

1 **Railroad / Recreational Corridor (Management Issues)**

2 This section includes a list of management issues related to Railroad / Recreational corridor
3 identified by stakeholders and the project team.

- 4 1. The Mineral Range Railroad Depot is a valuable historic resource that is in poor
5 condition.
- 6 2. Residents would like to have more bike and pedestrian trails in Calumet.
- 7 3. The existing ATV/Snowmobile route is popular and desirable. It would be good to have
8 links from the trail to Calumet businesses.
- 9 4. In the area where the ATV/Snowmobile is adjacent to Calumet residences, the dust and
10 noise is undesirable.

11 **Railroad / Recreational Corridor (Treatment Guidelines)**

12 Former railroad corridors in Calumet are ideal locations for recreational activities. Existing use
13 by ATVs, snowmobiles, bikers, and pedestrians is considerable. In meetings local residents
14 clearly expressed their desire to have additional opportunities for walking and biking in Calumet.
15 Additional recreational routes are provided to enhance the lives of the local residents and provide
16 additional experiences for Keweenaw NHP visitors.

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18 Of the treatment alternatives considered for the Railroad/Recreational Corridor, Treatment
19 Alternative B is the recommended approach. Treatment guidelines for this area focus on
20 preserving the extant historic features related to the mining activities, providing increased
21 recreational opportunities for local residents and visitors, establishing buffers in selected areas.
22 The guidelines are outlined below and illustrated in Figure V-4.

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24 1. Landscape management and use:
 - 25 a. Establish a pedestrian / bike route loop in Calumet that provides a variety of
26 opportunities (see Figure V-4). Separate from the ATV/snowmobile trail that
27 exists along the western side of Calumet. At the Depot, establish the bike route
28 on the eastern side. Where the trail is parallel to motorized traffic maintain
29 separation.
 - 30 b. Work with Michigan Department of Natural Resources to consider connections,
31 develop visual and dust screens, and minimize conflicts with the existing
32 ATV/snowmobile trail.
 - 33 c. In the area northeast of the railroad overpass (labeled 2 on Figure V-4), maintain
34 the industrial character of this area and consider developing an active recreational
35 space for summer use (examples include a skate park or pump track). Continue to
36 use this space for snow storage during the winter season.
 - 37 d. Eliminate unsightly outdoor storage. Consider adding vegetative screens in areas
38 where the ATV/snowmobile trail is close to residences or local businesses.
 - 39 e. Preserve existing vegetation in areas that help to provide buffers for trail users.
 - 40 f. Work with adjacent property owners to protect views and guide development
41 adjacent to recreational corridors.
 - 42 g. Consider re-routing unofficial ATV and snowmobile use from the southern
43 portion of the Mine Street Corridor to other routes.
 - 44 h. Establish a pedestrian connection to the Osceola No.13 site.
 - 45 i. Retain volunteer vegetation where it screens undesirable views.
- 46

- 1 2. Buildings:
- 2 a. Prepare an HSR focused on the building and site then rehabilitate the Mineral
- 3 Range Railroad Depot and utilize for functions supporting recreational use.
- 4 Consider refreshments (coffee shop, ice cream shop, restaurant, etc...),
- 5 recreational rentals/sales, and information centers, as well as other options. Prior
- 6 to rehabilitation, prepare a HSR focused on the building to help guide decisions.
- 7 b. Preserve and interpret the railroad overpass near Spruce Street.
- 8 c. Remove volunteer vegetation that is threatening historic resources.
- 9 3. Interpretation:
- 10 a. Along the length of the corridor, interpret historic industrial remnants with small
- 11 waysides, alternative digital media tours, and/or a walking tour brochure.
- 12 b. Provide information for trail users (of all kinds, including those that use the
- 13 existing ATV/snowmobile trail) informing them about the history of Calumet.
- 14 c. Encourage activities at the Depot and along Oak Street to draw recreational trail
- 15 users into downtown Calumet.
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19 Next Page:

20 **Figure V- 4: Railroad / Recreational Corridor (Treatment Guidelines)**

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22 **Sources for Figure V-4: Railroad/Recreational Corridor (Treatment Guidelines)**

- 23 • Aerial photography, 2002, NPS
- 24 • Field investigations, September 2010, by Brenda Williams and Lindsey Pickornik.
- 25

Calumet Unit

Keweenaw National Historical Park
Cultural Landscape Report & Environmental Assessment

Railroad Corridor Landscape Treatment

Legend

- ① Mineral Range Railroad Depot
Rehabilitate and adaptively reuse Depot for function supporting trail use. Examples are snack/ice cream/coffee shop, restaurant, bike/ATV/snowmobile rentals, or small office.
- ② Maintain industrial character & consider active recreational space for summer use. Continue winter snow storage.

Key

- Unit Boundary
- Maintain Existing Rough/Turf Gravel or consider developing park/recreational space
- Maintain existing ATV/snowmobile route
- Interpretive wayside and historic information
- Existing vegetation to remain
- Consider adding native grasses, forbs and small shrubs to create low vegetation buffer
- Body of water
- Proposed pedestrian/bike path

Map Notes

- 1. Plan sources are provided in the adjacent CLR narrative.

Created/Revised

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Figure V-4

