.58	\$8.87	\$60.91
Marquette	21,355	\$5.76	\$5.43	\$27.14	\$5.00	\$8.30	\$41.51
Menominee	8,599	\$4.75	\$2.25	\$19.00	\$10.66	\$2.95	\$25.41
Munising	2,355	\$12.90	\$4.68	\$36.60	\$4.32	\$11.44	\$61.52
Negaunee	4,568	\$17.28	\$9.07	\$53.56	\$30.40	\$5.73	\$53.52
St. Ignace	4,568	\$16.00	\$4.91	\$40.55	\$19.25	\$5.78	\$48.15

Source: Michigan Department of Environmental Quality, 2013 Upper Peninsula Water User Rate Survey

Abbreviations: B = Buys, F = Filters, M = Miscellaneous (fluoride, etc.), C = Chlorinates, G = Groundwater, S = Surface Water

Public Water Supply System

All but approximately 20 households in the far northwest section of the City are connected to the municipal water supply. Four wells (Table 6-3) have a production capacity of 4,200,000 gallons per day. Peak demand is currently 2,000,000 gallons per day and average usage is approximately 1,000,000 gpd. In recent years the City has upgraded the water system in order to improve its safety, reliability, and efficiency.

The systems of Kingsford and Iron Mountain are interconnected at two locations in Kingsford Heights and

three locations in the Ford Addition. Valves at any of these points can be opened to insure a continuous potable water supply in case of a problem with either city’s system. Excepting some areas where small mains (two and four-inch) or aging galvanized service lines are found, the system is adequate to meet the current demand. A specific timetable for replacement of undersized mains and galvanized service lines has not been determined.

A 2 million gallon in-ground tank and a 150,000 gallon elevated tank provide needed storage capacity. Lead-based paint was removed from the larger tank before being repainted in 1999. Water stored in the elevated tank does not come into contact with lead-based paint surfaces.

Residential water rates are currently \$2.17 per thousand gallons plus a \$3.15 monthly service charge. The difference in rates between the two locations is determined by the industrial demand scale as set forth in the water ordinance. Customers in Breitung Township are billed directly by the township.

For future water supply considerations, the City purchased a 40-acre parcel in Breitung Township in 1948. The parcel is located along the City’s northern corporate limit in the southwest corner of Section 36.

Table 6-3 Public Water Supply Well Data, City of Kingsford			
Well Identification	Location	Depth & Diameter	Capacity
#1 - Active	SE 1/4 of Section 34	99 feet, 12 inch	520gpm
#2 - Inactive*	SE 1/4 of Section 34	99 feet, 12 inch	no pump in place
#3 - Abandoned	SE 1/4 of Section 34	99 feet, 12 inch	grouted closed
#4 - Inactive*	NE 1/4 of Section 34	59.75 feet, 6 inch	130 gpm
#5 - Active	NE 1/4 of Section 34	95 feet, 16 inch	800 gpm
#6 - Active	SW 1/4 of Section 34	155 feet, 10 inch	750 gpm
#7 - Active	SW 1/4 of Section 34	155 feet, 16 inch	1,550 gpm

Source: City of Kingsford

*currently off-line; capable of low volume production if needed

Zoning Administration

The City’s Zoning Ordinance is administered by the Manager/Assessor. Proposed zoning amendments are heard by the Planning Commission who forwards their recommendations to the City Council for final action.

Parks and Recreation

A detailed discussion recreation facilities and programs is found in Chapter 8. The City provides an array of recreational facilities, but is not involved in direct programming. Programming is done through the Community Schools and various volunteer organizations.

Park facilities range in size from one-half acre to 21 acres and provide a variety of recreational opportunities. The City maintains 12 municipal park areas and about 2 miles of pathway designed for non-motorized uses.

Electrical Service

Electrical power throughout the City is supplied by the Wisconsin Electric Power Company. The distribution system (poles, lines, etc.) is owned and maintained by WE Energies.

Natural Gas

DTE Energy provides natural service within the City.

Telephone Service

Telephone service throughout the City is provided by AT&T and Nsight. A variety of cell and internet service options are available from a growing number of providers.

Cable Television Service

Cable television service is currently available locally from Charter Communications. In addition, high-speed Internet service is available through the cable system.

Solid Waste Disposal and Recycling

Solid waste is collected by City crews on a weekly schedule and transported to the Dickinson County Solid Waste Management Authority's facility in Breitung Township. From there, solid waste is transported to the Wood Island Landfill in Alger County for disposal. The county facility is operated under a private contract by the Great American Disposal Company.

Plastics, newspaper, corrugated containers, office paper, glass, metals and tires may be dropped off at this site according to the Authority's 2010 Solid Waste Management Plan. TRICO, Inc. accepts recyclable paper products at no charge and provides document destruction service on a fee basis.

Cemetery

There are no cemetery facilities in the City. Cemeteries are located nearby in Breitung Township, Norway Township and Iron Mountain.

6.3 MAJOR COUNTY AND AREA FACILITIES AND SERVICES

Breitung Township Schools

The Breitung Township School District takes in the City and Breitung Township, an area of some 75 square miles. Student enrollment for the 2014-2015 school year totaled 1,808. Since 2005, enrollment has averaged 1,797 students with the highest enrollment of 2,020 recorded for the 2005-2006 school year.

All district instructional facilities are within the City and include Kingsford High School, Kingsford Middle

School, and Woodland Elementary School.

The high school was constructed in 1964, renovated in 1992, and expanded by nine rooms in 1998 to its present size of 135,035 square feet. The facility includes a 584-seat auditorium.

The Kingsford Middle School is a 57,260 square foot facility built in 1992 and expanded by 10 rooms in 1998.

Woodland Elementary School was built in 1989 with a total area of 110,980 square feet. The district's administrative offices are collocated with the Woodland facility.

Accessory buildings include a 1,920 square foot maintenance building and 1,800 square foot storage building. Both are located at the high school/middle school campus along Hamilton Avenue. The buildings were constructed in 1992 and 1998 respectively. An equipment storage garage is located at the elementary school site on Pyle Drive. This building of 1,120 square feet was built in 1998.

Athletic facilities include a football field/track, a field house with four locker rooms and a weight room, a concession stand, restrooms, eight tennis courts, and a large practice field that with shot put and discus areas.

Student transportation services are provided by a private contractor, thus the district does not own buses. Transportation services have been out-sourced since 1992. Approximately 70 percent of the district's students are eligible for transportation service. No building or renovation plans are currently under consideration and the district has sufficient capacity to accommodate additional students.

Area Schools

Area public and private schools and their most current official enrollment totals are shown in Table 6-4.

<i>Table 6-4 Area School Information</i>			
<i>School</i>	<i>Location</i>	<i>Type/Grades</i>	<i>2014-2015 Enrollment</i>
<i>Breitung Township School District</i>	<i>Kingsford</i>	<i>Public, K - 12</i>	<i>1,808</i>
<i>Iron Mountain School District</i>	<i>Iron Mountain</i>	<i>Public, K - 12</i>	<i>1,941</i>
<i>Norway-Vulcan Area School District</i>	<i>Norway</i>	<i>Public, K - 12</i>	<i>721</i>
<i>North Dickinson County School District</i>	<i>Felch</i>	<i>Public, K - 12</i>	<i>283</i>
<i>Forest Park School District</i>	<i>Crystal Falls - Iron County</i>	<i>Public, K - 12</i>	<i>451</i>
<i>West Iron County School District</i>	<i>Iron River - Iron County</i>	<i>Public, K - 12</i>	<i>844</i>

Source: mischooldata.org

Dickinson-Iron Intermediate School District

Technical education, early childhood education, special education, and general services are provided by the Dickinson-Iron Intermediate School District. Administrative offices and instructional facilities are within the City. The ISD is a consortium of the six public schools in the two-county area. Beyond direct and support services to students, the ISD offer support services to teachers and administrators in areas such as professional development and regulatory compliance.

Post-Secondary Educational Institutions

Bay de Noc Community College in Iron Mountain/Esanaba offers instructional programs in vocational and technical fields, plus many associate degree opportunities. Bay College offers reverse credits with Lake Superior State University, Northern Michigan University, Michigan Technological University, Grand Valley State University, Finlandia, and Franklin University (Ohio).

Bay de Noc Community College was one of eight community college sites across the state chosen to receive a Michigan Technical Education Center (M-TEC) grant to provide flexible, up-to-date training aimed at meeting the local demand for skilled workers. Bay de Noc provides an expanded range of classes through its Dickinson County facility opened in 2007 (Bay West campus) located on U.S. 2 in Iron Mountain.

Limited classes are available locally through Northern Michigan University. Northeast Wisconsin Technical College based in Marinette provides some classes in Niagara. The classes are mainly technical and are arranged based on local demand.

Post-secondary educational facilities within the region and approximate distances from Kingsford are shown in Table 6-5.

Table 6-5 Educational Institutions		
Institution	Location	Distance (miles) from Kingsford
Bay de Noc Community College	Iron Mountain	3
Bay de Noc Community College	Esanaba	52
Northern Michigan University	Marquette	79
Michigan Technological University	Houghton	115
Finlandia University (vice Suomi)	Hancock	116
Gogebic Community College	Ironwood	128
University of Wisconsin-Green Bay	Green Bay	103
University of Wisconsin-Marinette	Marinette	71
Northland Baptist Bible College	Dunbar, WI	30

Dickinson County Memorial Hospital

Construction of the new Dickinson County Memorial Hospital along US-2 near Iron Mountain's eastern corporate limit was completed in 1996. The 96-bed facility provides acute care to medical, surgical, pediatric, obstetric, and emergency patients. In 1997, the Dickinson County Medical Building was completed adjacent to the hospital to provide specialty services and an after-hours clinic. Medical specialists from nearby regional centers offer services in the hospital's Gust Newberg Clinic.

Veterans Affairs Medical Center

The six-story, 63-bed Veterans Administration Hospital was opened in 1950 in Iron Mountain. Its service area includes the entire Upper Peninsula and eleven counties in northeastern Wisconsin. Services have been enhanced through the establishment of Community Based Outpatient Clinics at six locations within the service area, and completion of a new ambulatory care addition in 1997. The facility also contains a 40-bed Nursing Home Care Unit. Most services are provided on an outpatient basis.

Ambulance Service

Privately owned Beacon Ambulance Service provides emergency medical services in all of Dickinson County, as well as northern Marinette and Florence counties in Wisconsin. A fleet of six advanced life support vehicles is stationed at the company's local headquarters in Kingsford.

Dickinson County Ford Airport

Originally built to serve the Ford Motor Company's needs, this facility is now owned and operated by Dickinson County. Much of the present airport property (370 acres) was donated by Ford in 1936. Since that time additional property has been acquired in Kingsford and Breitung Township. A discussion of the airport is contained in Chapter 9, Transportation.

Dickinson County Library

Library materials and services are available at the Dickinson County Library's main facility in Iron Mountain and the Solomonson Branch in Norway.

A major renovation project was completed in 1997 at the main branch. An evaluation of the overall physical design and condition of the branch facility is anticipated in the near future.

Library operations are governed by the Dickinson County Library Board of Trustees. Some technical support services are provided through an affiliation with the Mid-Peninsula Library Cooperative with offices in Kingsford.

Building Permits and Code Enforcement

Building permits are issued by the Dickinson County Construction Code Commission in Kingsford. A City-issued zoning permit must be secured before a building permit is granted. Building, mechanical, plumbing, and electrical inspections are done by authorized personnel of the Dickinson County Construction Code Commission.

Employment, Training and Specialized Services

TRICO Opportunities, Inc. has provided work training and support services for disabled persons since 1968. The non-profit organization works with clients and agencies from Dickinson and Iron counties and neighboring Wisconsin communities. As of January 2001, TRICO began accepting and recycling paper products. The organization has been active in document destruction services for several years. TRICO's facility is located on Hooper Street in the City.

Michigan Works! provides employment services locally through its Iron Mountain office. Michigan Vocational Rehabilitation, the Michigan Unemployment Agency, and Veterans employment and support service are provided at this office on a scheduled basis. Itinerant staff of the Michigan Unemployment Agency provides service to unemployment claimants at this facility on designated days.

Northpointe Behavioral Healthcare Systems, a non-profit organization headquartered in the City, provides direct and support services to area residents with mental illness or emotional disturbance and developmental disabilities.

Elderly Services

Nutrition, social and information programs are provided through centers operated by the Dickinson-Iron Community Services Agency. Services are available locally through the Breen Avenue Senior Citizens Center. Additionally, the Upper Peninsula

National Guard Armory

The 46 MP Company moved downstate and the building is currently occupied by the 1432nd Engineer Company of the Michigan Army National Guard. At present, the unit's roster includes approximately 60 guard members.

Postal Service

Mail directed to the City's designated zip code (49802) is handled through the U.S. Post Office at 700 Breitung Avenue. The Post Office is collocated with the United States Postal Service Regional Distribution Center.

Dickinson County Sheriff Department

The Sheriff's Department staff includes 57 full and part-time employees. Its functions include road patrol, investigative, civil process, marine/snowmobile/orv patrol, search and rescue, management of the 68-bed Dickinson County Correctional Facility, assistance with court activities (bailiff/transport/security), animal control, DARE program, truancy, and central emergency dispatch (E-911).

The enhanced 911 service identifies the address from which an emergency call is made on the dispatch screen. This feature makes it easier for emergency personnel to locate a site if a caller is unable to provide directions. Dispatch services are provided for other areas including some in Wisconsin.

The Sheriff's Department participates in several multi-agency special operations. Kingsford Public Safety and the Iron Mountain and Norway police departments joined together to form the Critical Incident

Response Team (CIRT) to respond to unpredictable life threatening situations and a multi-jurisdictional drug enforcement team (K.I.N.D.).

The Sheriff's Department and jail are located adjacent to the county courthouse.

Dickinson County Emergency Services

This office is responsible for multi-hazard mitigation planning, protection of public health and safety, preservation of essential services, prevention of property damage, preservation of the local economic base, and response to community disasters. A full-time director reports directly to the county board.

Michigan State Police

A staff of twenty-four (24) full-time officers is assigned to the Iron Mountain Post along US-2. Normal police functions are limited to the area of Dickinson County.

Animal Shelter

Almost Home Animal Shelter, a nonprofit organization, is located at 5060 Lincoln Street in Quinnesec. The Shelter offers services, such as finding homes for adoptable animals, providing shelter for stray animals and offering assistance to owners and finders of lost animals. In addition, the shelter sponsors various community education and outreach programs throughout the year.

In addition to its paid staff, the shelter is assisted by the efforts of our volunteers who work with the animals in our care and participate in various fundraising programs.

6.4 ISSUES AND OPPORTUNITIES

- ◆ While the seventy-year-old City Hall has been in service for many years, the upgrade since 2004 including accessibility features has refurbished the building so that it will likely continue to serve the needs of the public for many years to come. No major work is expected for the next several years.
- ◆ Public works and public safety facilities are modern and should meet the City's needs into the future.
- ◆ The fire response arrangement in force with Iron Mountain has benefited the citizens of both communities.
- ◆ Mutual aid law enforcement agreements with Iron Mountain, Dickinson, and Florence counties provide reserve capacity that benefits all parties.
- ◆ For the most part, sewer backups have been successfully addressed with the application of flow restriction devices. Those areas susceptible to sewer backup damage have been identified in the City's sewer work plan and plans are continuing for further sewer separation in the problem areas.
- ◆ The wastewater treatment plant is currently operating at about 70 percent of its rated capacity. Some areas of the collection system carry both sewerage and storm runoff. Areas of the City not connected to the wastewater system and using on-site septic systems are found in low density, remote areas or where not possible without installation of a lift station.

- ◆ Wastewater rates remain among the lowest in the region.
- ◆ The overall condition of the water distribution system is considered adequate although there are a few areas where aging galvanized service lines will need replacing. A favorable supply/demand ratio exists and water rates are the lowest in the area.

CHAPTER SEVEN: HOUSING

7.1 INTRODUCTION

Housing is among the basic elements of comprehensive planning. Housing location is a determinant in the location of public facilities and the costs associated with the provision of public services. Moreover, housing characteristics are indicators of existing social and economic conditions.

National statistics show that home ownership has fallen since 2010. However, the number of households renting is growing faster than the rate for new households overall. Personal income is obviously central to the ownership-rental issue, but other considerations, such as availability of financing, make renting the choice of many persons not constrained by personal economics in increasing numbers.

Neighborhood conditions reflect past and current choices. Well-maintained structures are indicative of healthy neighborhoods that residents find worthy of investment. In a sense, neighborhoods compete with one another and, as such, represent products that people buy.

The information contained in this chapter reflects the most recent housing data available. Age, type, and occupancy related to existing housing are included for analysis. This information will help City officials assess housing needs and determine appropriate measures to be undertaken to address those needs.

7.2 HOUSING CHARACTERISTICS

Trends

The 2010 Census recorded a total of 2,414 housing units in the City. Over a forty-year period beginning in 1970, the number of housing units increased by 645 units or 36.5 percent. The majority of the overall increase in housing units occurred between 1970 and 1980 when several public housing projects were constructed. During the same 1970-1980 period, Dickinson County's housing unit total grew from 9,417 to 11,250, an increase of 19.5 percent.

From 1970 to 2010 Dickinson County increased its number of housing units at a faster rate than the City of Kingsford. Breitung Township more than doubled its number of housing units during the same period while Iron Mountain and Norway experienced modest increases. For the same 40-year period, the growth rate of housing units was slightly higher for the region and state.

Housing unit totals as recorded in official census data for the years 1970, 1980, 1990, 2000, 2010, and 2014 are presented in Tables 7-1 and 7-2.

Table 7-1 Total Housing Units, Selected Areas, 1970 - 2014						
Unit of Government	1970	1980	1990	2000	2010	2014
City of Kingsford	1,769	2,099	2,248	2,477	2,414	2,471
City of Iron Mountain	3,203	3,643	3,789	3,819	3,784	3,746
City of Norway	1,156	1,255	1,311	1,392	1,402	1,384
Breitung Township	1,175	1,818	2,300	2,601	2,779	2,723
Dickinson County	9,417	11,250	12,902	13,702	13,990	14,010
CUPPAD Region	61,798	80,271	85,650	91,105	95,628	95,752
State of Michigan	2,653,059	3,448,907	3,847,926	4,234,279	4,532,233	4,532,719

Source: U.S. Bureau of the Census, General Housing Characteristics, for the years cited

Table 7-2 Housing Unit Change by Percent, Selected Areas, 1970 - 2010				
Governmental Unit	1970-1980	1980-1990	1990-2000	1970-2010
City of Kingsford	18.7	7.1	10.2	36.5
City of Iron Mountain	13.7	4.0	0.8	18.1
City of Norway	8.6	4.5	6.2	21.3
Breitung Township	54.7	26.5	13.1	135.5
Dickinson County	19.5	14.7	6.2	48.6
CUPPAD Region	29.9	6.7	6.4	54.7
State of Michigan	30.0	11.6	10.0	70.8

Source: U.S. Bureau of the Census, General Housing Characteristics for the years cited

Occupancy and Tenure

In 2010, 92.1 percent of the City’s housing units were occupied. As shown in Table 7-3, this represents 2,224 of the 2,414 total housing units. The occupancy rate, expressed as a percentage, was substantially higher in the City than in the county and region. Lower occupancy rates in these areas are largely a result of the many recreational and seasonal units.

Seventy-four percent of the City’s housing units were occupied by their owners. This compares with 80.3 percent for the county and 75.8 percent for the region

Table 7-3 Total Housing Units, Occupancy and Tenure, Selected Areas, 2010						
Housing Units	City of Kingsford		Dickinson County		CUPPAD Region	
	Number	Percent	Number	Percent	Number	Percent
Total Units	2,414	100	13,990	100	95,628	100
Occupied	2,224	92.1	11,359	81.2	73,020	76.3
Owner	1,646	74.0	9,118	80.3	55,375	75.8
Renter	578	26.0	2,241	19.7	17,645	24.2
Vacant	190	7.9	2,631	18.8	22,608	23.6

Source: U.S. Bureau of the Census, 2010 Census of Population and Housing

Units in Structure

American Community Survey data from 2014 shows that the City’s housing stock consisted of 86.7 percent single family detached units. This figure compared with 82.7 percent for Iron Mountain, 85.9 percent for the county, and 78.4 percent and 72.7 percent for the region and state respectively.

Most of the remaining housing stock was of the multi-unit type. Unlike the other municipalities in the comparison, Kingsford’s housing stock does not include mobile homes. Housing types found in the City and adjacent areas are presented in Table 7-4.



FORD HOUSE ON WOODWARD AVENUE, JULY 2001

Table 7-4 Units in Structure Percentages, Selected Areas, 2014							
Unit Type	City of Kingsford	City of Iron Mountain	City of Norway	Breitung Township	Dickinson County	CUPPAD Region	State of Michigan
1, detached	86.7	82.7	88.8	86.4	85.9	78.4	72.7
1, attached	1.1	0.3	1.7	0.0	0.5	1.4	4.8
2	1.3	5.7	2.2	0.0	2.2	3.9	2.2
3 or 4	2.8	2.8	1.3	0.0	1.7	2.4	2.5
5 to 9	4.7	1.9	1.5	0.0	1.9	2.7	4.3
10 or more units	3.4	3.9	3.2	1.5	3.0	5.5	8.6
Mobile Home	0.0	2.7	1.4	11.7	4.8	5.8	4.9
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: American Community Survey, Physical Housing Characteristics for Occupied Housing Units, 2010-2014

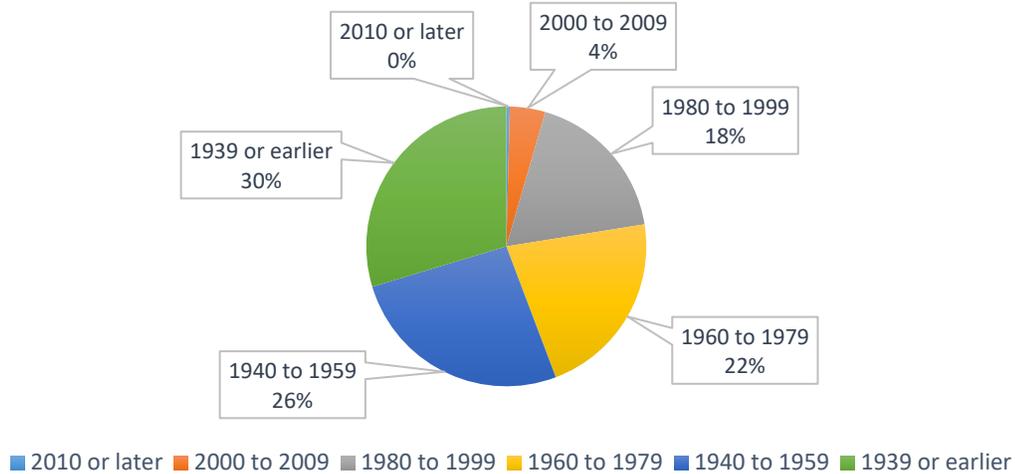
Age of Housing

Approximately 56 percent of the City’s housing units were constructed prior to 1960, a slightly higher percent of homes older homes than in the county (see Figure 7-1). Development occurred earlier in the cities of Iron Mountain and Norway and is reflected in the larger percentage of housing units built before 1960. In contrast, over 65 percent of the housing units in Breitung Township were constructed after 1970 (Table 7-5). Ford Motor Company’s closure in 1951 bears directly on the small percentage of housing stock built during that decade. Units built during the other decades shown in Table 7-5 represent similar percentages of the City’s total housing stock. The ages of housing reported in the 2014 American Community Survey data is portrayed in Table 7-5.

Table 7-5 Housing Units by Year Structure Built, Selected Areas							
	2010 or later	2000 to 2009	1980 to 1999	1960 to 1979	1940 to 1959	1939 or earlier	Total
City of Kingsford	0.4	4.1	18.0	21.8	26.1	29.7	100.0
City of Iron Mountain	0.0	3.9	14.0	24.1	17.3	40.7	100.0
City of Norway	0.0	2.1	14.4	15.2	29.4	39.0	100.0
Breitung Township	0.0	16.5	28.9	28.7	16.7	9.1	100.0
Dickinson County	0.2	7.9	20.8	23.6	19.4	28.2	100.0
CUPPAD Region	0.6	8.9	19.2	27.9	18.7	24.7	100.0
State of Michigan	0.5	10.7	23.3	28.0	23.2	14.4	100.0

Source: American Community Survey, Physical Housing Characteristics 2010-2014, 5 Year Estimates

Figure 7-1: Age of Housing Units by Year of Construction, City of Kingsford



Household Type and Relationship

The U.S. Census Bureau categorizes households into three types: 1) family households, 2) non-family households, and 3) group quarters.

In 2010, 61 percent of City households were family households. As illustrated in Table 7-6, this percentage was slightly lower than that recorded for the county and state. A family household consists of a householder and one or more persons living in the same household related by birth, marriage, or adoption. Children comprised 26.2 percent of the family household population. This percentage is slightly higher than those recorded for the county, but several percentage points lower than that of the state as a whole.

Among non-family households, the City reported significantly lower percentages than the county and state. Group quarters apply to both institutionalized and noninstitutionalized persons. Institutionalized persons are those authorized for confinement, custody or supervised care in correctional facilities, juvenile detention facilities, or nursing homes. Non-institutional group quarters include college dormitories, military facilities, and group homes. The percentage of persons residing in such arrangements was slightly higher for the City when compared to the county and the state.

Table 2-10 of Chapter 2 illustrates household trends that affect housing. Between 1980 and 2010, the number of family households and married-couple households declined with a corresponding increase in the number of non-family households. An increase in the number of family and non-family households was recorded. However, the number of married-couple families decreased.

Table 7-6 Household Type and Relationship, Selected Areas, 2010						
Persons	City of Kingsford		Dickinson County		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent
Total Households	2,224	100	11,359	100	3,872,508	100
Family Households	1,357	61.0	7,320	64.4	2,554,073	66.0
w/Own Children Under 18	588	26.4	2,863	25.2	1,106,735	28.6
w/ Individuals 65 years and over	649	29.2	3,423	30.1	985,333	25.4
Non-Family Households	867	16.9	4,039	35.6	1,318,435	34.0
Total Persons	5,133	100	26,168	100	9,883,640	100
In Households	4,927	96.0	25,715	98.3	9,654,572	97.7
Householder	2,224	43.4	11,359	43.4	3,872,508	39.2
Spouse	998	19.4	5,792	22.1	1,857,127	18.8
Child	1,347	26.2	6,793	26.0	2,892,845	29.3
Other Relatives	106	2.1	589	2.3	493,487	5.0
Non-Relatives	252	4.9	1,182	4.5	538,605	5.4
Householder Lives Alone	743	14.5	3,475	13.3	1,079,678	10.9
Householder Not Alone	1,481	28.9	7,884	30.1	2,792,830	28.3
In Group Quarters	206	4.0	453	1.7	229,068	2.3
Institution	203	4.0	369	1.4	109,867	1.1
Noninstitutionalized	3	0.1	84	0.3	119,201	1.2

Source: U.S. Bureau of the Census, 2010 Census of Population and Housing, Table DP-1

Household Size

Kingsford’s average household size has been decreasing steadily as Table 7-7 illustrates. The average size of a Kingsford household in 2010 (2.22 persons) decreased by about 15 percent since 1980. This trend is consistent with data compiled locally, regionally, and statewide. Moreover, this trend is evident at the national level and is the result of smaller family sizes and an increase in the number of single parent families.

Table 7-7 Persons Per Household, Selected Areas, Multiple Years				
Area	Persons Per Household			
	1980	1990	2000	2010
City of Kingsford	2.61	2.49	2.28	2.22
City of Iron Mountain	2.41	2.35	2.29	2.21
City of Norway	2.49	2.38	2.30	2.25
Breitung Township	2.90	2.65	2.50	2.35
Dickinson County	2.62	2.49	2.37	2.26
CUPPAD Region	2.78	2.64	2.37	2.26
State of Michigan	2.84	2.66	2.56	2.49

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

Housing Values and Rents

Kingsford’s median housing value in 2014 was \$70,300 or about 81 percent of the median state housing value. Similar values were recorded for Iron Mountain and Dickinson County. The median housing value in Breitung Township was the highest in the area at \$123,000. These comparisons are presented in Table 7-8.

Median rents for 2014 are compared in Table 7-9. The median rent value for Kingsford was \$633 per month. As with housing values, the difference in rent values determined for Kingsford, Iron Mountain and Dickinson County were negligible. Breitung Township recorded the highest median rent in the area at \$668 while the State’s was determined to be \$780. Slightly lower median rent can be found in the City of Norway and the region, but rents in City of Iron Mountain and Dickinson County were slightly higher.

Table 7-10 provides detailed information on the rent paid for housing units in the City, county, region and state. Contract rent is the monthly rent agreed to or contracted for, regardless of any furnishings, utilities, fees, meals, or services that may be included. For vacant units, it is the monthly rent asked for the rental unit at the time census information was being collected.

Table 7-8 Comparative Median Housing Values, Selected Areas, Owner Occupied Housing Units 2014	
Area	Median Housing Value
City of Kingsford	\$70,300
City of Iron Mountain	\$74,700
City of Norway	\$69,600
Breitung Township	\$123,100
Dickinson County	\$86,800
CUPPAD Region	\$107,383
State of Michigan	\$120,200

Table 7-9 Median Gross Rent, Selected Areas, 2014	
Area	Value
City of Kingsford	\$633
City of Iron Mountain	\$652
City of Norway	\$570
Breitung Township	\$668
Dickinson County	\$653
CUPPAD Region	\$593
State of Michigan	\$780

Source: American Community Survey, Financial Characteristics, 2010-2014 5 Year Estimates

Table 7-10 Contract Rent Specified, Renter-Occupied Housing Units, Selected Areas, 2014								
Value	City of Kingsford		Dickinson County		CUPPAD Region		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
< \$100	8	1.5	8	0.4	268	1.6	15,153	1.4
\$100 - \$199	39	7.1	81	4.0	772	4.6	30,747	2.8
\$200-\$299	22	4.0	141	7.0	1,453	8.7	43,767	4.0
\$300-\$399	39	7.1	232	11.5	2,569	15.4	63,064	5.8
\$400 - \$499	129	23.5	519	25.8	3,513	21.0	122,837	11.3
\$500 - \$599	89	16.2	341	16.9	2,491	14.9	176,522	16.2
\$600 - \$699	137	25.0	322	16.0	1,885	11.3	175,434	16.1
\$700 - \$799	5	0.9	26	1.3	1,037	6.2	135,310	12.4
\$800 - \$899	0	0.0	21	1.0	691	4.1	90,414	8.4
> \$900	26	4.7	73	3.6	667	4.0	174,587	16.0
No Cash Rent	55	10.0	250	12.4	1,357	8.1	61,033	5.6
Total	549	100.0	2,014	100.0	16,715	100.0	1,089,868	100.0

Source: 2010-2014 American Community Survey 5 Year Estimates, Table B25056

7.3 FINANCIAL CHARACTERISTICS

ACS Survey income data shows that 15.8 percent of the City’s population (Table 7-13) in 2014 fell below federally established poverty income levels. As Table 7-11 shows, poverty was about equally distributed between those above and below 65 years of age. A similar regional and statewide comparison, although not detailed here, reveals nearly the same distribution.

Table 7-12 shows the relative degree of poverty within the City. City residents with incomes below established poverty level thresholds 36 percent of the total population. Dickinson County reported a similar percentage; while a slightly higher percentages was recorded in the region and slightly lower at the state. The percentage of persons with incomes greater than 200 percent of the poverty level among Kingsford residents was similar to residents in the other areas in the comparison.

Table 7-11 Poverty Status by Age, City of Kingsford, 2014						
Age Group	Above Poverty Level		Below Poverty Level		Total Persons	
	Number	Percent	Number	Percent	Number	Percent
Under 65 Years	3,499	84.5	642	15.5	4,141	84.2
65 Years or More	747	84.9	133	15.1	880	17.9
Total	4,41	84.2	775	15.8	4,916	100.0

Source: American Community Survey 5-Year Estimates, Poverty Status in the Past 12 Months

Table 7-12 Persons by Poverty Status, Selected Areas, 2014								
Income Status	City of Kingsford		Dickinson County		CUPPAD Region		State of Michigan	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
< 50% of Poverty Level	547	11.1	1,644	6.4	11,247	6.8	749,731	7.8
50% to 124% of Poverty Level	555	11.3	3,143	12.3	23,396	14.2	1,329,684	13.8
125% to 149% of Poverty Level	304	6.2	1,731	6.8	8,915	5.4	458,373	4.7
150% to 184% of Poverty Level	305	6.2	2,137	8.3	12,110	7.3	629,898	6.5
185% to 199% of Poverty Level	58	1.2	554	2.2	5,397	3.3	259,639	2.7
> 200% of Poverty Level	3,147	64.0	16,424	64.1	103,955	63.0	6,240,119	64.5
Total	4,916	100.0	25,633	100.0	165,020	100.0	9,667,444	100.0

Source: American Community Survey 5-Year Estimates, Poverty Status in the Past 12 Months

City of Kingsford median household and family income levels in 2014 are presented in Table 7-13. Kingsford’s 2014 median household income was \$40,000; median family income was \$52,163. These income measurements show lower incomes in Kingsford than the county and state. While the state recorded a higher median household income, its median family income was about 14 percent higher than what was determined for Kingsford.

Per capita income in the City was \$22,983 or about 9 percent less than for the county overall. In comparison, the per capita income level for the entire state was 12 percent greater than the per capita income in Kingsford and 5 percent greater than that of the county.

Table 7-13 Income Levels, Selected Areas, 2014					
Area	Median Income		Per Capita Income	Income Below Poverty Level	
	Household	Family		% of Persons	% of Families
City of Kingsford	40,00	52,163	22,983	15.8	12.3
Dickinson County	44,350	53,894	24,948	13.4	9.0
State of Michigan	49,087	61,684	26,143	16.9	12.1

Source: 2010-2014 American Community Survey 5 Year-Estimates, Selected Economic Characteristics, DP03

A common method used to gauge a community’s housing stock is the percentage of income spent on housing related expenses. Generally, no more than 25 percent to 30 percent of the household income should be used for these costs. Although the census data is limited, Table 7-14 shows higher percentages of income directed to the cost of housing from occupied households with lower incomes.

Table 7-14 Monthly Housing Costs of Occupied Units as a Percentage of Household Income, City of Kingsford, 2014			
Household Income	< 20%	20-29%	> 30%
< \$20,000	1.2	2.2	16.9
\$20,000 to \$34,999	7.0	5.1	7.8
\$35,000 to \$49,999	8.1	5.1	1.7
\$50,000 to \$74,999	11.5	4.5	1.1
\$75,000 or more	20.6	1.7	0.0
Total	48.4	18.6	27.5

Source: Financial Characteristics, 2010-2014 American Community Survey 5-Year Estimates

7.4 SELECTED HOUSING CHARACTERISTICS

Substandard housing condition information is provided in Table 7-15. Housing units lacking complete plumbing (hot and cold piped water, flush toilet, and bathtub or shower) or complete kitchen facilities (an installed sink, range and other cooking appliance, and refrigerator) are considered substandard. Results for units with no telephone service are also reported. Seasonal housing units have an impact on the percentages shown for the county, region, and state. Overcrowding, a substandard condition according to the Census Bureau, is determined by dividing the number of persons in each occupied housing unit by the number of rooms in the unit. Less than 1 percent of the City’s housing units was substandard using criterion established for kitchens, plumbing and average occupation per room.

Table 7-15 Substandard Housing, Selected Areas, 2014				
Characteristics	City of Kingsford	Dickinson County	CUPPAD Region	State of Michigan
	Percent	Percent	Percent	Percent
Lacking Complete Plumbing Facilities	0.0	0.4	0.6	0.4
Lacking Complete Kitchen Facilities	0.7	1.0	0.8	0.7
No Telephone Service	3.2	2.6	3.2	2.7

Source: 2010-2014 American Community Survey, 5 Year Estimates, S2504

According to 2014 ACS Survey Census information detailed in Table 7-16, 88.8 percent of the City’s occupied housing units used utility gas for heating. For the county overall, the percentage was 70.8 percent and for the region and state, 62 percent and 77.1 percent respectively. Occupied City housing units heating with propane represent only 2 percent of the total. This was lower than for the other areas in the comparison. Less than 4 percent of the City’s occupied housing units used fuel oil or wood for heating.

An ordinance to regulate dangerous buildings and structures was adopted by the City Council on October 15, 2001. This ordinance (245) makes it unlawful for owners to keep or maintain any building or structure, or parts thereof that present public health and safety concerns.

Table 7-16 Occupied Housing Unit Heating Fuel, Selected Areas, 2014				
Source	City of Kingsford	Dickinson County	CUPPAD Region	State of Michigan
	Percent	Percent	Percent	Percent
Utility Gas	88.8	70.8	62.0	77.1
Bottled, Tank or LP Gas	2.0	13.9	16.0	8.5
Electricity	5.4	5.8	7.3	8.3
Fuel Oil, Kerosene, etc.	0.3	2.2	3.1	1.4
Coal or Coke	0.0	0.0	0.9	0.0
All others	3.6	7.1	9.3	4.3
No Fuel	0.0	0.2	0.2	0.4
Total Units	100.0	100.0	100.0	100.0

Source: 2010-2014 American Community Survey, 5 Year Estimates, S2504

7.5 PRIVATE HOUSING DEVELOPMENTS

New housing development is limited by land availability. Newer developments are found in the area west of Breen Street, in the general area of Moroni Drive, near the north City limit west of Westwood Avenue and in the general area north of Cowboy Lake. Plans to develop City-owned land along the Menominee River were halted due to the presence of methane gas in the area. A discussion of this environmental issue and recent residential development in the area is found in Chapter 5.

7.6 PUBLIC HOUSING DEVELOPMENTS

Publicly subsidized housing developments are described in Table 7-18. In total, 157 low-rise and duplex units are provided. These units offer barrier-free accommodations and rent subsidies that are determined by tenant income. Units range in size from one to four bedrooms.

Table 7-18 Publicly Subsidized Housing, City of Kingsford				
Name	Location	Housing Manager	Type and Year Constructed	Unit Characteristics
Westwood Apartments	203 and 207 South Westwood	UPCAP Services, Inc.	Low-rise family 1980	32 Units (16) 1-bedroom (14) 2-bedroom (2) 3-bedroom
Kingswood Apartments	1025 Woodward	Kingsford Housing Commission	Low-rise; priority to elderly & handicapped 1971	41 Units (40) 1-bedroom (1) 2-bedroom
Pine Grove Apartments	6545 Westwood	Lansing Management Company	Low-rise family 1990	24 Units (10) 1-bedroom (14) 2-bedroom
Diamondhead Manor	679 Westwood	Alliance Management Company	Low-rise family 1987	32 Units (16) 1-bedroom (16) 2-bedroom
Kingsford SC Site	Scattered sites	Kingsford Housing Commission	Family duplexes 1971	28 Units (10) 2-bedroom (12) 3-bedroom (6) 4-bedroom

Source: MSHDA Subsidized Housing Directory and managing entities cited

7.7 HOUSING ASSISTANCE PROGRAMS

Housing rehabilitation, weatherization (insulating, caulking, etc.) and home purchasing assistance programs are provided through the Dickinson-Iron Community Services Agency. Applicants must meet established eligibility guidelines to qualify.

The Habitat for Humanity-Menominee River Chapter was founded in 1992 and includes Dickinson County and the city of Niagara. Applicants are considered based on family income, current home conditions, willingness to participate in a home building project through “sweat equity,” and other factors. Habitat home building projects are constructed by community volunteers and homeowners-to-be on donated land parcels. The local chapter aims to complete 2-5 new homes each year.

7.8 SPECIALIZED HOUSING

Assisted living facilities and group homes are found within the City. Those facilities requiring state licensing are regulated as to the number and type of residents, the services provided, and staffing requirements. There are several skilled nursing home facilities in the area including one in the City.

7.9 ISSUES AND OPPORTUNITIES

- ◆ Housing unit development increased over 36 percent between 1970 and 2010. Recorded growth was greater than neighboring cities but less than the balance of the county. The availability of land suitable for housing development, its value, property tax rates, economic conditions, and lifestyle preferences influence building location decisions.
- ◆ Twenty-six percent of the City's housing units are renter-occupied. This percent is higher than that for Dickinson County and the region as multi-family rental units tend to be located in urban areas to be closer to employment and services. Vacancy rates, as recorded in 2000, were about 8 percent.
- ◆ Kingsford's housing stock includes a percentage of single family detached units similar to those than was recorded in surrounding areas. Unlike neighboring communities, the City's housing stock does not include mobile homes.
- ◆ Over one-half of the City's housing stock was constructed before 1960. Older structures are more likely to present condition and efficiency concerns. Structural integrity and aesthetics are essential to neighborhood preservation.
- ◆ Consistent with national trends, non-family households have been increasing and the average number of persons per household have been declining in the City. The average household size in 2010 was 2.22 persons.
- ◆ Median rents and housing values in 2014 were consistent with the local market reflecting a favorable living environment.
- ◆ Census-derived poverty rates among residents are slightly higher within the City than in the county as a whole. The rates are about equally distributed between elderly and non-elderly persons. Per capita income was about 9 percent less than for the county overall while median family and household incomes were lower than surrounding communities, the region, and state.
- ◆ The percentage of substandard housing units in the City was very low according to the most recent census findings.
- ◆ Private housing development is constrained by land availability and environmental conditions caused by methane gas. Street grid systems and sidewalks are largely absent in newer developments; for the most part, curbs and gutters are present.
- ◆ There are 157 housing publicly subsidized housing units managed by several entities within the City. Programs are available to help low income homeowners with needed repairs. A down payment assistance program for first time homebuyers is available on a limited basis.
- ◆ Regulation of dilapidated structures as provided under Ordinance 245 provides a means to protect citizens from unsafe and unsanitary conditions.

CHAPTER EIGHT: RECREATION

8.1 INTRODUCTION

This chapter provides current information about the location, features, and use of parks, open space sites, and other recreational facilities in the City and nearby. Standards established by the National Recreation and Park Association, requirements set forth under the Americans with Disabilities Act (ADA) of 1990, and a listing of recreational facilities in the area will be presented. Information contained in this chapter is intended to provide current and comprehensive information to guide City decision makers regarding future park development and/or acquisition.

Healthy, socially acceptable outlets that channel free time in life-enriching directions are roles for recreation. Thus, the provision of recreation opportunities is important to the overall quality of life in a community.

The City's current recreation plan was adopted by the City Council February 16, 2016. It was developed through the combined efforts of the City Council, Parks and Recreation Committee, and Citizens Advisory Committee. Upon approval of the plan from the Michigan Department of Natural Resources, the City will be eligible to apply for grant assistance through December 31, 2020.

8.2 RECREATIONAL SPACE DEFINITIONS

Terms that will be used throughout this chapter are defined in the following to insure a common understanding of various types of recreational facilities.

- ◆ Mini-Park: Used to address limited, isolated or unique recreational needs.
- ◆ Neighborhood Park/Playground: Neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.
- ◆ Community Park: Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces.
- ◆ Regional Park: Land set aside for preservation of natural beauty or environmental significance, recreation use or historic or cultural interest.

8.3 CITY PARKS AND RECREATIONAL FACILITIES

Listed below is an inventory of existing public recreational areas and facilities within the City of Kingsford. The location of the facilities can be found on Map 9. In addition, an inventory of the nearby recreation sites not located within city limits, but most likely utilized by City residents is provided at the end of this section.

LoDal Park (21 acres) is located in the east central portion of the city, along Breitung Avenue. It includes 3 ball fields, 4 tennis courts, restrooms, picnic tables, 200 parking spaces, pavilion, concession area, playground equipment, multi-purpose open field, basketball court and horseshoe pits.



Cowboy Lake Park (3.5 acres) is located between Cowboy Lake and the Menominee River, near the Wisconsin Electric Hydroelectric dam. Facilities at the park include: a picnic area, 50 parking spaces, 100-foot swimming beach, pavilion, grills, picnic tables, multi-purpose open field, bathhouse, boat launch, fishing pier, concession area, and restrooms.

Menominee River Recreation Area (6.5 acres) is located in the southern portion of the city. Development of this park area began in 1984. Improvements to be completed in 2001 include a boat launch, picnic shelter, parking area, and restrooms. Other facilities include grills, a soccer field, and benches.



Balzola Field (4.0 acres) is located in the central portion of the city, along Woodward Avenue. The park provides baseball and soccer facilities with perimeter fencing and dugouts. Potable toilets are available at this site.

Ford Park (5.6 acres) is located in the eastern portion of the City, along Hamilton Avenue. Facilities at this site include: play equipment, 2 tennis courts, picnic tables, benches, and a natural open area.

Kingsford Commemorative Field (1.0 acre) is located on Evergreen Court. This park includes a soccer field, restrooms/lockers/concessions building, parking, lights, bleachers, and perimeter fencing.



Breen Avenue Playground (1.1 acres) is a neighborhood park located in the southeastern portion of the city, along Breen Avenue. Facilities include: playground equipment, benches, multi-purpose open field, picnic tables, and a hill slide in the winter.

Triangle Park (1.1 acres) is located in the north central portion of the City, along Rexford Avenue, Bell Street, and Dickinson Boulevard. The park features play equipment and a multi-purpose open field.

Fulton Street Park (0.5 acres) is a neighborhood park located in the north central portion of the City, at the corner of Fulton Street and Marquette Boulevard. The park provides open space that is used for ice-skating in winter months and as an open play field during summer months. The park also includes a baseball field.

Lyman Street Park (0.5 acres) is located in the southern portion of the City and provides an open play field.

Beech Street Park (1.5 acres) is located in the south central portion of the City and features an illuminated ice rink, softball field and multi-purpose open field.

Olympic Street Park (0.35 acres) includes benches, picnic tables, and play equipment for tots and is located in the northern portion of the City

Waverly Street Park (0.57 acres) provides an open play area and wintertime skating and is located in the north central portion of the City.

Gazebo Park (0.3 acres) is located at the southeast corner of Woodward Avenue and Balsam. Facilities at this location include gazebo shelter, picnic tables, electricity, decorative plantings, and benches.



Kimberly Avenue Arboretum (1.3 acres) located west of Kimberly Avenue between Woodward Avenue and Hamilton Avenue. This park includes benches, picnic tables, a water fountain, electricity, and decorative plantings.

Other public recreation facilities are found at the Woodland Elementary, Secondary School Complex and Play in the Pines described below.

Woodland Elementary School The school occupies a 26.5-acre parcel of land in the central portion of the City, along Pyle Drive. Facilities provided at the site include: parking, indoor basketball court, 2 softball fields, playground, soccer field, 2 outdoor basketball courts, and a gymnasium.

Secondary Complex (middle-high school) The Junior-Senior High School is located on a 34-acre parcel of land along Hamilton Avenue in the eastern portion of the City. Recreation facilities at the site include: parking, 2 indoor basketball courts, 2 gymnasiums, 8 tennis courts, 2 outdoor basketball courts, open field, 2 softball fields, stadium (3,000 capacity) and auditorium (605 capacity).

Play in the Pines This wooden playground facility constructed with volunteer labor is located at the Dickinson-Iron Intermediate School District's Willis Early Childhood Center, 1074 Pyle Drive.

8.4 NEARBY COMMUNITY PARKS AND RECREATIONAL FACILITIES

The following is an inventory of nearby public and private recreation sites that are most likely utilized by residents of the City of Kingsford. The privately owned recreation facilities, like the public facilities, are open for use by the general public.

1. River Bend Campground: A 47-acre campground located three miles north of Iron Mountain on Pine Mountain Rd., near the banks of the Menominee River. Facilities at the campground include: 150 campsites, rest rooms, showers, laundry, play areas, horseshoe courts, trails, swimming, boating, picnic grounds, and boat landing facilities.
2. Summer Breeze Campground: This 30-acre campground is located three miles north of Iron Mountain on M-95. Facilities at the campground include: 70 campsites, hot showers, laundry, free dumping station, swimming pool, fireplaces, picnic tables, and recreation areas.
3. WMPC Wilderness Shores Site 6: This recreational area is located in the vicinity of Hydraulic Falls Dam. A boat landing is the only facility located at this site.
4. WMPC Wilderness Shores Site 7: This site, also known as Twin Falls Park, is located adjacent to Badwater Lake. It is a winter access site.
5. WMPC Wilderness Shores Site 11: A recreational site located on the Sturgeon River near Power Dam, on land leased by the MDNR. Recreational facilities at this site include: boat landing, toilets, and parking.
6. Pine Mountain Winter Sports Area: This winter sports area is located in the north western portion of the City of Iron Mountain. Facilities at the winter recreation site include: fourteen ski slopes, the world's highest artificial ski jump, two double chair lifts, triple chair lift, tow rope, 40 lodge rooms, 24 condominiums, indoor swimming pool, outdoor swimming pool, eighteen-hole golf course, and cross-country ski trails.
7. Norway Mountain: This ski area is located in Vulcan, nine miles east of Iron Mountain on U.S. 2. Facilities at this recreational area include: twelve ski slopes, two chair lifts, rope tow, cross country ski trails, mountain biking trails, snowmobiling, two condominiums, and restaurant.
8. Cornish Pump: The huge Cornish water pump is located on the site of the old Chapin Mine in Iron Mountain. A historic evidence of bygone era, it was used to de-water the Chapin Mine, which is now a huge cared-in area traversed by U.S. 2.
9. House of Yesteryear Museum: This historic museum is located southeast of Iron Mountain, along U.S. 2. The museum contains more than 3,400 unusual items, including 30 antique automobiles dating back to 1904 and 150 guns and pistols dating back to 1500.
10. Iron Mountain Iron Mine: This historic iron mine is located nine miles east of Iron Mountain

along U.S. 2 in Vulcan. Facilities at the site include: guided tours via the underground railroad, 2,600 feet of tunnels, and museum of iron mining.

11. Fumee Lake Natural Area: This 1,087 acre Dickinson County owned natural area is located northeast of the community of Quinnesec in Breitung Township. Facilities at the area include: Scenic views, five miles of shoreline, diverse and natural forests, significant wetlands, non-motorized primitive water craft access to lakes, trail systems around Little Fumee Lake and the north, south and east shores of Fumee Lake, and parking and pit toilets on east end of Little Fumee Lake.
12. Iron Mountain City Park: A 69.2-acre regional park located adjacent to the Pine Grove Country Club in the west central portion of the City of Iron Mountain. Facilities at the park include: bocce courts, benches, trash cans, picnic tables, large log pavilion, double sand volleyball court, small log building, tire sandbox near bocce courts, playground equipment, water faucets, rest room buildings, log shelter, stone fire stove, airplane display, Log park ranger building, soccer-football field, tennis courts, walking trail, enclosed deer yard, walking trail, illuminated ice rink, sledding area, cross-country ski trail, snowmobile trail access, and off-street parking.
13. Mountain View Ice Arena: This community recreation facility is located on a 5.0-acre parcel of land adjacent to Pewabic Playfield and Eastside Recreation Complex in the City of Iron Mountain. The facility has the following attributes: indoor ice rink complex, flag pole, storage shed, large trash container, and large lighted paved off-street parking area.
14. West Lake Antoine Launch/Park: This regional recreation park is located in the northeast portion of the City of Iron Mountain, along the western shore of Lake Antoine. Facilities at this park include: launching piers, large launching area, trash can, and gravel off-street parking area.
15. Crystal Lake Community Center: A Dickinson County owned community recreation facility located along Crystal Lake in the south central portion of the City of Iron Mountain, just east of Westside Field. The facility has the following recreation attributes: indoor basketball gym, paved off-street parking area, six racquet ball courts, indoor swimming pool, game areas, meeting rooms, office complex, senior citizen center, exercise area, and outdoor volleyball area.
16. Norway Recreation Area (Marion Park): Marion Park is a 180-acre community park located in the City of Norway. The following facilities are located at the park: 40 picnic tables, playground equipment/tot lot, 2 baseball fields, rest rooms, 2 pavilions, 6 horseshoe courts, golf course, golf driving range, 2 soccer fields, equipment storage shed, 2 tennis courts, and archery range.
17. Lake Antoine Park: This Dickinson County owned regional park is located on the eastern shore of Lake Antoine, within Breitung Township. Facilities at this 50.9-acre site include: 227 picnic tables, 2 picnic shelters, 80 camping sites, over 600 parking spaces, playground equipment, tot lot, softball field, multi-purpose open field, 3,000 feet of buoyed swimming beach with lifeguard, 5,000 feet waterfront, boat fishing, boat launch, bandshell for summer concerts, bathhouse, dumping station, showers, concession stand, nature trail, and residence for park's manager.

18. Strawberry Lake Area: This community park is a 30-acre parcel of land located in the City of Norway, along Main Street, between Railroad Avenue and 13th Street. It is the site of a large Leather multi playground apparatus (Knight Kingdom), which is almost all disabled accessible. Facilities at the site include: 100x400 foot treated wood playground apparatus, walking trail, two fishing piers, picnic tables, and benches.
19. Hanbury Lake Park: Hanbury Lake Park is a 28 acre Dickinson County owned regional park located in the City of Norway and Norway Township. The park offers the following facilities: 3,720 feet of lake frontage, modern rest rooms, paved parking lot with 20 spaces, swimming beach, playground equipment, recreational field, 15 picnic tables, grills, horseshoe courts, a quiet area and natural trail, and a boat landing.

8.5 RECREATIONAL NEEDS

The City of Kingsford 2016-2020 Recreation Plan identified 9 specific projects as needs to be addressed within the five-year period. Projects to be undertaken will be carefully considered by the City Council with overall economic conditions a major factor in their decisions. Recreational goals and objectives were also identified in the plan to act as a guideline for future maintenance and development strategies.

8.6 RECREATIONAL NEEDS STANDARDS

Standards developed by the National Recreation and Park Association (NRPA) are commonly used to assess the recreation needs of a community. Under this system, space standards are used as the measure of a recreation system's adequacy. Total park and recreation space is usually expressed in terms of acres per person. These space standards, presented in Table 8-2, are useful when assessing current and future open space needs and demand.

A community's park system under NRPA standards should have a minimum of 6.25 to 10.50 total acres of developed open space per 1,000 residents. The total acreage of recreation land in the City is adequate, according to NRPA Standards, for the current population. With a population of 5,133, the City of Kingsford would have to provide between 1.3 to 2.6 acres of mini parks, 5.1 to 10.3 acres of neighborhood parks, 25.7 to 41.1 acres of community parks, and 25.7 to 51.3 acres of regional parks. Special-parks can vary on acreage/population.

The City of Kingsford possesses 114.1 acres of public parks and school owned recreational land. The breakdown of recreational land includes: 1.7 acres of mini parks, 11 acres of neighborhood parks, 64.8 acres of community parks, and 36.6 acres of regional parks. The following table displays the existing public open space as compared to the open space standard.

Table 8-2 Local and Regional Open Space Standards				
Park Type	Service Area	Area in Acres	Acres/1,000 Population	Uses
Mini Park	<1/4 mile radius	1 or less	0.25 - 0.50	Specialized facility that serves a concentrated or limited population or specific group such as tots or senior citizens
Neighborhood Park	1/4 to 1/2 mile radius	15 or more	1.0 - 2.0	Area for intense recreation activities such as field games, court games, crafts, play equipment, skating, picnicking, etc.
Community Park	Several neighborhoods; 1 - 2 mile radius	25 or more	5.0 - 8.0	Area of diverse environmental quality that may include areas suited for intense recreation facilities such as athletic complexes and large swimming pools. Area may feature natural qualities for outdoor recreation such as walking, viewing, sitting, and picnicking.
Regional Park	Several communities; 1 hour driving range	200 or more	5.0 - 10.0	Area of natural or ornamental quality for outdoor recreation such as picnicking, boating, fishing, swimming, camping, and trail use. Area may include pay areas.

Source: Roger A. Lancaster, Ed. 1983, Recreation Park and Open Space Standards and Guidelines, Alexandria, Virginia: National Recreation and Park Association

Table 8-3 Existing Public Open Space, City of Kingsford, 2016		
Park Type	Park Land in Acres	NRPA Standard in Acres
Mini Parks	1.7	1.3 to 2.6
Neighborhood Parks	11	5.1 to 10.3
Community Parks (includes schools)	64.8	25.7 to 41.1
Regional Parks	36.6	25.7 to 51.3
Total Park Area	114.1	57.8 to 105.3

NOTE: Acreage does not include state or federal land.

8.7 PARK ACCESSIBILITY REQUIREMENTS

The Americans with Disabilities Act (ADA) identified specific standards to insure that persons with disabilities have an equal opportunity to participate fully, live independently, and be economically self-sufficient with society. The ADA consists of five sections that include employment, public accommodations, transportation, state and local government operations, and telecommunications.

Public Accommodations, Title II of the ADA, deals with the level of accessibility and equal provisions of service at publicly owned outdoor recreation sites. This title state that discrimination against persons with disabilities is prohibited in all services, programs, or activities provided by public entities. The general requirements set forth under this section became effective January 26, 1992. Remodeling or new construction of facilities and buildings had the same deadline date to become accessible to disabled persons. In existing buildings and facilities, nonstructural changes to improve accessibility were required by January 26, 1992, while all structural improvements of facilities and buildings were required by January 26, 1995.

The ADA of 1990 requires that “reasonable accommodation” be made to the needs of the estimated one in five people nationally who are disabled. That is, all public and private providers of goods and services, along with all employers, must remove all structural and communication barriers from facilities or provide alternative access where feasible.

8.8 HISTORICAL RESOURCES

Reminders of the once-dominant Ford Motor Company are found throughout the City. The twin smokestacks, which were a local landmark deteriorated badly due to age and the City had no better option but to have torn down. Other prominent remnants of the Ford era include the Ford House on Woodward Avenue and the Ford Store on Carpenter Avenue.

Special historic significance is recognized through listings of the State Register of Historic Places or the National Register of Historic Places. While no designated historic properties are listed within the City, numerous sites are found in the county. Site descriptions and locations are provided below.

Dickinson County Courthouse and Jail

This unique structure has been listed on the State Register since 1977 and on the National Register since 1980. A marker was erected at the front of the building facing US-2 in Iron Mountain.

Chapin Mine Steam Pump Engine

Perhaps better known as the Cornish Pump, this piece of machinery is recognized as an engineering achievement. The steam pump engine extracted water from as deep as 1,500 feet at a rated capacity of 3,400 gallons per minute. It was similar to mine pumps used in Cornwall, England, and was eventually replaced by electric pumps. Listing on the State Register came in 1958; listing on the National Register followed in 1981. A historic marker was erected at the site in 1983.

Carnegie Public Library

This building has been the home of the Menominee Range Museum since 1971 and is found in Iron Mountain. It was listed on the State Register in 1977 with a marker erected at the location in 1979.

Ardis Furnace

Located in Iron Mountain, this site marks the efforts of inventor John T. Jones to process low-grade iron ore reserves. A marker was erected at the site in 1972. The site was listed on the State Register in 1971 and on the National Register in 1972.

Joseph Addison Crowell House

This three-story Iron Mountain stone dwelling has been listed on the State Register since 1979. Dr. Joseph Crowell was employed by the Oliver Mining Company to service employees of the Chapin Mine. He was the first general surgeon in the Iron Mountain area.

Immaculate Conception Church

This Roman Catholic Church is closely associated with Italian immigrants who came to Iron Mountain seeking employment in the iron mines. It is listed on both the state and national registers. A historical marker is found at the site.

Menominee Range Informational Designation

A marker erected in 1958 identifies this site at Fumee Park along US-2 near Quinnesec. The marker provides information regarding the discovery of iron ore on the Menominee Iron Range. This site was listed on the State Register in 1956.

Quinnesec United Methodist Church

This is the oldest church in Dickinson County located in the oldest town on the Menominee Range. It has been listed on the State Register since 1977.

Norway Spring

Found along US-2 in Norway, this artesian well was created because of drilling associated with iron ore mining in 1903. Pressure caused by the elevation difference is released through the drilled hole, replicating the principle of an artesian well. A marker was erected at the site in 1966, the year it was listed on the State Register.

Iron Mountain Iron Mine

Also known as the Vulcan Mine and the Breitung-Vulcan Mine, this site was listed on the State Register in 1990. It is found in the heart of the Menominee Iron Range and was one of its most significant mining operations.

Other

Also noted for historic significance but no longer in existence are the Dickinson Hotel in Iron Mountain and the Asselin Dairy Milk Bottle in Norway.

8.9 ISSUES AND OPPORTUNITIES

- ◆ Facility costs associated with maintenance, liability, and anticipated obsolescence should be fundamental considerations in project development. Existing facilities should be upgraded before new ones are built.
- ◆ The city wishes to provide for the use of the recreation resources by a broad segment of the population, including the disabled. New facilities should be designed to accommodate access, enjoyment, and safety to the disabled, aged, as well as the able bodied of the City.
- ◆ Recreational facility development should consider demographic conditions and trends.
- ◆ Park and other recreational space in the City surpass the recommended standards.
- ◆ Facilities should be designed to complement and preserve the surrounding natural quality of the area.
- ◆ Whenever possible, the City and private interests should coordinate the development of recreation facilities and programs.
- ◆ The City and concerned organizations and individuals should develop programs and incorporate designs to reduce vandalism.

CHAPTER NINE: TRANSPORTATION

9.1 INTRODUCTION

Communities depend on the effective movement of people and goods to sustain a functioning economy. Transportation efficiency is a key factor in decisions affecting land use and development.

Roads and other transportation systems have been largely influenced by physical barriers present such as rivers, lakes, swamps, and rugged terrain. Therefore, transportation routes generally were established where physical features offered the least resistance.

A summary of the existing transportation facilities in the City, along with a discussion of future transportation facilities and services are also discussed.

9.2 ROAD SYSTEM

A community's system of roads probably captures the most citizen attention among all physical structures. The basic objective of a road system is to facilitate the safe and efficient movement of vehicles.

Michigan Act 51 of 1951 requires that all counties and incorporated cities and villages establish and maintain road systems under their jurisdiction, as distinct from state jurisdiction. Counties, cities, and villages receive approximately 61 percent of the funding allocated through Act 51 for local roads. State highways under the jurisdiction of the Michigan Department of Transportation receive the remaining 39 percent. Roads within the City, as classified under Act 51, are identified on Map 10.

State Trunkline Highway

The state trunkline system includes state and federal highways that connect communities to other areas within the same county, state, and other states. These roadways provide the highest level of traffic mobility for the traveling public. While the highway system carries more than half the total statewide traffic, it is only 9 percent of the Michigan roadway network length. State and federal highways are designed by the prefixes "M" and "US" respectively.

Highway M-95 (Carpenter Avenue) extends in a north-south direction through the City's eastern section covering a distance of 1.79 miles (official MDOT figures). M-95 enters the City from Breitung Township on the south at Breen Avenue and extends to Woodward Avenue at the City's border with Iron Mountain. The trunkline connects with Aurora, Wisconsin on the south to its northern terminus where it intersects with US-2/41 in Marquette County near Champion.

Act 51 requires that the state transportation department bear all maintenance costs consistent with department standards and specifications for all state highways including those within incorporated communities. Since the City's population is less than 25,000, cost sharing requirements for construction and reconstruction associated with opening, widening or other state highway improvements are not applicable.

Some 4,275 miles of state highway make up the Priority Commercial Network (PCN). Included in this network is Highway US-2. These highways are recognized for their importance to agriculture, forestry, wholesale trade, manufacturing, and tourism.

County Road System (Primary and Local)

County roads are classified as primary and local. Local roads comprise the most miles in the county system, but have the lowest level of traffic. Road funding is based on the mileage of each road system. Roads within the City are not included in the county system. There are 176.8 miles of primary roads and 357.8 miles of local roads in Dickinson County.

Major Street System

A system of major streets in each incorporated city or village is approved by the state highway commission pursuant to P.A. 51. Major streets are selected by the city or village governing body on the basis of

greatest general importance to the city or village. Streets may be added or deleted from the system subject to approval of the state highway commissioner. The City's 16.23 miles of designated major streets include the following:

- Westwood Avenue (all)
- South Park Avenue (all)
- Marquette Street (all)
- Dickinson Boulevard from Westwood to Woodward
- Harding Avenue (all)
- Woodward Avenue (all)
- Airport Road from Woodward to Ford Airport
- Pyle Drive (including Pyle Drive North and West)
- Balsam Street from Woodward Avenue south to Breitung Avenue
- North Boulevard
- Hamilton Avenue (all)
- Kimberly Avenue (all)
- East Boulevard (all)
- Hooper Street from Pyle Drive south to Breitung Avenue
- Breitung Avenue (all)
- Lawrence Street from Breitung Avenue south to Breen Avenue
- Maple Street from Breitung south to Hoadley Avenue
- Woodbine Street from Breitung south to Breen
- Breen Avenue from Lawrence Street east to Woodbine Street
- Hoadley Avenue from Balsam east to Carpenter (M-95)
- Balsam Street from Hoadley south to Long Avenue

Local Street System

City or village roads, exclusive of state trunklines, county roads and those included in the major street system, make up the local street system. Kingsford has 30.5 miles of designated local streets. The process of approval, additions, and deletions is the same as with other road system designations.

9.3 PRIVATE ROADS

Private roads serve two newer areas of residential development in the northern corners of the City. The upper portion of River Hills Road is a private road serving approximately ten homes. Horseshoe Lane is a private road accessed from Westwood Avenue near the corporate limit and serves approximately six homes. Neither road meets required standards for acceptance into the City's street network. Standards are intended to insure the adequacy of road construction, rights-of-way, turning radii, etc. Substandard design and/or construction can greatly increase maintenance cost

9.4 NATIONAL FUNCTIONAL CLASSIFICATION

The National Functional Classification is a planning tool developed by the Federal Highway Administration and is used by federal, state, and local transportation agencies. Under this system, streets and roads are classified according to their function along a continuum that indicates the greatest mobility/greatest access to property. Roads that provide the greatest mobility are classified as principal arterials. Minor arterials, major collectors, and minor collectors follow in this continuum. Roads classified as local provide the greatest access to property. The placement of roads into these categories is determined by the relationship to traffic patterns, land use, land access needs, and traffic volumes. Roads within the City, according to their classification under this system, are shown on Map 10.

The major difference between the functional classification scheme and the one established by P.A. 51 is that the functional classification breaks down a county road system into more categories. All roads in the functional road classification that are arterials (principal or minor) and collectors (major or minor) are considered either state trunklines or primary roads in the county road system under P.A. 51. The main reason for breaking a county road system into functional classifications is to provide a more useful tool for planning purposes.

Principal Arterial

The main function of a principal arterial road is to move traffic over medium distance quickly, safely, and efficiently. Often the movement is between regions or major economic centers. No principal arterials have been classified within the City.

Minor Arterial

Roads within this classification move traffic over medium distances within a community or region in a moderate to quick manner. They distribute traffic between collector roads and principal arterials. Carpenter Avenue (M-95) and Breitung Avenue/Westwood Avenue fall within this classification.

Collector Roads

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

Rural Local Road

The predominant function of roads in this classification is to provide direct access to adjacent land uses. A local road serves as the end for most trips within a community. Local roads include all streets not classified as arterials or collectors.

9.5 ROAD AND BRIDGE CONDITION EVALUATION

Roads in the State of Michigan are evaluated using the PASER (Pavement Surface Evaluation and Rating) system developed by the University of Wisconsin. Surface conditions are determined by the amount of deterioration such as cracking, faulting, wheel tracking, patching, etc. The road conditions are assessed through quickly through visual inspections. Overall, road quality across the state has declined. Surface conditions for trunkline roads in the Upper Peninsula in 2013-2014 were as follows:

Table 9.1 PASER Rating, Upper Peninsula		
Miles Good	Miles Fair	Miles Poor
21.74%	67.65%	10.61%

Source: MDOT

Future state trunkline system conditions are forecast using PASER data in conjunction with the Road Quality Forecasting System. It is anticipated that the percentage of pavements in poor condition will decrease over the next ten years. The state anticipates the number of road miles rated as poor increasing from 37.5 percent in 2014 to 57.8 percent in 2026.

An evaluation of the state’s road bridges in 2014 revealed that 43 percent were in good condition, a percentage that MDOT expects to decrease to 34 percent by 2024. Bridge rehabilitation and replacement is scheduled on a “worst first” basis.

9.6 FINANCING

Revenues collected from fuel taxes and motor vehicle registration fees are distributed to county road commissions, cities, and villages by formula. This is done through the Michigan Transportation Fund that was established under P.A. 51 of 1951. Road classification, road mileage, and population are factored into the formula. A percentage of the funding is reserved for engineering, snow removal, and urban roads. Road funding legislation was passed in late 2015 that revises how funds for roads are raised and distributed. MDOT expects to have more funding for roads in the near future.

Michigan Transportation Fund

Michigan Transportation Economic Development Fund

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

- Category A - target industries
- Category B - state trunkline takeover
- Category C - urban congestion

- Category D - rural primary
- Category E - forest road
- Category F - urban area

Other

Federal assistance for state highways is supported mainly through motor fuel taxes. Construction and repair costs associated with state trunkline systems are generated from these taxes. The Intermodal Surface Transportation Efficiency Act of 1991, and its reauthorization as the Transportation Equity Act for the 21st Century (TEA-21), has resulted in allocation changes that have benefitted Michigan. Under the concept of “intermodalism”, transportation planning is supposed to engender cooperation among the different transportation modes that interconnect at shared hubs, or intermodals.

Ten (10) percent of each state’s Surface Transportation Program (STP) funding is set aside for transportation enhancement projects. Enhancement activities are meant to be such things as landscaping, bicycle paths, historic preservation, storm water runoff mitigation, and other quality-of-life projects. A formal process of application has been established by the Michigan Department of Transportation to afford local and state jurisdictions an opportunity to pursue this funding.

9.7 TRAFFIC VOLUME

The majority of traffic in the Upper Peninsula region is comprised of people commuting alone in their vehicles. In Dickinson County, public transit is extremely limited and there are few options to get around without a car. Nationally, two car households increased from 10 million in 1960 to more than 58 million in 2014. The largest population growth is occurring in suburbs where dependence on private automobiles is greatest. New road construction is not keeping pace with this growth and roads are becoming increasingly crowded.

According to the Michigan Department of Transportation, highway travel in Michigan is increasing at a far greater rate than the state population. Michigan roads experienced an increase in traffic volume by more than 35 percent from 1984 to 1997. In 1940, travel logged on Michigan roads totaled 14.6 billion miles. The total in 2013 was 95.1 billion miles, an increase of more than five times over 1940. Volumes are usually presented as an average daily traffic (ADT) figure, and are calculated for a particular intersection or section of roadway (see Map 11).

Traffic counting devices are used by the Michigan Department of Transportation to record volumes at set points along state trunklines. Tables 9-1 and 9-2 offer comparisons of MDOT traffic volume data from 1975 to 2000 taken along local thoroughfares. In addition, local traffic counts for these years are depicted on Map 11. Limited traffic volume data along Carpenter Avenue (M-95) in the City is presented in Table 9-3.

Table 9-1 City of Kingsford, Annual Average Daily Traffic Volumes, 1975-2014						
Year	Traffic Counter Location					
	M-95 south near border	US-2 west of US-141 jct.	US-141 near border	US-2 south of M-95 jct.	US-2/141 west of M-95 jct.	M-95 and city limits
1995	6,000	12,000	5,300	12,000	7,200	18,905
2000	6,100	14,800	8,000	11,500	7,100	15,060
2005	6,107	11,072	8,350	17,000	7,900	14,302
2010	4,981	11,358	6,800	19,100	6,500	12,211
2014	5,055	10,635	7,142	17,200	6,300	11,725

Source: Michigan Department of Transportation for years cited

Table 9-2 Average Daily Traffic Volume Change, Greater Kingsford Area			
Route	Counter Location	Period of Comparison	Change
M-95	South near Wisconsin border	1995-2014	-15.8%
US-2	West of US-141 junction	1995-2014	-11.4%
US-141	South near Wisconsin border	1995-2014	34.8%
US-2	South of M-95 junction	1995-2014	43%
US-2/141	West of M-95 junction	1995-2014	-12.5%
M-95	M-95 and city limits	1995-2014	-38.0%

Source: Michigan Department of Transportation for years cited

Location is critical to the viability of commercial enterprises. However, such development may complicate the movement of traffic and heighten congestion and safety issues. Often, such development occurs with little, if any, attention to how entrances and exits will affect traffic movement and safety.

Data presented in the previous table shows increasing traffic volumes along Carpenter Avenue. Traffic counting along Breitung Avenue near Woodbine has been done by the Dickinson County Road Commission on a two-year cycle. In 1999 an average daily traffic count of 9,486 was recorded, an increase of about 500 vehicles over the 1997 count

Table 9-3 Traffic Counts, City of Kingsford		
Year	Counter Location	
	Carpenter near East Blvd.	Carpenter near Breen Avenue
1995	8,800	6,000
2000	15,100	6,100
2005	14,600	5,800
2010	12,200	5,000
2014	11,700	5,100

Source: Michigan Department of Transportation for years cited

9.8 PUBLIC TRANSPORTATION

Transportation for elderly and handicapped persons is provided by the Dickinson-Iron Community Services Agency on a demand-response basis. No public transportation system exists in the county. However, general transportation services are available from private taxi companies. Additionally, specialized medical transport service is available in the county.

9.9 INTERCITY TRANSPORTATION

Indian Trails provides daily intercity service from an agency location in Iron Mountain. Agency locations are operated by independent agents whose services and hours of operation vary, although ticketing is usually provided. A summary of ridership within the central U.P. region is below.

Table 9-5 Indian Trails Bus Ridership in the CUP, 2014		
Location	On	Off
Champion	14	16
Ishpeming	74	90
Marquette	1,654	1,573
Gwinn	170	166
Gladstone	31	42
Escanaba	7,455	7,463
Cedar River	4	6
Menominee	46	86
Iron Mountain	502	479
Powers	7	14
Manistique	154	172
TOTAL	10,111	10,107

Source: Indian Trails, 2015

9.10 RAIL SERVICE

The Escanaba & Lake Superior Railroad runs along the City's eastern boundary, interconnects with the Wisconsin Central's Powers to Antoine line in Iron Mountain, and continues to Ontonagon. This service is for freight only; there is no passenger rail service in the region

9.11 AIR TRANSPORTATION

Commercial passenger service is available at Ford Airport with Delta Airlines/SkyWest and CSA Air. Local commercial service is ensured through a federal subsidy to SkyWest. Air service is available to and from Rhinelander, WI, Minneapolis, MN, Milwaukee, WI

A total of 20,820 passenger enplanements (departures/boardings) were recorded at Ford Airport in 2014. Airport infrastructure funding administered by the Federal Aviation

Administration is based on annual boardings. Facilities with at least 10,000 boardings qualify for more infrastructure funding. Airports in Marquette and Delta counties recorded boardings of about 80,657 and 34,176 respectively in 2014. Among U.P. airports with regularly scheduled passenger service, only Gogebic County Airport recorded fewer enplanements.

While passenger levels may be relatively small, Ford Airport leads all U.P. airports in total cargo and packaged freight by a significant margin. In 2014, Ford handled 931,680 pounds of cargo and packaged freight. Marquette’s airport handled the largest amount of freight in the region in 2014 at 2,086,266 pounds.

Table 9-7 Passengers at U.P. Airports, Selected Years					
Airport	1980	1990	2000	2010	2014
Marquette County (K.I. Sawyer)					
Total Scheduled Passengers	67,951	78,116	88,791	114,295	80,657
Enplaned	33,718	39,094	45,076	57,595	41,006
Deplaned	34,233	39,022	43,715	56,700	39,651
Delta County (Escanaba)					
Total Scheduled Passengers	40,269	26,094	37,662	17,810	34,176
Enplaned	21,464	13,476	19,300	8,904	17,241
Deplaned	18,805	12,618	18,362	8,906	16,935
Ford (Iron Mountain)					
Total Scheduled Passengers	38,247	21,216	17,506	14,916	20,820
Enplaned	18,676	10,634	8,729	7,331	10,608
Deplaned	19,571	10,582	8,777	7,585	10,212
Houghton County Memorial					
Total Scheduled Passengers	49,330	45,568	63,801	42,652	48,250
Enplaned	24,796	23,099	32,482	21,559	24,440
Deplaned	24,534	22,469	31,319	21,093	23,810
Chippewa County (Kinross)					
Total Scheduled Passengers	21,657	17,354	29,992	28,189	41,752

Total Scheduled Passengers	10,736	8,844	15,504	14,371	21,240
Enplaned	10,921	8,510	14,488	13,818	20,512
Deplaned					
Gogebic County (Ironwood)					
Total Scheduled Passengers	23,990	10,155	4,143	1,445	4,971
Enplaned	11,533	5,072	2,075	738	2,532
Deplaned	12,457	5,083	2,068	707	2,439
Statewide Total	12,286,623	24,251,220	40,276,845	37,004,785	37,328,071
Enplaned	6,116,695	12,115,381	20,128,576	18,532,762	18,632,020
Deplaned	6,169,928	12,135,839	20,148,269	18,472,023	18,696,051
Source: Michigan Department of Transportation, years cited					

9.12 NON-MOTORIZED TRANSPORTATION FACILITIES

In recent years, the construction of non-motorized facilities has increased in response to public interest. Walking and bicycling are among the top five individual exercise activities according to a national survey¹ (walking is number one). Alternate modes of transportation are encouraged and made safer by facilities such as bike lanes and walking paths.

A non-motorized pathway on the south side of Woodward Avenue from Cowboy Lake to Westwood Avenue was completed in 2000. The pathway continues along the west side of Westwood and then east on the south side of Breitung Avenue to its present terminus at Garfield.

Sidewalks have served to connect residents to their neighborhoods, schools, stores, and workplaces for as long as they have been around. In the absence of sidewalks, people will either drive to where they need to go or use the street as they would a sidewalk. Sidewalks are pedestrian transportation corridors.

The recommended standard for requiring sidewalks is where lot sizes are 10,000 square feet and smaller. Most of the City's sidewalks were installed at least 50 years ago. A significant amount of replacement and repair work is completed each year to correct the most serious safety hazards.



**NON-MOTORIZED PATHWAY ALONG
 WOODWARD AVENUE, JULY 2001**

9.13 ISSUES AND OPPORTUNITIES

- ◆ The City maintains about 46 miles of roadway comprised of trunkline and major and local streets.
- ◆ Limited public transportation is available locally on a demand-response basis.
- ◆ Daily intercity surface transportation is available locally and connects to points across the region and state.
- ◆ Commercial air service has increased significantly across the Upper Peninsula.
- ◆ The City's non-motorized pathway is well used by all ages. Many of the City's sidewalks have deteriorated with age and will need attention in the near future.

CHAPTER TEN: TRENDS, ASSUMPTIONS, AND ALTERNATIVES

10.1 INTRODUCTION

Trends identified in the preceding chapters of this document help to frame the issues and opportunities as they pertain to future growth and development in the City. Based on these trends, and the body of information contained in each chapter, reasonable assumptions can be inferred that will be helpful in the decision making process. From these assumptions, strategy alternatives can be formulated to address identified issues and opportunities.

10.2 TRENDS

Trends identified earlier in this plan are summarized as follows:

Population

Since experiencing a dramatic decline of almost 13 percent between 1940 and 1950, Kingsford has recorded population increases in every subsequent census count until 2000. From 1950 to 2000, the population increased by 511 persons, or 9.2 percent. The official population count for 2000 was 5,549 persons. Since 2000 the population of Kingsford has decreased by 416 people or 7.5 percent. Between

1940 and 2010 the population of Kingsford has decreased by 11.1 percent.

While the number and size of family households have decreased, households of single parents and persons living alone are more numerous.

Consistent with state and national trends, the City's population is aging. The median age in 2010 was 44 years, up approximately 32.5 percent from 1970. There is a need to attract more young, skilled workers to the community to meet workforce demands.

Economic Base

Much of the industrial area developed by the Ford Motor Company in the 1920s is now utilized by a variety of industrial and commercial interests. The City's manufacturing sector employs a workforce of about 1,000. Manufacturing is a principal reason for a marked increase in total employment in the county.

A Community Development Block Grant (CDBG) Revolving Loan Fund that is administered by Northern Initiatives and a Brownfield Redevelopment Authority are economic development tools available to the City.

The diverse economy contributes to the comparatively low area rate of unemployment.

Women and women with children in the local workforce have increased markedly over the past few decades.

Natural Features

A strong residential market exists for property with river or lake frontage such as City and Privately owned property along the Menominee River.

The area contains numerous and varied natural areas and scenic sites that contribute positively to the overall quality of life.

Kingsford's surface geology is considered a poor groundwater producer, although municipal wells produce quantities greater than current demand.

Areas along the Menominee River including Cowboy Lake are located within flood hazard areas identified by the federal government and are eligible to participate in the National Flood Insurance Program

Land Use

The City is nearing its buildout potential. The Menominee River flood plain constrains new development. As this occurs, redevelopment (infill) and revitalization will become more prominent in land use discussions.

There are properties in the City that are suitable for industrial commercial and residential development and redevelopment.

The clean-up of groundwater contamination and underground methane gas are on-going. Development is possible in these areas with appropriate safety measures.

Community Facilities

Municipal facilities for public safety 1974 and public works 1999 are adequate for present use. The City Hall constructed in 1930 is structurally sound and aesthetically pleasing, having been totally upgraded inside after being damaged by fire in 2004. The upgrade included the addition of an elevator to serve all three floors and other features to bring the facility into ADA compliance and handicapped accessibility.

The Iron Mountain - Kingsford jointly owned wastewater facility is adequate for current demand, as is the City's public water supply system. User rates for both services compare favorably with other communities.

Modern K-12 school facilities serve the area's largest school district. Like most Upper Peninsula school systems, enrollment has been decreasing due to changing demographics. The low birth rate impacts public school budgets since state aid funding is based on student enrollment.

Housing

Over one-half of the City's housing was constructed before 1960. Single-family detached units comprise a greater percentage of housing in Kingsford than in surrounding communities. Values have been consistent with the local market.

Renters occupy about one-fourth of the City's housing units; vacancy rates are low. This includes 157 publicly subsidized rental units. Rents have been consistent with the local market. There is a need for more market rate rentals in the City.

Non-family households have been increasing while household size has been declining.

Land availability is a limitation for new housing development. Potential exists for infill development. New home construction is occurring mainly in the townships.

Recreation

The City maintains recreational facilities of varying sizes and designs to provide opportunities for all ages.

The City has planned for maintenance and upgrades at areas parks over the next five years.

Facilities of the school district and nearby jurisdictions - both public and private - provide an array of additional quality recreational opportunities.

Transportation

Most of the roads in the City have been rated 'fair'. There is a need to continuously invest in road repair to maintain a safe and efficient transportation network. However, the amount of funding available in

recent years for road repair has not been adequate. The State of Michigan recently revised the road funding formula and it is anticipated that more funds will be available for road funding in the future. Some areas of the community have seen an increase in the volume of traffic, while others have experienced a decrease.

Non-motorized pathways are increasing in popularity. While they are noted mainly for their recreational value, they serve as practical alternatives to private automobile usage.

As the size of the elderly population increases, so will be the need for transportation services.

The existence of rail service is important to the City's industrial and commercial potential, as well as to the overall transportation network.

10.3 ASSUMPTIONS

A number of assumptions can be made regarding future development, which also guide the formulation of alternatives, and development of goals, policies, and strategies. These assumptions are as follows:

- ◆ Median age will continue to rise and the number of persons in older age groups will increase faster than those in younger groups.
- ◆ Employment in the service sector will grow faster than other sectors.
- ◆ Retaining and attracting higher paying jobs in the manufacturing sector will be challenging.
- ◆ Labor force shortages will continue in areas requiring technical skill and specialized training.
- ◆ State and federal grant programs will become more competitive. In some instances, local share requirements will increase.
- ◆ Taxes will increase along with property valuations creating public pressure to restrain spending and limit fees, surcharges, etc.
- ◆ Government regulations, mandates, and labor costs will increase municipal operating costs.
- ◆ Income levels for single-parent families and persons living alone will affect the ability to maintain housing in good repair.
- ◆ The primary means of transportation will continue to be the private automobile, hence the dependence on the road system.

10.4 ALTERNATIVES AND POLICY VARIABLES

A number of courses of action are possible with regard to future development. Some aspects of this development, such as the provision of community facilities and services, will likely be directly influenced by municipal actions. Other developmental issues such as housing and population growth are more often the result of outside influences

Possible policy variables appropriate to addressing identified issues and opportunities are presented in the succeeding paragraphs.

Population

Changes in population are usually related to circumstances over which the City has no control. Local actions can be initiated to affect population trends such as attracting additional employers that will, in turn, attract new residents. Marketing the City as a quality place to live, work and do business could increase population.

Implications: Although population growth may appear desirable in order to increase the local tax base and provide customers for municipal services, the desire for growth must be evaluated in terms of the City's capacity to absorb growth. Infrastructure adequacies, land and/or housing availability, and the impact on municipal services such as police and fire protection must be assessed.

Economy

The City is home to many industrial and commercial enterprises with a resulting sizeable concentration of jobs. Moreover, most of the employment in Dickinson County and Florence and northern Marinette counties is within a ten-mile radius of Kingsford.

The benefits of attracting more businesses to the City are multiple: more jobs, enhanced ability to weather economic downturns due to diversity, greater utilization of municipal services, more families and students, and increased tax revenue. The City, individually and through combined governmental efforts, has been active in matters of economic growth. As an alternative approach, the City could adopt a "hands off" approach and let matters evolve as they may.

Implications: A broad-based approach to economic development can be ineffective in its lack of a specific focus; a single focus may be too narrow of an approach and discourage diversification of the local economy. Local economic promotional efforts must be mindful of the inherent complications and waste of resources caused when such efforts are not wisely coordinated.

Successful economic development will bring changes to a community. Changes that adversely affect life quality or environmental quality are probably not wanted. Determining the types of businesses and industries that will have a benign or small effect on the natural and cultural state of the area can be an important step as a means to strike a balance between industrial development and environmental quality. In all instances, development will have some impact on the landscape, land use patterns, and quality of life.

Planning, persistence and patience are required for successful economic development. Whenever possible or feasible, combining effort with other communities is beneficial since costs can be reduced.

The retention of jobs is extremely important. Encouraging business and industry to remain in the area, as well as to grow and expand, help to insure stability in employment and tax bases. The City has used various economic development tools such as tax abatement and loans in these efforts.

Natural Features

Development activity is bound to impact natural features. Additionally, natural features, such as steep slopes and flood plains, can limit development.

Implications: A carefully studied and balanced approach can insure development that is desirable and appropriate for the areas directly and indirectly affected.

Land Use

Through local zoning and land division ordinances, the City can have significant influence on future land use patterns. Local zoning ordinances, when being updated, should review the goals and objectives established in this plan and other pertinent materials. These zoning ordinances should encourage development patterns that take into account factors such as patterns of transportation, infrastructures, natural features, the availability of services, etc. Within these parameters, ordinances can emphasize compatible types of development, i.e., commercial, industrial and residential. Through local land division ordinances, factors such as road access and the density of a development can be addressed.

Implications: Identification of those areas best suited for commercial, industrial and residential uses should be clear.

Conflicts between uses are more likely to occur where spot development is allowed. Visual quality is reduced where scattered or strip development is permitted.

Land use regulation through zoning can be burdensome if compliance requirements are excessive for the type of development. For example, single family residential development should not require costly engineering plans and studies as would be appropriate in a potential industrial setting.

Weak, excessively flexible, and inconsistent enforcement of local zoning regulations are detrimental to the intended purpose of land use control measures, and jeopardize the public trust.

Community Facilities and Services

A variety of facilities and services are provided by City personnel. Commonly, municipal services and facilities benefit persons living in neighboring communities. Wherever possible and feasible, combining efforts and cost sharing with neighboring units of government, community-based organizations, private entities, or some combination thereof can be an advantageous service delivery alternative.

Implications: Partnerships forged of mutual interest can avert costly duplication in services and facilities and build good inter-community relationships. This may strengthen the service or facility as resources are combined to adequately support a single effort rather than diluted to support more than one similar service or facility.

Some services with a limited demand may not respond well to a change in scale, or increased demand. Investment in additional delivery capacity may not be supported with added customer revenues. However, investment in additional delivery capacity may not be supported with added revenues. In such

an instance, funding may have been diverted from known worthwhile purposes.

While privatization or public-private partnerships may provide lower direct costs for services in the short term, it is possible that long-term costs may increase.

Facility and service needs may exceed the City's means to effectively manage and/or operate all of them. Some services could be discontinued as a cost saving measure. Changes of this type must be assessed carefully from the standpoint of citizen preferences and community impact.

Housing

Population trends, contemporary lifestyles, and household size have a direct bearing on housing demand. Moreover, local employment conditions have a major influence on the demand for housing.

Implications: Generally, the provision of housing is a function of the private sector with minimal local government involvement. Exceptions occur, however, where a local government actually owns and operates housing units, or participates in programs that offer purchase or rehabilitation assistance to private homeowners. By recognizing trends that may affect housing, local governments can encourage development of the types of housing in demand.

Recreation

Besides recreational opportunities available in the City, many activities can be pursued at county, state, and private facilities in the area.

Historical sites and structures under both public and private ownership are numerous in the area.

Recreation facilities and services provided by the City can be expanded, eliminated, or simply maintained at the current level.

Implications: Maintaining the status quo will not necessarily meet the recreational needs and desires of City residents.

Development of additional facilities or abandonment of facilities should be closely coordinated with the expressed needs and preferences of the community. An awareness of the current demographic trends will avoid unnecessary facility development. If possible and feasible, coordination should be initiated with other recreational providers to avoid duplication of effort.

Preservation and restoration of historic sites have intrinsic value in a community. Loss of historic features means a loss of a community's connection to the past.

Transportation

State trunkline M-95 is maintained by the City under contract with the Michigan Department of Transportation. Construction and maintenance costs associated with the City's street network are borne by the City.

While the City's ability to influence major repairs to M-95 is limited, it has complete control over its own street network.

The limitations of the local transportation system should be considered in determining development goals. Development should not be encouraged in areas with inadequate transportation facilities unless needed improvements can be funded at or before development occurs.

Implications: The transportation system is a primary determinant of development and land use patterns. The provision of adequate roads is vital to future development and public safety. If roads are allowed to deteriorate, or if unsafe traffic patterns emerge, the long-term effect can discourage further development.

If local zoning ordinances and development efforts disregard the capability of the transportation system, problems such as traffic congestion and other hazardous conditions can result.

CHAPTER ELEVEN: GOALS AND OBJECTIVES

11.1 INTRODUCTION

Information compiled in the earlier chapters was gathered from many sources and establishes existing conditions in the City of Kingsford. Relevant and comparable data are often updated at set intervals that may span several years. While such information remains useful for drawing comparisons, its age must be kept in mind. An understanding of the historical trends and evolving issues is important in identifying growth and development over the years.

To plan wisely for future growth and development it is important to set goals. Goals are broad statements that reflect desired future conditions. The body of information found in the preceding chapters establishes a factual base upon which desired goals can be determined. Objectives are developed to help achieve goals by dividing them into manageable components.

The final stage in the planning process is carrying out the plan itself after the goals and objectives have been determined. This starts with a public hearing and consideration of all comments received followed by adoption by the Planning Commission.

The implementation process continues through adherence to the goals and objectives set forth in the plan. While the Planning Commission has developed plan goals and objectives based on information currently available and community needs at a specific point in time, changing circumstances may warrant

periodic review. Significant changes in the area economy or population, for instance, may convince the Planning Commission that new or revised goals are necessary. This plan should be flexible enough to respond to changing needs and conditions while still providing a strong, focused mechanism to help guide future growth and development. The Planning Commission, City Council, staff, groups and organizations, and individual citizens should routinely consult this document in the decision making process. Again, periodic updates are encouraged as conditions warrant.

To help in understanding the nature of goals and objectives presented in this chapter, the following definitions are provided:

GOALS:

Broad statements of desired future conditions, the generalized end toward which all efforts are directed. Goals are often stated in terms of fulfilling broad public needs or alleviating major problems. Goals are often difficult to measure and tend to be idealistic.

OBJECTIVES:

Strategies or implementation steps to attain identified goals. Objectives are specific and measurable and often include a timetable for completion.

11.2 POPULATION

Discussion: Since 2000 the population of Kingsford has decreased. Townships nearest the county's urban areas continued to show the largest growth rates. Population stabilization is important for municipal service efficiencies, including schools. The median age has continued to increase and the number of persons per household has decreased.

Goal: Sustain a population growth rate that is manageable, demographically-balanced, and optimally utilizes the private and public facilities and services available within the City.

OBJECTIVES:

- A. Insure that City infrastructure and services are modern, efficient, well maintained and have sufficient capacity to meet existing and future residential and business requirements.

- B.** Encourage neighborhoods, businesses, and public entities to be vigilant regarding physical appearances, sanitation, and general ownership responsibilities.
- C.** Emphasize the quality educational facilities in the area - public, private, and post-secondary.
- D.** Emphasize the quality of municipal services including police and fire protection, the proximity to health care facilities and services, and the air and surface transportation systems.
- E.** Emphasize the overall quality-of-life enjoyed by residents within the City.
- F.** Strive to meet existing and future demand for residential development.

11.3 ECONOMIC BASE

Discussion: Kingsford has a vibrant industrial and commercial base and is one the most important employment centers in the region. In addition to Dickinson County, the regional economic influence extends to Menominee, Iron, Florence (WI), and Marinette (WI) counties. Diversification of the economic base tends to temper the impact of downturns in a particular sector and overall unemployment. Greater concentrations of retail trade and service sector jobs are found in nearby jurisdictions. The most rapid job growth has been occurring in the lower paying retail trade and service sectors.

Goal: Expand and diversify employment and business opportunities to enhance and strengthen the overall quality of life within the City.

OBJECTIVES:

- A.** Ensure that retail, commercial and industrial growth occurs in those areas identified and zoned as suitable and compatible to the intended purposes.
- B.** Ensure that retail, commercial and industrial growth occurs where it does not endanger or diminish the City's natural surroundings or quality-of-life.
- C.** Collaborate and cooperate with neighboring jurisdictions and organizations devoted to economic development in identifying and marketing sites for new or expanding enterprises.
- D.** Encourage reuse of existing commercial and retail sites wherever practicable.
- E.** Encourage existing business enterprises to remain, improve, and grow.
- F.** Ensure that businesses - existing and prospective - are aware of local job training facilities and programs available to assist with workforce requirements.
- G.** Encourage on-going exploration of technology sector opportunities that can broaden and expand

the employment base.

- H. Promote positive and proactive interaction with the business community that will foster cooperation and success.
- I. Ensure the availability of appropriately zoned properties for new businesses.

Goal: Promote clean up and redevelopment in the industrial park area to accommodate desirable and compatible commercial and industrial expansion.

OBJECTIVES:

- A. Encourage new and expanded business enterprise through economic incentives such as the Revolving Loan Fund, the Brownfield Redevelopment Authority and tax abatement through Industrial Facilities Tax certificates.
- B. Encourage private owners to demolish old and unusable structures.
- C. Encourage private owners to make available and/or develop industrial land within the area.
- D. Redevelop Buildings and Properties.

11.4 NATURAL FEATURES

Discussion: The City's 4-mile long Menominee River border and Cowboy Lake are dominant natural features. Hilly areas are found within much of the City's northern section while terrain throughout the remainder of the City is of the gently sloping variety. Past industrial uses have limited development in the City's west-central area. Remediation efforts in this area are well underway. The City's soils are mainly sandy and well drained.

Goal: Preserve, enhance, and, where necessary, restore, Kingsford's natural environment while allowing for compatible development to occur.

OBJECTIVES:

- A. Insure that growth occurs in areas identified and zoned as suitable to support such growth.
- B. Participate and coordinate with organizations and agencies who share common concerns and

interests in the City's natural features.

- C. Ensure that setbacks, lot sizes, and other factors that potentially influence the natural environment are considered when acting on rezoning requests.
- D. Encourage and participate in watershed improvement efforts and protection of ground and surface waters from point and non-point sources of contamination.
- E. Encourage and participate in planning for natural emergencies and mitigation of hazards.
- F. Encourage study and protection of sensitive and fragile lands.

11.5 LAND USE

Discussion: Kingsford is largely developed with an industrial-commercial concentration at its center. Residential development is comprised mainly of single-family residences. Newer residential development has occurred in northern areas near the river and south to Long Ave.

Goal: Foster manageable and compatible commercial, industrial, and residential growth where adequate facilities exist or can be provided.

OBJECTIVES:

- A. Ensure that development plans provide safe access, adequate parking, and easements for fire protection.
- B. Encourage minimum maintenance standards for residential, commercial, and industrial properties.
- C. Infrastructure costs associated with developments should be borne by the developer.
- D. Ensure that access from all types of development onto state trunklines and busy roadways is limited to avoid traffic congestion and safety hazards; encourage shared driveways wherever practicable.
- E. Periodically review zoning regulations to ensure that it meets community and development needs. Update the zoning ordinance and map as needed.
- F. Encourage uses that will positively impact the tax base and costs associated with municipal services.
- G. Seek public comment concerning land use matters; including zoning revisions, from agencies, organizations, and residents through well-publicized meetings.

11.6 COMMUNITY FACILITIES AND SERVICES

Discussion: Municipal facilities and services are adequate to meet the existing demand. Utility rates are competitive with other communities. Community facilities are well located and maintained. These include modern educational facilities of all levels.

Goal: Provide, maintain, and continuously improve the efficiency and quality of necessary community services and facilities in furtherance of the best interests of residents.

OBJECTIVES:

- A.** Maintain a multi-year capital improvement plan to address facility and equipment maintenance, repair, and replacement in accordance with priorities identified through public discussion.
- B.** Insure that existing City structures, infrastructure and equipment are kept in good repair and provide for the greatest measure of public safety.
- C.** Support facility and service improvements and expansion in surrounding jurisdictions for which a common benefit can be realized.
- D.** To the maximum extent possible, utilize new technologies as a means of gaining operating cost advantages for City services.
- E.** Ensure that City services and procedures are coordinated to achieve the greatest level of service and the lowest possible cost to taxpayers.
- F.** Ensure that public trust and confidence is maintained through clear, timely, and respectful communications at all levels of City government.
- G.** Evaluate infrastructure conditions on a regular basis to prevent public health and safety hazards and maintain the quality of the living environment. Implement the results of the SAW asset management evaluation that is currently underway.
- H.** Whenever feasible and practical, augment local resources with federal and state grant and loan programs to provide and improve facilities and services.
- I.** Encourage beautification efforts such as flower, shrub, and tree planting where appropriate.
- J.** Improve accessibility at all City facilities open to the public.

11.7 HOUSING

Discussion: Average household sizes have been decreasing, a trend that is expected to continue. Related to this fact is the increasing number of non-family households. Housing unit vacancies have remained low and renters occupy about one-fourth of all housing stock. None of the housing stock is comprised of mobile homes and substandard housing represents only a small percentage of the overall stock. A large number of publicly subsidized housing units are located in the City at multiple locations. Most building permits in recent years have been issued for remodeling, repair, or construction of accessory buildings such as garages. Limited raw land constrains new housing development.

Goal: Develop, maintain, and improve a housing stock that meets the needs, preferences, and financial capabilities of the local population.

OBJECTIVES:

- A. Ensure the availability of housing development sites through zoning and other means of land regulation. Identify areas suitable for new market rate rental properties.
- B. Maintain an awareness of current housing rehabilitation programs designed to upgrade existing housing units.
- C. Promote redevelopment and rehabilitation of older residential areas as needed.
- D. Consistently enforce ordinances designed to control blight, correct structural deterioration and insure public health and safety.
- E. Promote citizen interaction that fosters good neighborhoods and community pride.
- F. Encourage neighborhood beautification efforts through flower, shrub, and tree planting in areas that do not interfere with the provision of municipal services or maintenance activities.

11.8 RECREATION

Discussion: Opportunities for passive and active year-round recreational activities are increasingly important to the City and adjacent communities. Significant investments have been made in City-owned facilities in recent years and facilities appear to be adequately maintained. Other public and private facilities provide a wide range of recreational options for all ages.

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

OBJECTIVES:

- A.** Ensure that municipal recreational facilities are safe, clean, attractive, and accessible for all users.
- B.** Ensure that municipal recreation facilities and programs are appropriate to current needs, are managed efficiently, and are in the best long-term interests of residents.
- C.** Explore adult and youth involvement in recreational facility care through community service adoption programs.
- D.** Continue support of coordination efforts with other jurisdictions to discourage unnecessary duplication in facility development, programs and special events.
- E.** Seek external funding for development of recreational facilities whenever feasible.
- F.** Encourage public participation in recreation planning.
- G.** Ensure that the City's recreation plan is updated in accordance with Michigan Department of Natural Resources requirements.
- H.** Encourage private sector development of recreational facilities.

11.9 TRANSPORTATION

Discussion: Kingsford's principal street system design was in response to the overall needs of the Ford Motor Company operations. Subsequent street development has occurred in response to land uses and the limitations imposed by natural features. Carpenter Avenue (M-95), Breitung Avenue, Woodward Avenue, Westwood Avenue, East Boulevard, and Pyle Drive are the busiest and most important commercial roadways in the City. Additional passenger service at the Dickinson County Ford Airport could increase the number of passenger boardings that in 2014 been averaged about 10,600 passengers. The City's designated non-motorized pathway from Cowboy Lake to LoDal Park is well utilized.

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

OBJECTIVES:

- A.** Evaluate, prioritize, maintain, and improve the City's road system on an annual basis.

- B.** Expand the road network as needed to accommodate new development in the City.
- C.** Promote visual enhancements along roadways; discourage signage that is gaudy, unnecessary or in poor condition
- D.** Ensure that existing sidewalks are maintained within the financial capability of the City.
- E.** Promote traffic access (motorized and non-motorized) that provides the greatest measure of safety.
- F.** Pursue expansion of non-motorized network and eventual connection to countywide trail system.
- G.** Encourage continuation of rail service to the area.

CHAPTER TWELVE: FUTURE LAND USE

12.1 INTRODUCTION

Unlike most communities, the physical layout of Kingsford was driven by a single focus - to further the interests of Ford Motor Company operations. Building and infrastructure designs were built to endure and amenities were included to create a modern, pleasant community. The Ford legacy is evident in many ways and brings a special identity to Kingsford. By design, residential areas were buffered from the industrial center by streets, institutional and commercial establishments. Land use mapping clearly shows the delineations to this day.

Future land uses should insure that development necessary to sustain a viable local economy is balanced with preservation of natural, historical, and cultural assets. Development will yield best long term results if considered based on established facts and existing conditions and trends. Job creation and retention, quality-of-life, environmental conditions, taxation rates, and the financial and physical condition of the City are important long-term issues. Since the City is nearing full buildout, choosing the best use for remaining available land is crucial.

The conditions, conclusions, and recommendations contained in this plan provide a “blueprint” for future land use.

Map 12-1 illustrates, in general terms, future land use recommendations by the Planning Commission and conclusions drawn from the current information contained in preceding chapters of this document.

12.2 RESIDENTIAL DEVELOPMENT

More available areas for new residential development were created at the time of the last master plan update in response to the realization that additional housing units are necessary to the City's overall growth and vitality. However, since that time the population of the City has decreased. New housing may be needed, or existing housing may need to be redeveloped, in order to adapt to changes in the local population and housing market.

Newer residential areas have developed with a much different appearance than traditional curbside-walk-grid neighborhoods. Preferences for larger lot sizes, often accessed via curving streets absent sidewalks, present a more exclusive and country-like appearance.

The City's older neighborhoods are generally well maintained, a reflection of the values held by residents. Adding to the overall stability and favorable appearance of residential areas is the high percentage of owner-occupied dwellings. Preservation of quality neighborhoods is of critical importance to the overall attractiveness and vitality of the City. Tree, shrub, and flower planting can add appreciably to the aesthetics of a neighborhood.

Declining neighborhoods produce "for sale" signs, a growing number of rental properties, decreased housing values and marketability, and create influences beyond their borders. The decision several decades ago to disperse publicly-funded housing units throughout the City proved to be an effective way of providing affordable housing units for families and individuals with lower incomes without creating potentially negative neighborhood distinctions.

A failure to address undesirable neighborhood conditions in a meaningful way will likely result in a worsening of conditions. Higher incidences of juvenile and adult criminal behavior are found in declining neighborhoods. Building code enforcement is a common means of addressing housing deterioration. City Ordinance 245 (adopted October 15, 2001) provides the regulatory means to accomplish this.

Housing rehabilitation grant, loan, and self-help programs can be effective tools in combating blighted conditions. Again, neighborhood preservation and revitalization activities should be promoted and encouraged to avert unwanted conditions.

It has been a long-held desire to develop City-owned property along and near the Menominee River, an action that has not been possible because of outstanding environmental issues. Evergreen Court was extended to provide access to the City's 85-acre tract fronting the river. The northern end of this tract abuts a 20-acre City-owned parcel with river frontage that extends northward to Woodward Avenue. There are scattered properties in this area that could be developed for residential use. All properties have been developed along Evergreen Court to Woodward Ave. Floodplain areas should remain undeveloped to avoid potential property loss in the future. The City maintains a strip of floodplain along the Menominee River for recreation.

Portions of the northern parcel (20-acre) with frontage along Woodward Avenue and proximity to airport operations and influences are not recommended for residential uses. Residential development should be adequately buffered from Woodward - possibly by a commercial strip or landscape screening -

and comport with land use and building construction recommendations that apply within designated airport zones. Additional traffic access points along Woodward Avenue should be limited to achieve the greatest level of pedestrian and vehicular safety.

12.3 COMMERCIAL DEVELOPMENT

Commercial development and activity discussed in this document is meant to include the provision of goods and services by the private and public entities.

There are privately owned areas along Pyle Drive that remain undeveloped. East Boulevard and North Boulevard have been developed with a variety of professional offices and commercial establishments that reflect an economic base that is broad and growing. However, there are buildings in this area that are underutilized and could be re-purposed.

Larger retail businesses and commercial establishments - and the City's only gasoline station - are located along and near the M-95 (Carpenter Avenue) corridor from Breen Avenue northward to the City's corporate limit. A lesser amount of commercial development is found along Breitung Avenue and Woodward Avenue. Significant commercial business and institutional development is evident at and near the northern boundary of the main industrial area.

Encouraging development of retail businesses and services essential to everyday living would enhance the City's overall attractiveness as a place to live and do business. This would add to the self-sufficiency and completeness of the City. Pedestrian-friendly linkages and adequate off-street parking would promote local patronage. Besides benefits accruing from shopping convenience and job creation, an expanded property tax base would help to stabilize the cost of municipal services.

City Ordinance 229 reserves a one-quarter mile strip bisected by M-95 from Breen Avenue to the northern corporate limit for entities not exempted from property taxation. This area is well located for retail and service businesses with space to accommodate more such development.

12.4 INDUSTRIAL DEVELOPMENT

Industry is a broad term that takes in almost any type of economic activity. Throughout this document, references to "industry" or "industrial development" are intended to mean manufacturing activity.

The City's industrial center remains within the area developed by the Ford Motor Company. Major streets form the industrial area's perimeter and active rail service exists along the City's eastern border, although spurs to the area are not currently being used.

Industrial entities manufacture a variety of wood, chemical, iron, and steel products for outside markets. These primary manufacturers have spawned other levels of local business activity necessary to their operations. Many of these ancillary businesses have established a presence in the industrial area.

Sufficient space exists within the City's industrial zone to accommodate additional development/redevelopment. Given this circumstance and best use considerations, designating additional properties for industrial usage is not warranted. Deteriorating structures, vestiges of the Ford days, are eyesores and may discourage redevelopment efforts. There are also private owned properties in the City that would be appropriate for industrial development.

The area west of the airport runway clear zone, extending to the Wisconsin Electric Power Company dam between Woodward Avenue and the Menominee River, is zoned for industrial use. The area encompasses less than 20 acres.

An industrial zone borders Ford Airport property from its entrance along the east and north side of Airport Road. It continues along both sides of Wagner Road for about one-quarter mile. The area includes 20 undeveloped acres on the west side of Wagner Road abutting residential areas to the north, west and south. However, currently the absence of municipal sewer service in this area at present limits development as to type and intensity. This area could be developed for industrial purposes if utilities were extended to this property.

City-owned property along the south side of Woodward Avenue east of the airport runway clear zone is well located for commercial or light industrial uses. However, access could generate additional traffic and require additional vehicular crossings of the City's popular non-motorized pathway. Development should not compromise the safety of walkers and bicyclists along this pathway.

12.5 INFRASTRUCTURE DEVELOPMENT

Transportation

The City's airport occupies 720 acres of land and will continue to be a necessary land use in the community.

The City's airport Major streets are well maintained and efficient and minor streets are generally in good condition.

Much of the City's sidewalk network is showing evidence of deterioration attributable to its age. A majority of the system was installed in the same time period with repairs coming due all at the same time. The City's replacement program prioritizes projects based on available funding and concentrated on areas of high pedestrian access. With limited resources for sidewalk replacement and repair, the City could look to cost sharing programs used in other communities as another approach. The City is also considering a 'Safe Routes to School' program to promote children walking and biking to school. It is likely that budget allocations to address aging sidewalks will have to be increased.

Expanding the non-motorized pathway system would provide additional recreational opportunities and alternative transportation courses. If, as envisioned, the countywide system becomes a reality, economic benefits would accrue through increased tourism. The City's current Cowboy Lake to Garfield Street pathway receives heavy usage. Non-motorized courses (sidewalks and pathways) connect residents to their neighborhoods, schools, parks, stores, etc., and are valuable infrastructure assets. Interest in walking, jogging, and biking is very strong and growing across the age spectrum.

A proposal initiated by the Dickinson County Planning Commission to extend Nelson Drive east into Breitung Township is being studied by the City, township officials, and representatives of the Dickinson County Road Commission and Michigan Department of Transportation. Although preliminary and without committed funding, the City Council has supported the proposed project. Under this scenario, commercial traffic would have a more direct route to the City's industrial center with a corresponding reduction in traffic on Breitung Avenue. In addition to the potential efficiency to be gained through completion of this project, residents along Breitung Avenue would share the benefit of added safety and less noise. This project could substantially reduce a major neighborhood traffic management issue.

Sewer and Water

Implementation of measures set forth in the City's sewer work plan to avoid basement backups has produced positive results. These measures have been taken in lieu of expensive collection system upgrades. The City recognizes that collection system upgrades will be necessary to fix the cause of the backup problems, as well as to complete sanitary and storm sewer separation.

Undersized water lines have been identified and will require upgrading at some future point to insure adequate, reliable service. Insuring that the water supply is adequately protected from accidental and intentional contamination is vitally important.

Recreation

Recreational facilities occupying a substantial amount of land are scattered throughout the City. Over the next five years the City plans to invest in maintenance and improvements of recreational sites and facilities.

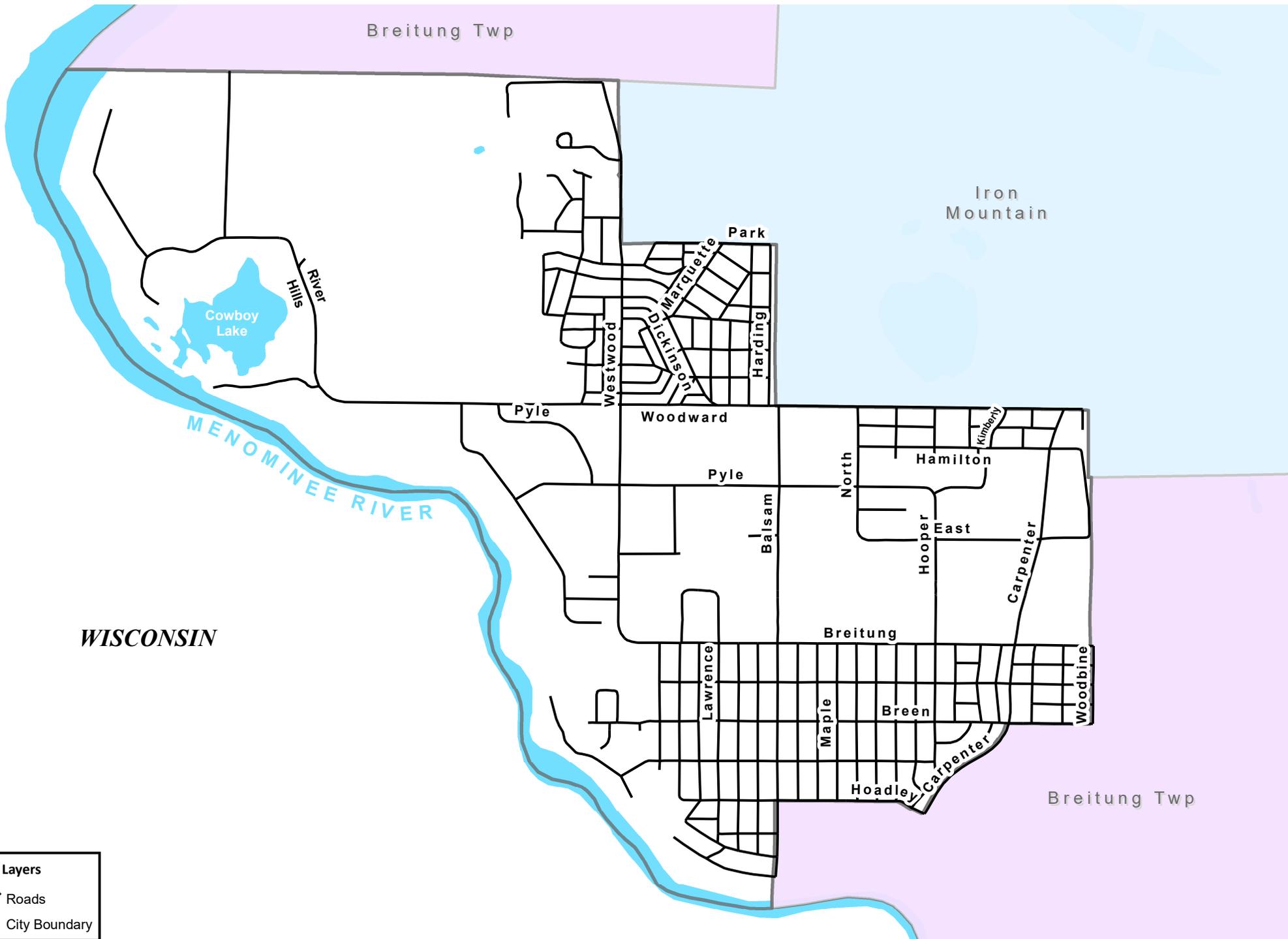
12.6 CONCLUSION

Change is certain and sometimes difficult. As Richard Hook, 14th Century British theologian observed: “Change is not made without inconvenience, even from worse to better.”

Planning is intended to guide the forces of change in ways that insure desirable outcomes while striking an appropriate balance with development and preservation. Priorities will likely require periodic review and further study as unforeseen circumstances bring about new challenges.

Patience, resolve, and flexibility are necessary to achieve the goals set forth in this plan. The value of fostering and maintaining public trust and confidence cannot be overstated. A civic atmosphere in which mistrust and indifference abound can substantially and unnecessarily counteract goal attainment effort.

Appendix A: Maps



Breitung Twp

Iron Mountain

MENOMINEE RIVER

WISCONSIN

Breitung Twp

Base Layers

-  Roads
-  City Boundary



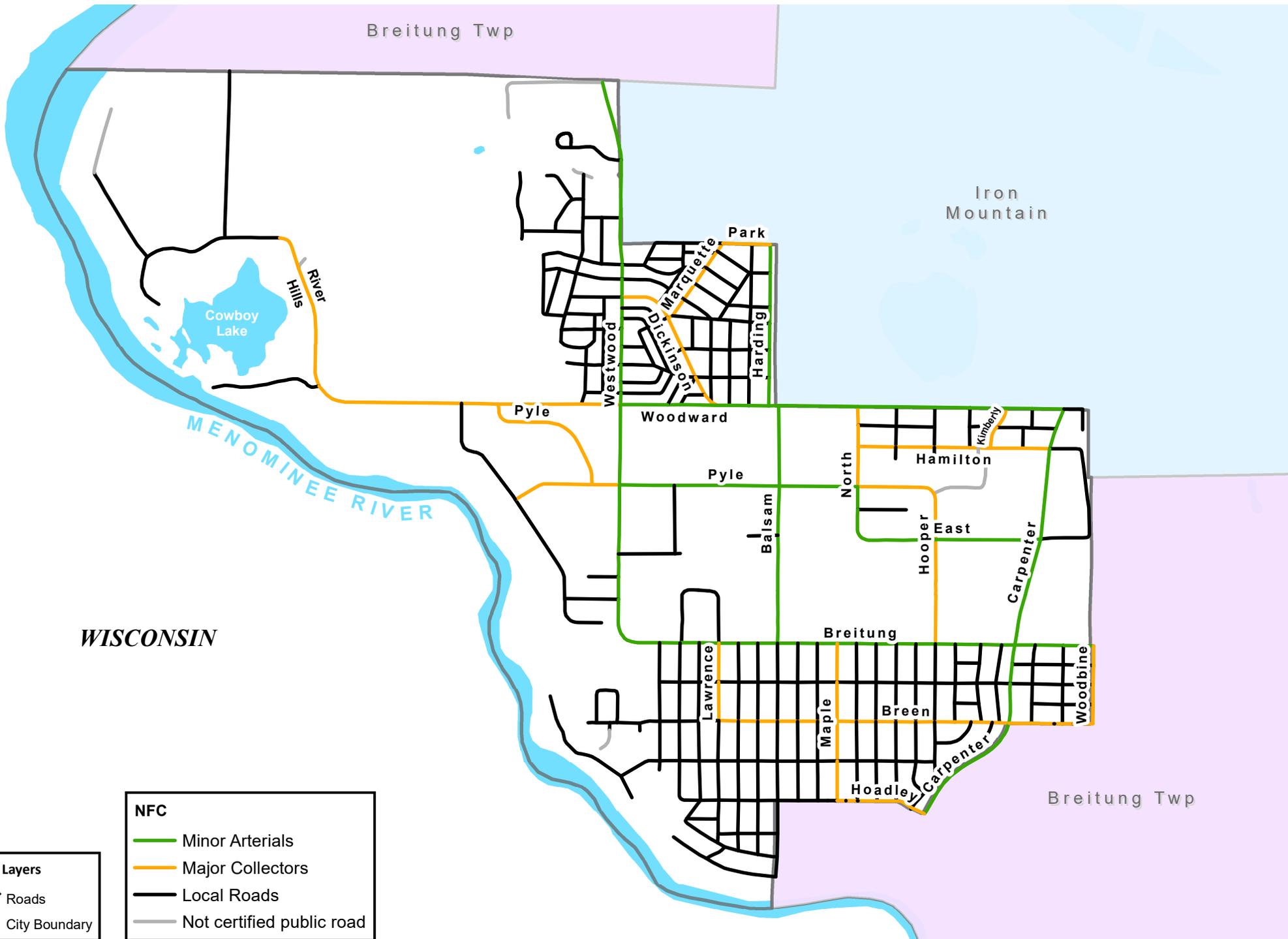
Data Sources: State of MI

CITY OF KINGSFORD
BASE MAP



Date: 1/25/2016





WISCONSIN

Breitung Twp

Iron Mountain

Breitung Twp

Base Layers

- Roads
- City Boundary

NFC

- Minor Arterials
- Major Collectors
- Local Roads
- Not certified public road



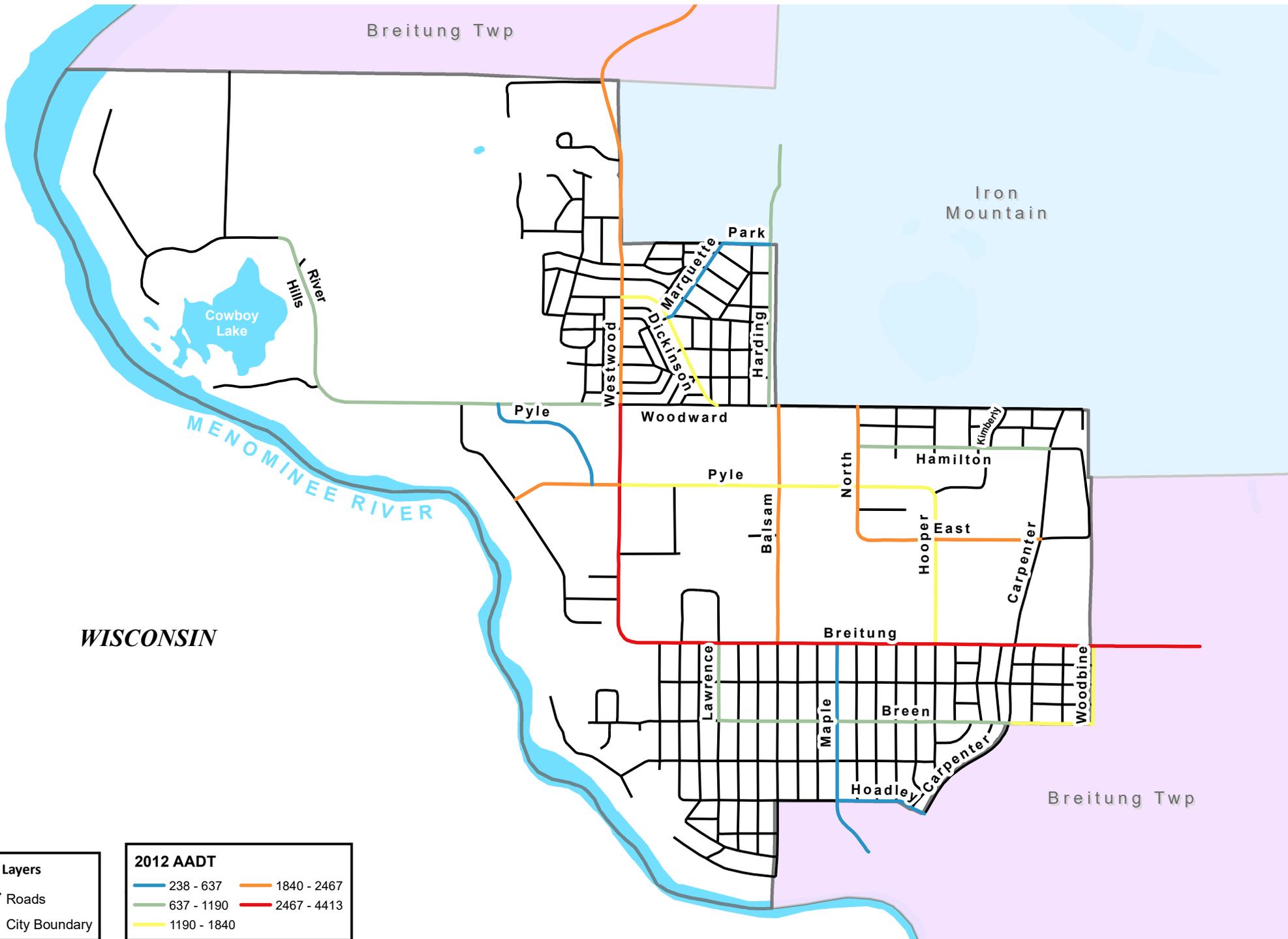
Data Sources: State of MI

CITY OF KINGSFORD NATIONAL FUNCTION CLASSIFICATION



Date: 1/25/2016





Base Layers

- Roads
- City Boundary

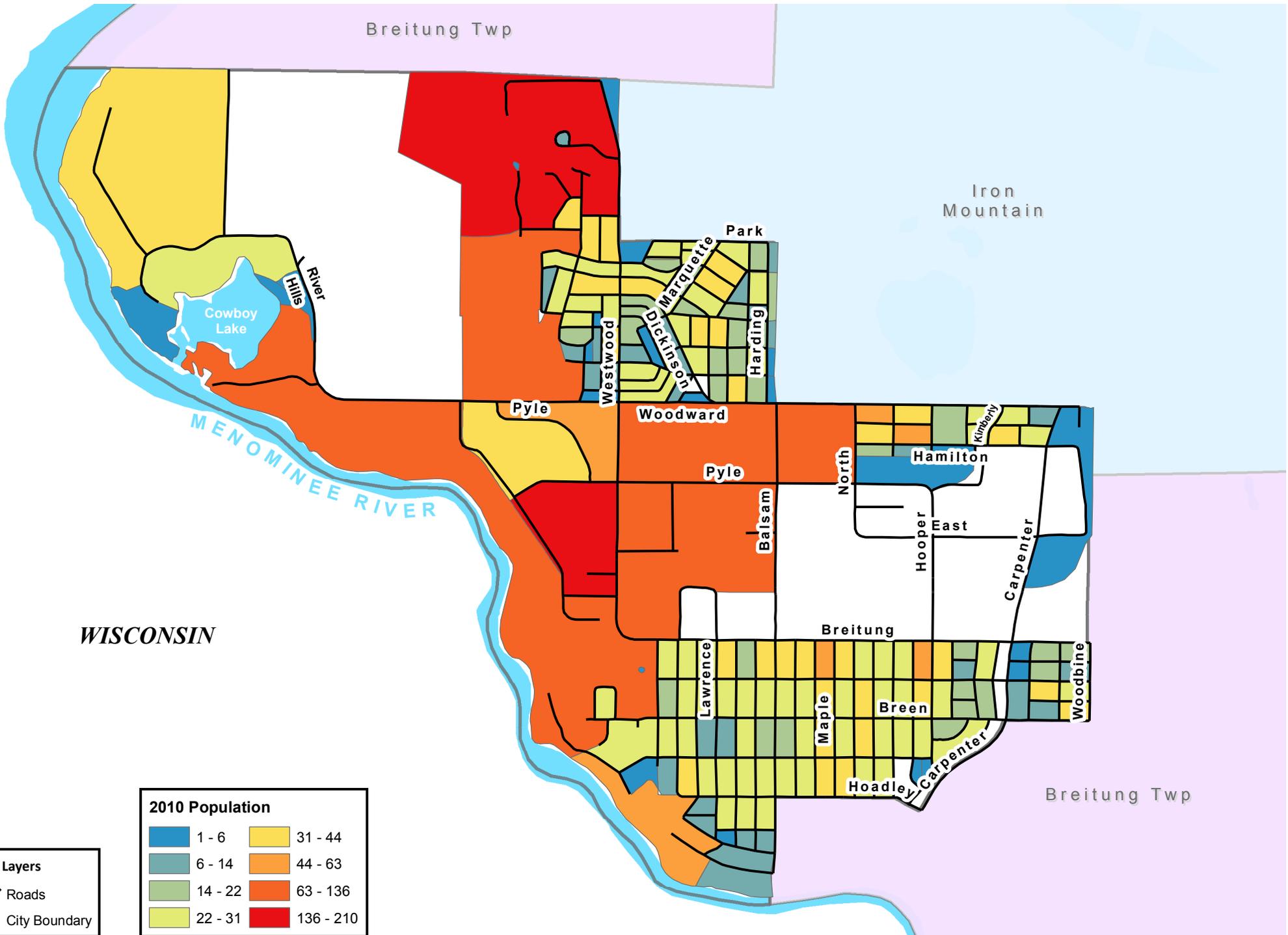
2012 AADT

- 238 - 637
- 637 - 1190
- 1190 - 1840
- 1840 - 2467
- 2467 - 4413



Data Sources: State of MI

CITY OF KINGSFORD ANNUAL AVERAGE DAILY TRAFFIC



2010 Population

1 - 6	31 - 44
6 - 14	44 - 63
14 - 22	63 - 136
22 - 31	136 - 210

Base Layers

- Roads
- City Boundary



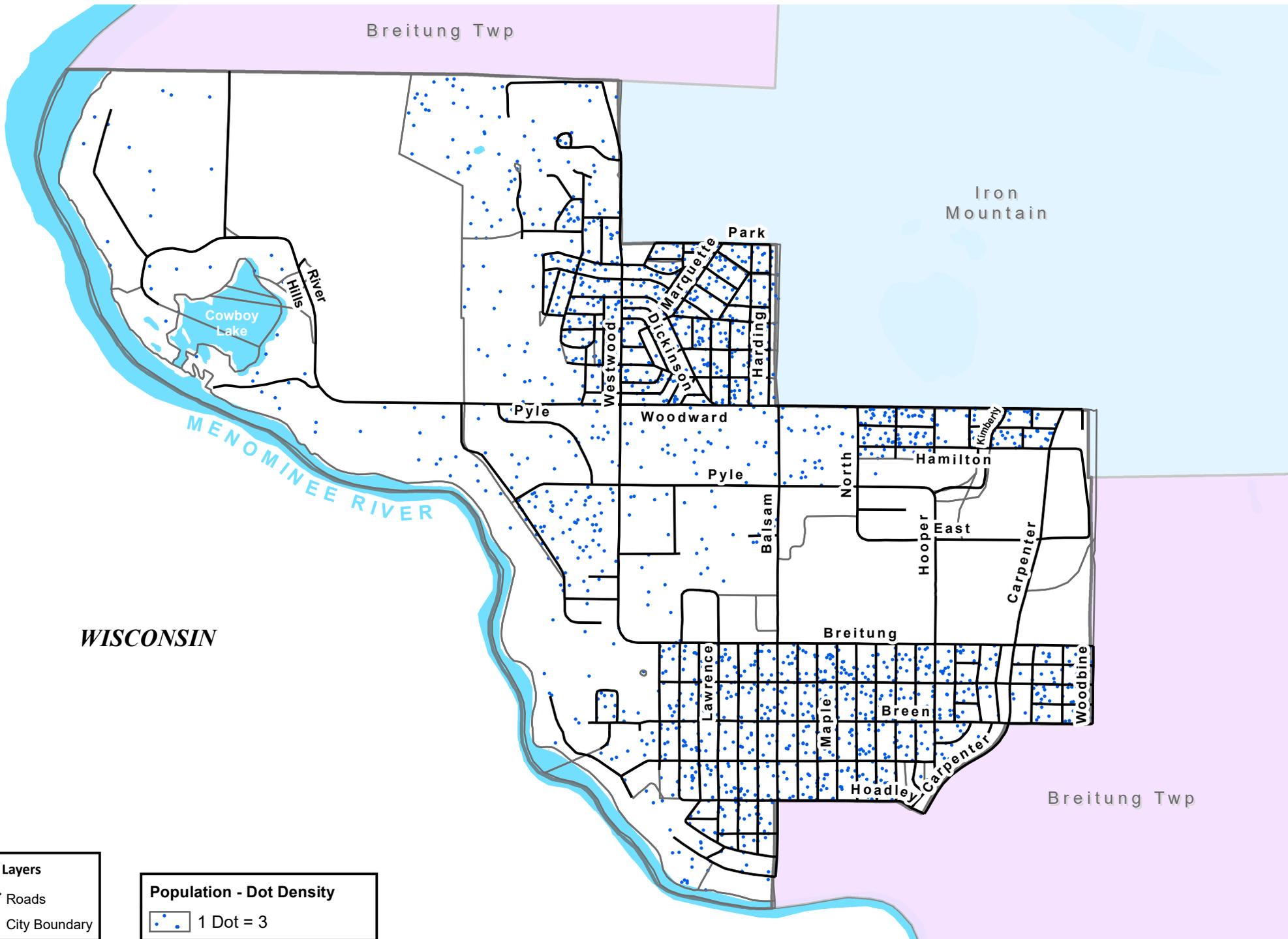
Data Sources: State of MI

CITY OF KINGSFORD POPULATION BY CENSUS BLOCK



Date: 2/19/2016





Breitung Twp

Iron Mountain

MENOMINEE RIVER

WISCONSIN

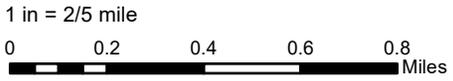
Breitung Twp

Base Layers

- Roads
- City Boundary

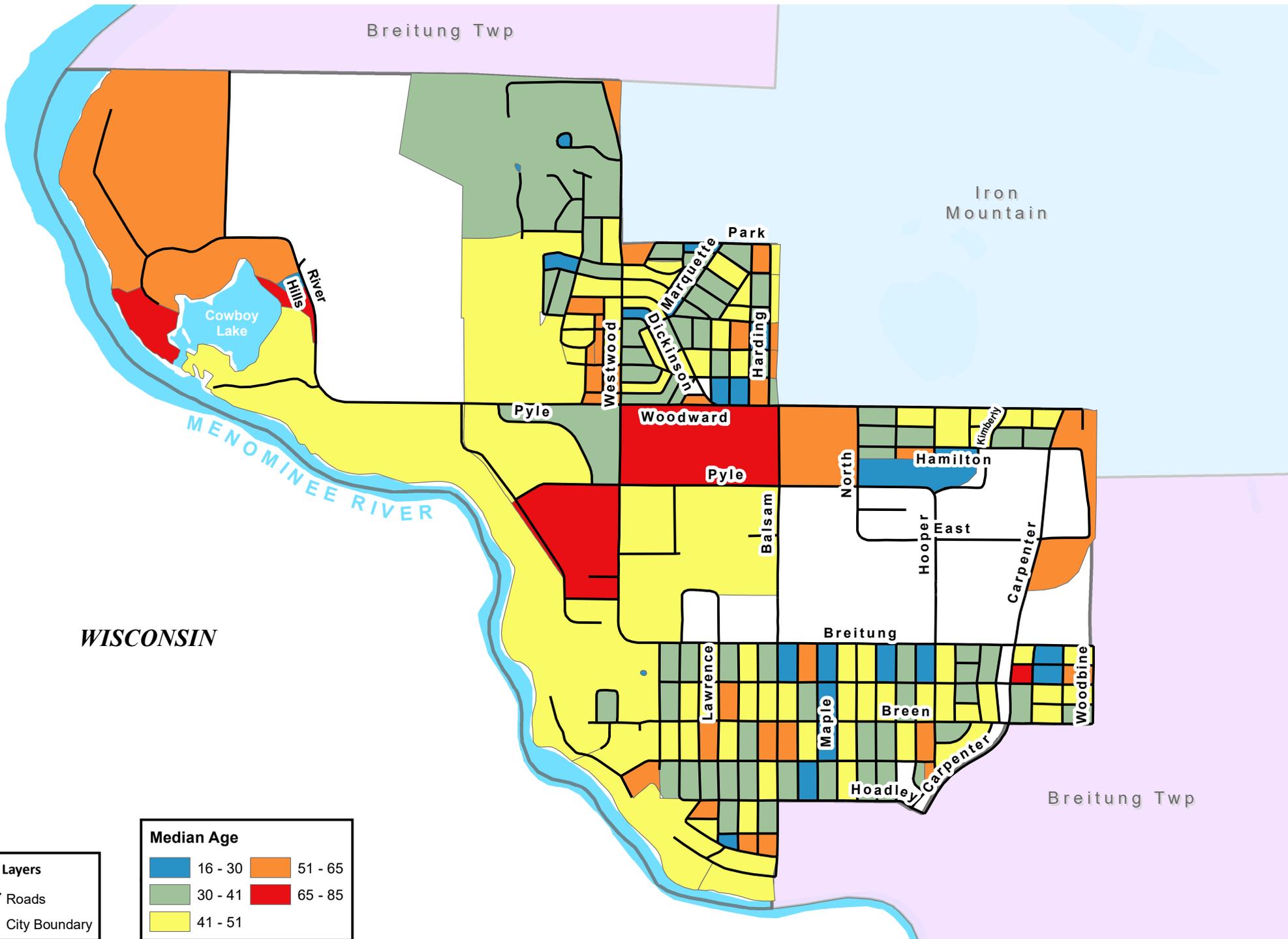
Population - Dot Density

1 Dot = 3



Data Sources: State of MI

CITY OF KINGSFORD DOT DENSITY BY CENSUS BLOCK



Breitung Twp

Iron Mountain

MENOMINEE RIVER

WISCONSIN

Breitung Twp

Base Layers

-  Roads
-  City Boundary

Median Age

	16 - 30		51 - 65
	30 - 41		65 - 85
	41 - 51		



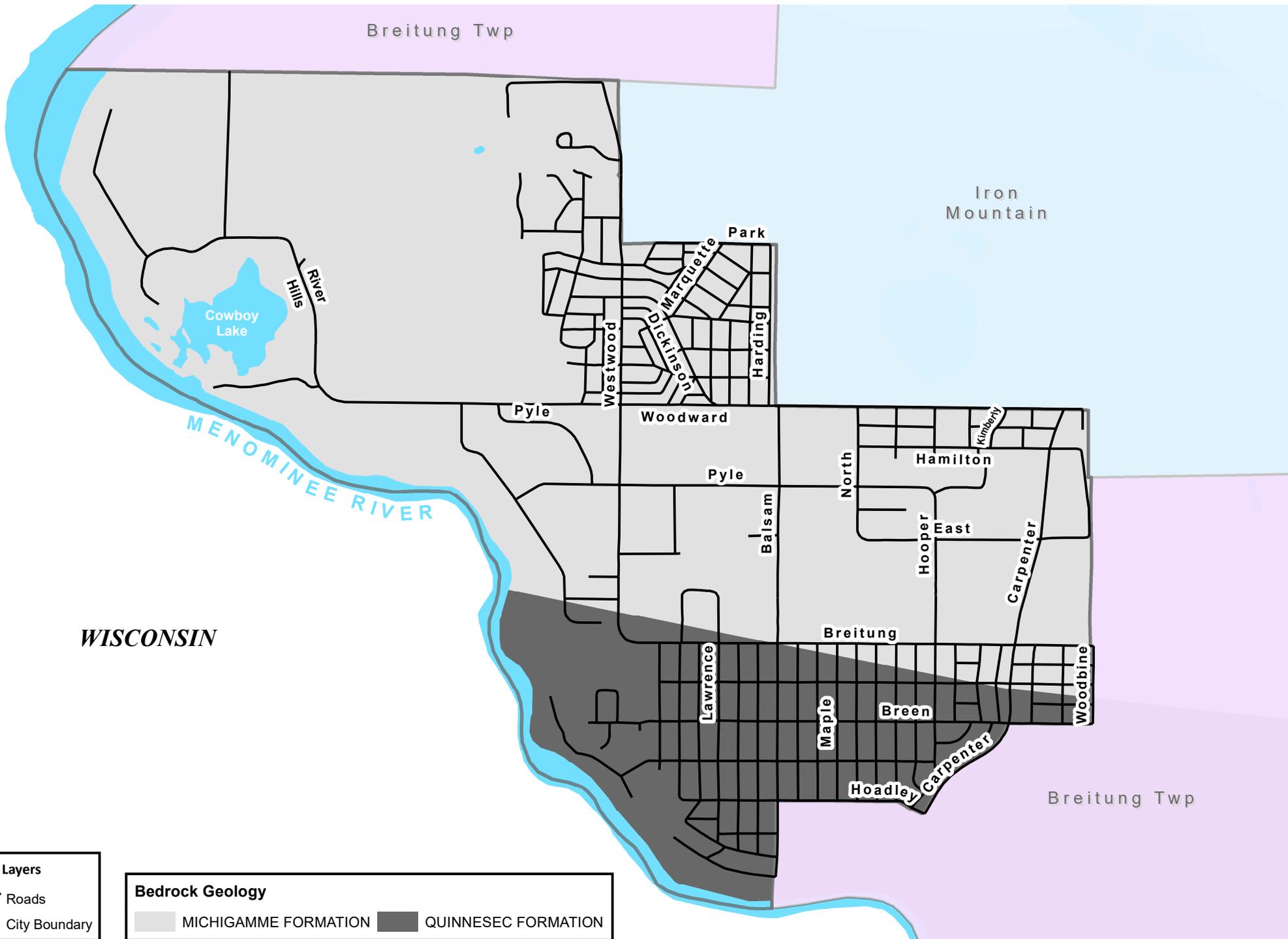
Data Sources: State of MI

CITY OF KINGSFORD MEDIAN AGE BY CENSUS BLOCK



Date: 1/25/2016





Breitung Twp

Iron Mountain

MENOMINEE RIVER

WISCONSIN

Breitung Twp

Base Layers

- Roads
- City Boundary

Bedrock Geology

- MICHIGAMME FORMATION
- QUINNESEC FORMATION

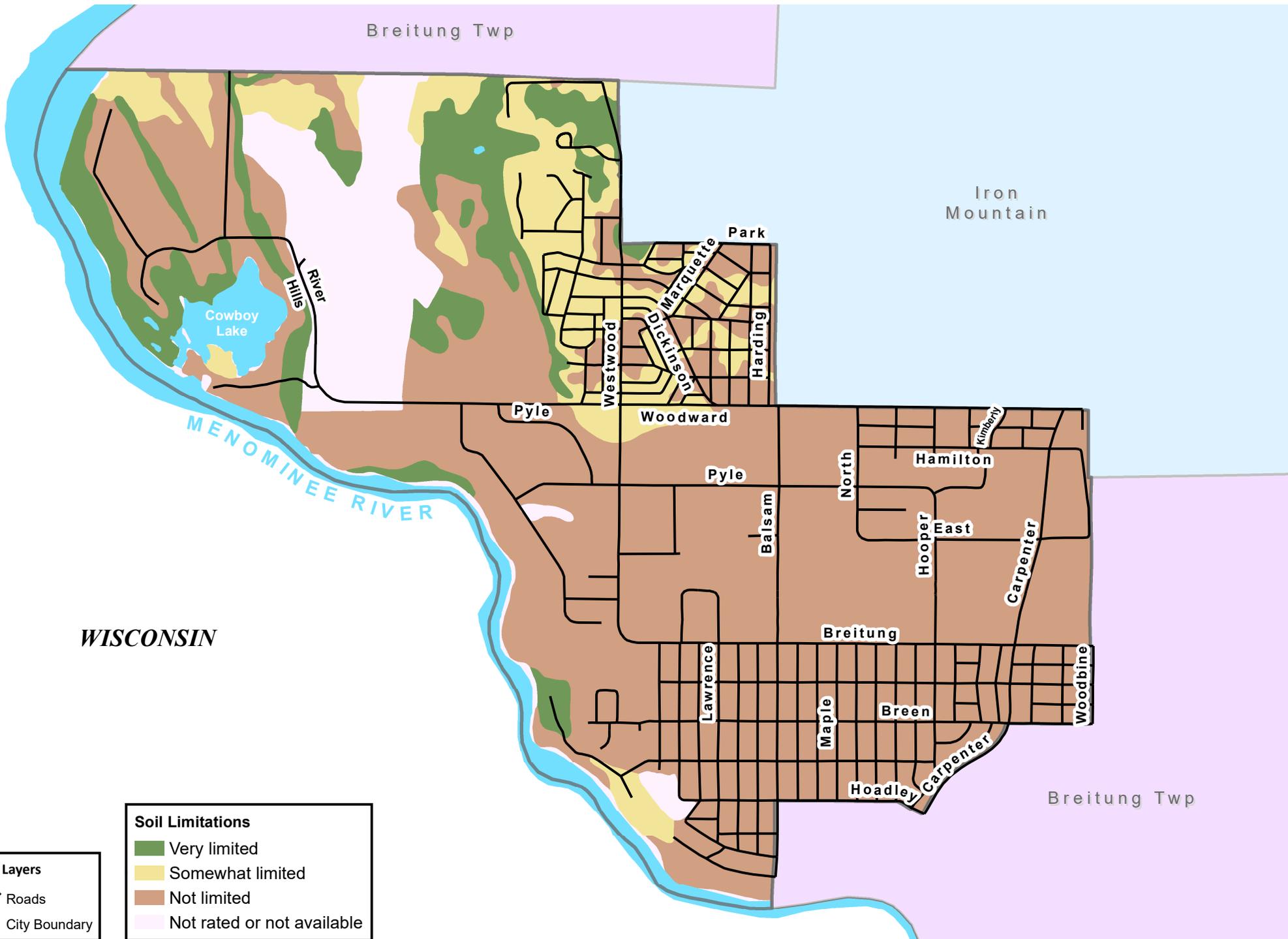


CITY OF KINGSFORD BEDROCK GEOLOGY



Date: 1/25/2016

Data Sources: State of MI



Breitung Twp

Iron Mountain

MENOMINEE RIVER

WISCONSIN

Breitung Twp

Soil Limitations

- Very limited
- Somewhat limited
- Not limited
- Not rated or not available

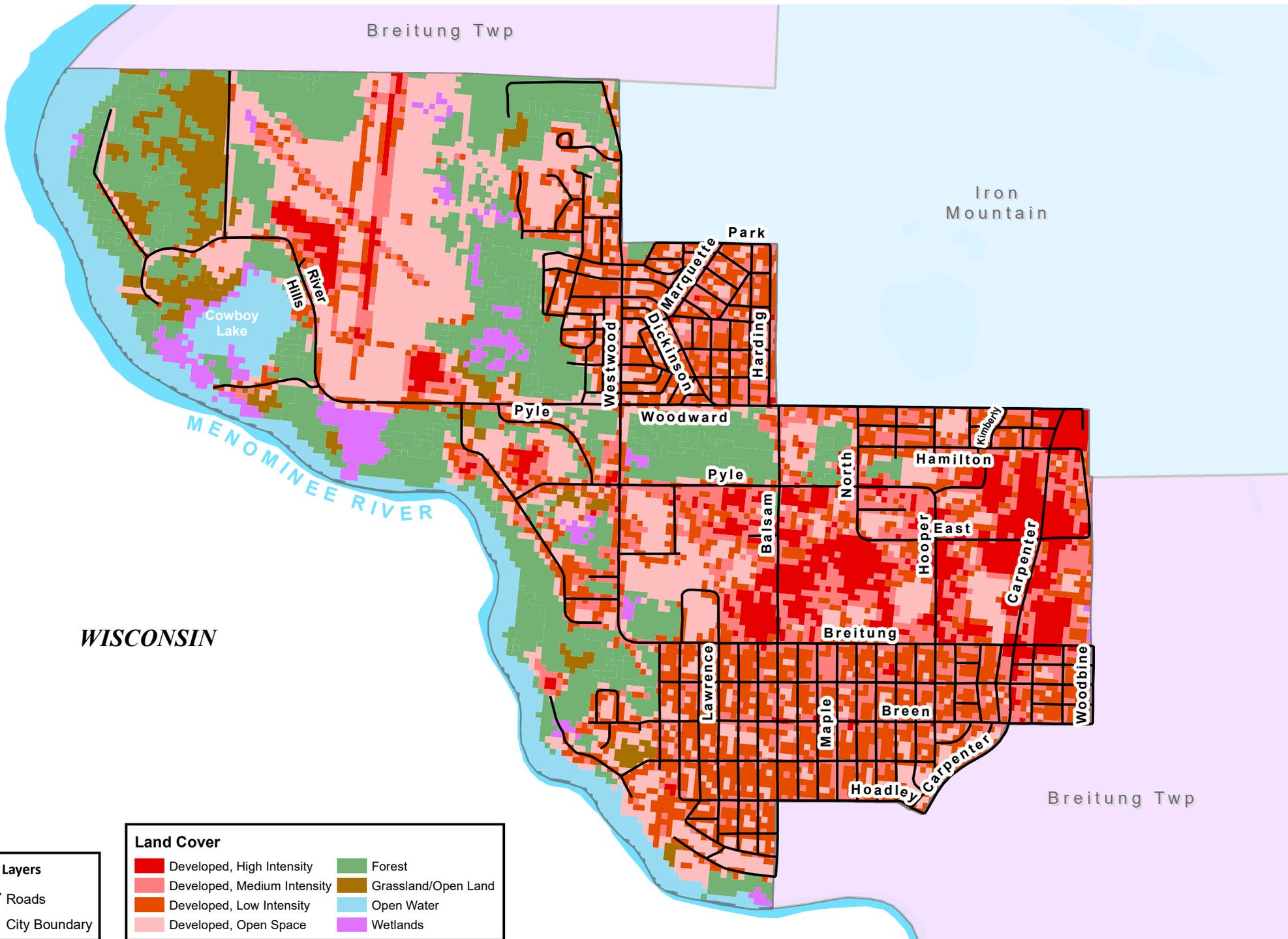
Base Layers

- Roads
- City Boundary



**CITY OF KINGSFORD
SOIL LIMITATIONS OF DWELLINGS**

Data Sources: State of MI



WISCONSIN

Base Layers

- Roads
- City Boundary

Land Cover

Developed, High Intensity	Forest
Developed, Medium Intensity	Grassland/Open Land
Developed, Low Intensity	Open Water
Developed, Open Space	Wetlands

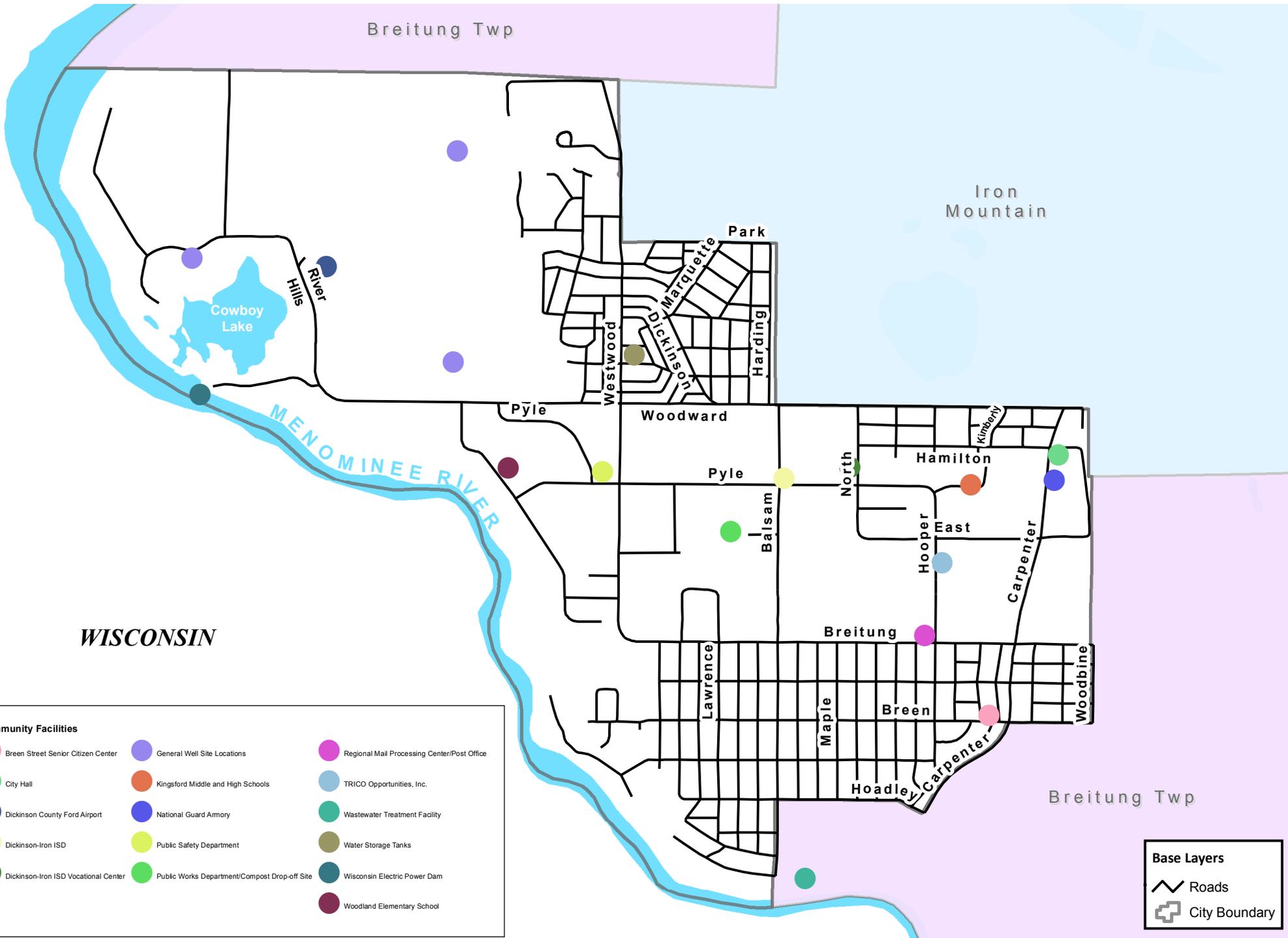


Data Sources: State of MI

CITY OF KINGSFORD
NATIONAL LAND CLASSIFICATION 2011



Date: 1/25/2016



WISCONSIN

Community Facilities

Breen Street Senior Citizen Center	General Well Site Locations	Regional Mail Processing Center/Post Office
City Hall	Kingsford Middle and High Schools	TRICO Opportunities, Inc.
Dickinson County Ford Airport	National Guard Amory	Wastewater Treatment Facility
Dickinson-Iron ISD	Public Safety Department	Water Storage Tanks
Dickinson-Iron ISD Vocational Center	Public Works Department/Compost Drop-off Site	Wisconsin Electric Power Dam
	Woodland Elementary School	

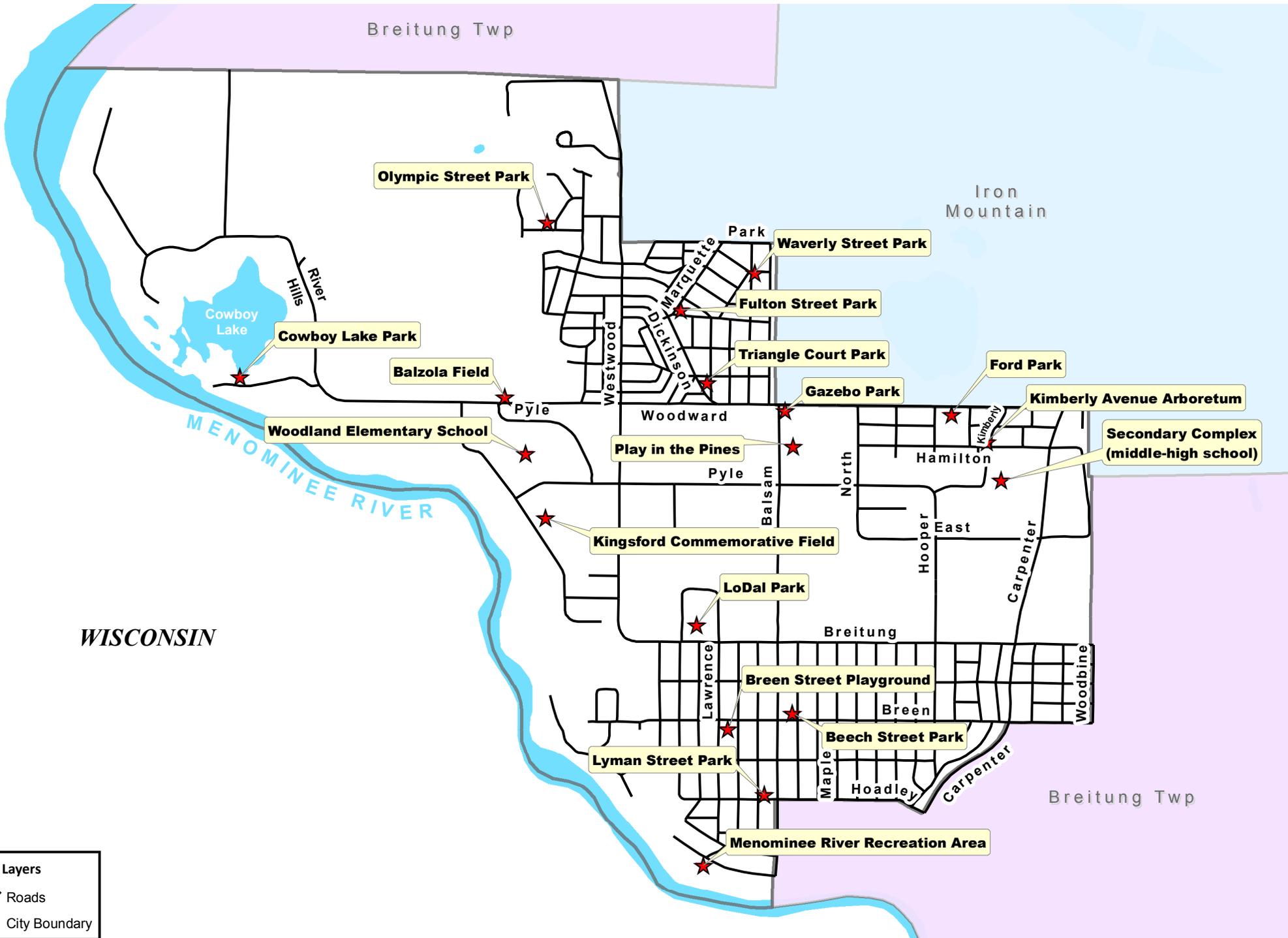
Base Layers

- Roads
- City Boundary



CITY OF KINGSFORD COMMUNITY FACILITIES MAP

Data Sources: State of MI



WISCONSIN

Base Layers

- Roads
- City Boundary

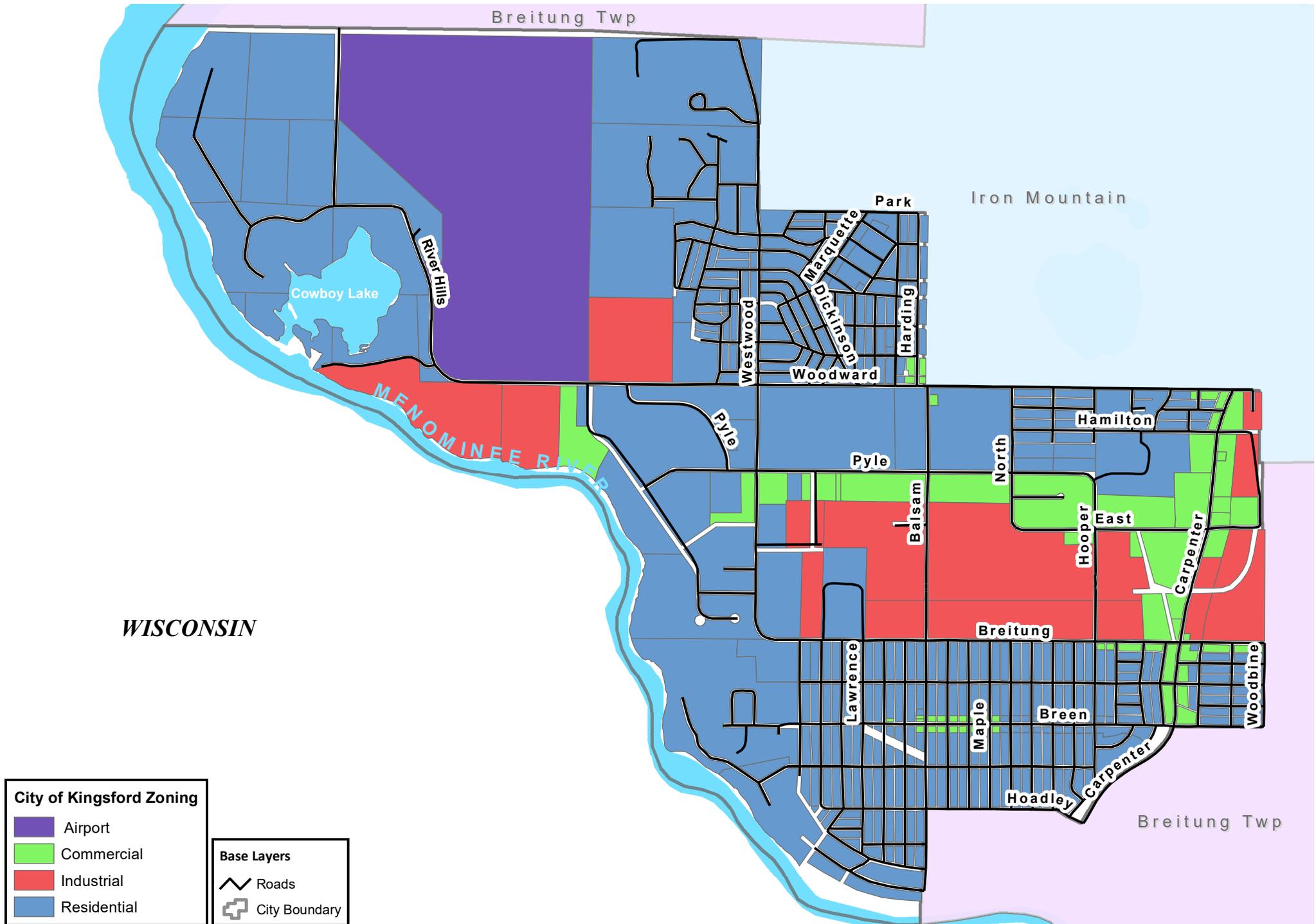


Data Sources: State of MI

CITY OF KINGSFORD RECREATION FACILITIES MAP



Date: 2/22/2016



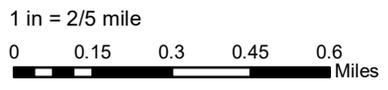
WISCONSIN

City of Kingsford Zoning

- Airport
- Commercial
- Industrial
- Residential

Base Layers

- Roads
- City Boundary



Data Sources: State of MI

CITY OF KINGSFORD FUTURE LAND USE

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