



Agenda

City of Charlevoix Historic District Commission Regular Meeting

Friday, December 27, 2024 - 11:00 AM

Council Chambers, 210 State Street, Charlevoix, MI

- I. Roll Call**
- II. Approve Minutes of July 15, 2022**
 - A. Historic District Commission Minutes of July 15, 2022
- III. Old Business**
- IV. New Business**
 - A. Certificate of Appropriateness for 304 Park Avenue
 - B. National Register of Historic Places nomination
 - C. Annual Report
 - D. 2025 Meeting Dates
 - E. Appoint Officers for 2005
- V. Request for Future Agenda Items**
- VI. Adjourn**

Persons with disabilities who need an accommodation to fully participate in these meetings should contact the City Clerk's Office at 231-547-3250 or by email clerk@charlevoixmi.gov. A 24-hour notice may be needed for certain accommodations. An attempt will be made to grant all reasonable accommodations requests.

Meeting of the
City of Charlevoix
Historic District Commission
Friday, July 15, 2022
Minutes

Lindsey Dotson acted as Chair and called the meeting to order at 11:05 am.

1) Roll Call

Present: Frank Campi, Kay Heise, David Miles, Laura Podob, Paul Weston

Attending via phone: Carol Kranz

Representing the City of Charlevoix: Lindsey Dotson, Executive Director, Downtown Development Authority (DDA)

2) Approval of minutes – The minutes of June 25, 2021 were unanimously approved after a motion by Paul Weston and a second by Laura Podob. (The scheduled meeting of February 25, 2022 did not have a quorum so the discussion notes from that meeting did not require approval.)

3) Old Business

a. Downtown National Register Nomination Update

Alan Higgins, Certified Local Government Coordinator of the State Historic Preservation Office, plans to send the nomination to the State Historic Preservation Review Board in January, 2023 and once approved, will send the nomination to the National Park Service. Formal notice to all property owners will be made and additionally will be published in the *Charlevoix Courier*. A map of the area to be so designated is attached.

b. Commission Vacancy

A letter will be drafted by Kay Heise and sent to Mr. Higgins requesting special dispensation to recruit commissioners from Charlevoix Township. Attached.

4) New Business

a. Passing of State Historic Preservation Officer Mark Rodman

Dotson reported that due to the death of Mr. Rodman changes are taking place at the state office, and there is currently a staff shortage.

b. State Historic Tax Credit

Dotson reported that an application has been submitted by the new owners of 211 Bridge Street for tax credit from the State of Michigan. Restoration is currently taking place and a request to build a third story which would include an elevator shaft has been sent to the local zoning authority.

Interest in restoration by the owners of the next door building at 205-209 Bridge Street has been reported.

c. Resilient Lakeshore Heritage Grant – Buttars Building (Round Lake Bookstore) at 216 Bridge Street.

Dotson reported that there is a strong possibility that a grant will be received in order to facilitate restoration.

d. Historic District monitoring

Edith Pair, tour guide for "Mushroom House Tours" has volunteered to let the Commission know about any changes that may be undertaken by any property owners in the districts.

e. New Zoning Administrator

Dotson reported that the new Zoning Administrator for the City of Charlevoix is Janet Koch.

f. Mushroom Home for sale

The iconic “Mushroom House” at 103 Grant Street is for sale. The asking price is \$1.4 million.

g. Boulder Park Signage

Dotson reported that residents of Boulder Park wanted to have the Commission place historic signs at their properties. She explained to them that they are not in the city and not in our historic district and therefore not eligible for our signage.

h. National Register District Signage

(See 3a. above) On the agenda for next year will be a decision for the type of signage to place for designation of the downtown area. Dotson will supply possible renderings.

i. Certified Local Government (CLG) grant funding

Support for a grant request available for non-profits is sought by the Charlevoix Historical Society for a new roof on the Depot (Charlevoix Train Depot Historic District.)

A motion by Paul Weston with a second by David Miles that the Commission support a grant request by the Charlevoix Historical Society to CLG for a new depot roof was unanimously carried.

j. Design assistance from Michigan Economic Development Corporation (MEDC) on 101 Bridge Street façade
Owners of the Vue Wine Bar are interested in help restoring the historic look to their property. Dotson will facilitate this request.

5. Request for Future Agenda Items

See 3h.

6. Adjourn

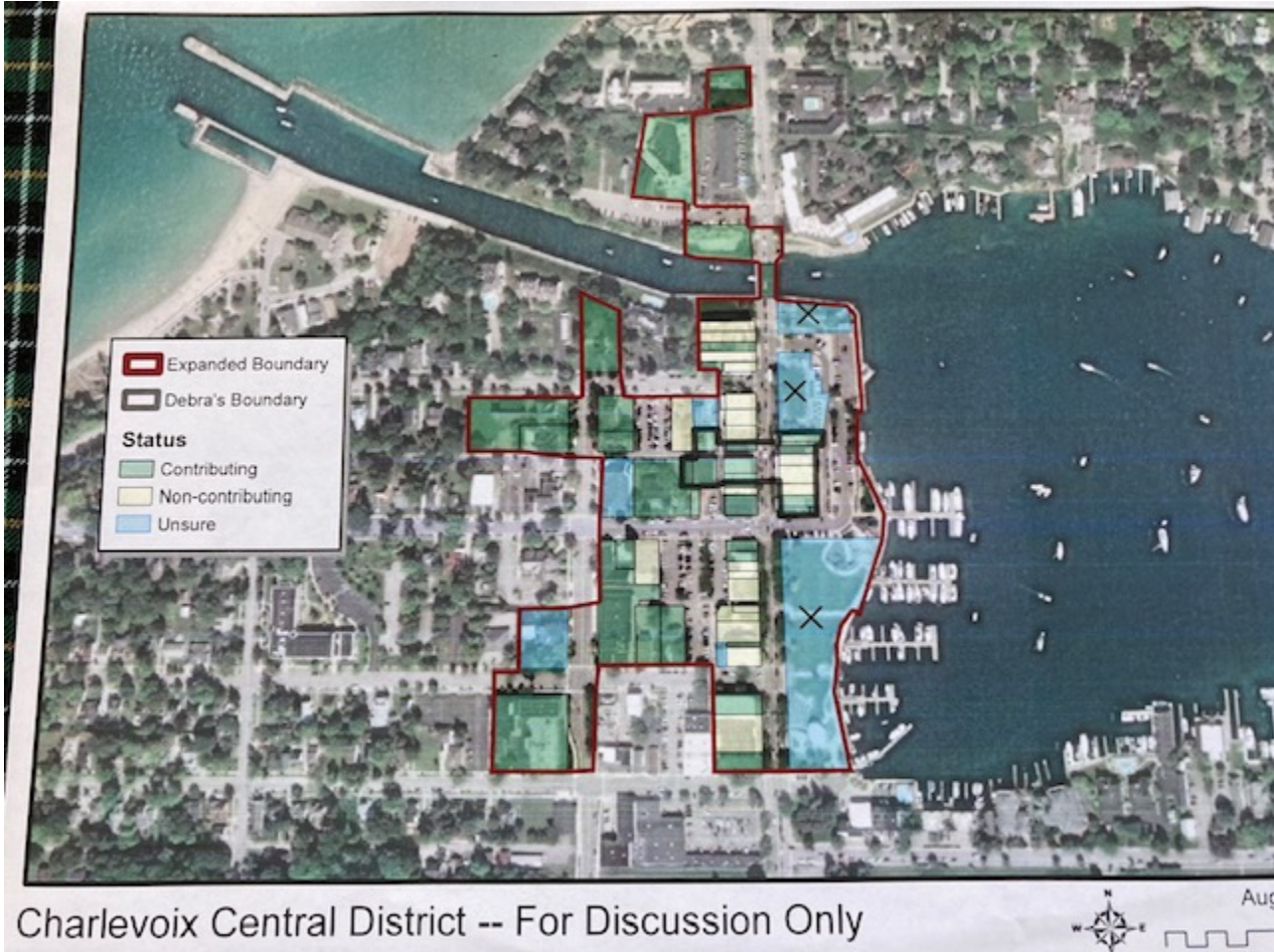
The meeting was adjourned at 11:45am.

Next meeting: August 26, 2022

Submitted by: Kay Heise

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Attachment 3a:



The City of Charlevoix will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired and audio tapes of printed materials being considered at the meeting, to individuals with disabilities at the meeting upon one weeks' notice to the City of Charlevoix. Individuals with disabilities requiring auxiliary aids or services should contact the City of Charlevoix Clerk's Office in writing or calling the following: 210 State Street Charlevoix, MI 49720 (231) 547-3250

200 Auld Avenue
Charlevoix, Michigan 49720
July 20, 2022

S. Alan Higgins
Certified Local Government Coordinator
State Historic Preservation Office
300 N. Washington Square
Lansing, MI 48913

Dear Mr. Higgins:

On behalf of the Charlevoix Historic District Commission I am writing to request special consideration for membership on our commission.

We are a city of just 2,300 people in two square miles between Lake Michigan and Lake Charlevoix. Our year-round population is decreasing as more and more homes are being purchased for the purpose of renting them to tourists.

Surrounding the city is Charlevoix Township with a population of 1,800 within twelve square miles. Most township citizens make little differentiation between themselves and those who live in the city when it comes to preserving the downtown, restoring our historic places, and celebrating the uniqueness of our geographic location. In fact the township website photo highlights the very center of the city: the bridge connecting Lake Michigan to Lake Charlevoix.

It has been difficult to recruit new commissioners who live within the city. We currently are attempting to fill an opening which has been available for over a year and have had no luck. Yet many township residents have shown great interest in our work and would be volunteers for the position should they be eligible.

The Charlevoix Historic District Commission requests that we be given permission to have residents of Charlevoix Township as commissioners.

Thank you for your consideration.

Sincerely,

Kay Heise, Secretary
Charlevoix Historic District Commission

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Charlevoix Historic District Commission

New Business

Title: Certificate of Appropriateness for 304 Park Avenue

Date: December 27, 2024

Presented By: Jonathan Scheel, Director of Planning & Zoning

Background:

The Historical District Commission has received an application for a Certificate of Appropriateness for 304 Park Avenue. The proposed changes are for exterior site work, including stone walls, fences and gates. Also, there are proposed flagstone patios, walkways, and new landscape plants. When an application is received, it is the responsibility of the commission to review all proposed changes with the Secretary of the Interior's Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings. Even though this property is a non-contributing, it is still reviewed with the same criteria as the contributing properties in the historical district. Pages 62-66 of the "Standards" give general standards that will apply to this review. Pages 102-109 give detailed criteria for the proposed changes for this application.

Recommendation:

Attachments:

1. Certificate of Appropriateness Application
2. Design for Approval- 11-27-24
3. Existing & New Picture- Road
4. Project Description and Material List
5. Toohey Texture Binder 11.14.24
6. Rehab standards
7. Historical Appropriateness Review 01-2024



CITY OF
CHARLEVOIX

CITY OF CHARLEVOIX
HISTORIC DISTRICT COMMISSION
210 STATE ST. CHARLEVOIX, MICH. 49720

APPLICATION FOR CERTIFICATE OF APPROPRIATENESS

PROPERTY ADDRESS: 304 Park Avenue, Charlevoix MI 49720 DATE: _____

APPLICANT'S NAME: Alex Burns

APPLICANT'S MAILING ADDRESS: P.O. Box 22, Charlevoix MI 49727

CITY: Charlevoix ZIP: 49720

PHONE #: 231-459-5332 EMAIL: ABURNS@LANDSCAPE-LOGIC.COM

1. Describe in detail each proposed exterior alteration, improvement, or repair. (Use additional paper if necessary) See Attached Design
See Attached Project Descriptions

2. Will the repair or alteration match existing or original materials and design? YES ☒ NO _____ If no, explain: The Material will match the existing materials onsite.

The design also matches existing/original design. we are replacing retaining walls, updating drainage, and re-doing flagstone walkways & patios in same spots.

3. If the work proposed involves repointing or tuck-pointing, will the new mortar match the original mortar in color, joint profile, and composition? YES _____ NO ☒

NOTE: Obtain and refer to preservation brief #2 when masonry alterations are proposed. If no, explain: No masonry alterations are proposed

5. Is this request the result of a disability? YES ☒ NO ☐ If yes, please explain:
Updating main entrance steps to provide stability & safety for disabled/handicap members.

6. What are the approximate start and finish dates of the proposed work?

Start: Dec. 24' Completion: April 25'

7. Are there smoke detectors in the building? Yes ☒ No ☐

APPLICANT'S SIGNATURE:



APPLICATION APPROVALS EXPIRE AFTER 12 MONTHS

NOTE: IF THE PROPOSED WORK INVOLVES REPAIRS TO OR REPLACEMENT OF EXTERIOR COMPONENTS MATCHING THE EXISTING (OR ORIGINAL) MATERIALS AND DESIGN, APPLICATION MAY BE APPROVED BY STAFF. ALL WORK MUST BE COMPLETED WITH GOOD WORKMANSHIP, MEETING CONSTRUCTION INDUSTRY STANDARDS. IF ANY CHANGES ARE PROPOSED FOR AN EXTERIOR DESIGN FEATURE, THE HISTORIC PRESERVATION COMMISSION MUST REVIEW THE APPLICATION.

IMPORTANT: The following information will help the Commission understand the work you propose to do. Please include any other information that you feel will assist with the approval of your application.

MATERIALS TO BE SUBMITTED BY THE APPLICANT:

- Photograph of the entire structure in its present condition as seen from the street. The photographs should be labeled with the address and date of the photo.
- Current close-up photographs of each portion of the structure, in its present condition, the area(s) that are proposed for alteration, removal, or replacement. Each photograph should be labeled to indicate what is shown, the address, and the date of the photograph.
- Elevation drawings (scaled or near to scale) of any side of the structure proposed for alteration, improvement, or new construction, showing complete architectural details to be added, removed, or altered. If the proposed work involves any alteration, removal, or improvements of one architectural detail (for example: a window, door entrance, or roof cornice), then scaled drawings of these details may be submitted in place of elevation drawings.
- Sketch to identify all existing and proposed materials and finishes.
- Materials list, including size and type of material.
- Physical samples of materials, items, or devices to be installed, or manufacturer's brochures.
- Illustrations/pictorial information that accurately depicts the color, texture, and scale of all new materials, items, or devices.

NOTE: All photos, drawings physical samples, etc., become the property of the

NOTE: Applications for Certificates of Appropriateness must be submitted **BY** the filing date **PRIOR TO** the monthly meeting to ensure a place on the agenda. The Charlevoix Historic District Commission meets on the fourth Friday of each month if there is formal business to attend to. Incomplete applications **will not** be scheduled until all necessary information has been received. **For assistance contact: Lindsey Dotson, DDA Executive Director, at (231) 547-3257.**

ATTENDANCE AT THE COMMISSION MEETING IS STRONGLY RECOMMENDED, SEE ATTACHED INSTRUCTIONS.

The Commission meets on the fourth Friday of each month at 11:00 a.m. at City Hall in the Council Chambers at 210 State Street if there is formal business to attend to. Please check the City of Charlevoix website for updated meeting schedules and agendas. The applicant may call (231) 547-3257 for assistance in completing this application.

INSTRUCTIONS TO APPLICANTS

1. An application **must** be submitted and approved before making any additions, alterations, or repairs affecting the exterior appearance of a resource or property within a Historic District or upon a designated Historic Landmark. This includes, but is not limited to houses, garages, carriage houses, fences, walls, sites, objects, commercial and industrial structures, sheds, land contours, paving, signs, and awnings.

The City of Charlevoix, 210 State Street, will receive applications and schedule a review date to ensure a timely review by the Historic District Commission.

2. Applications that indicate the work will match existing or original materials and design may be **administratively approved** by City Staff. Staff may approve re-roofing, repointing, chimney repair, storm windows and doors, repair of siding/trim, and repair of other features.

3. Painting: The proposed painting of masonry, stone, brick, foundations, metal, or other surfaces that have never been painted before must have approval from the Commission before proceeding. **The painting of wood siding, trim, and other previously painted elements does not need approval.**

4. All approved work must be completed with **good workmanship**. Some work may require a separate Building Permit.

5. The Commission follows the Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings when reviewing applications.

6. The Commission has written guidelines regarding the following:

- Porches
- Paving, retaining walls, garden structures, and landscaping.

7. Applications should follow the above standards and guidelines when applicable. Copies are available from the City of Charlevoix at 210 State Street.

8. Historic photographs of properties may be available from:

Charlevoix Historical Society (231) 547-0373

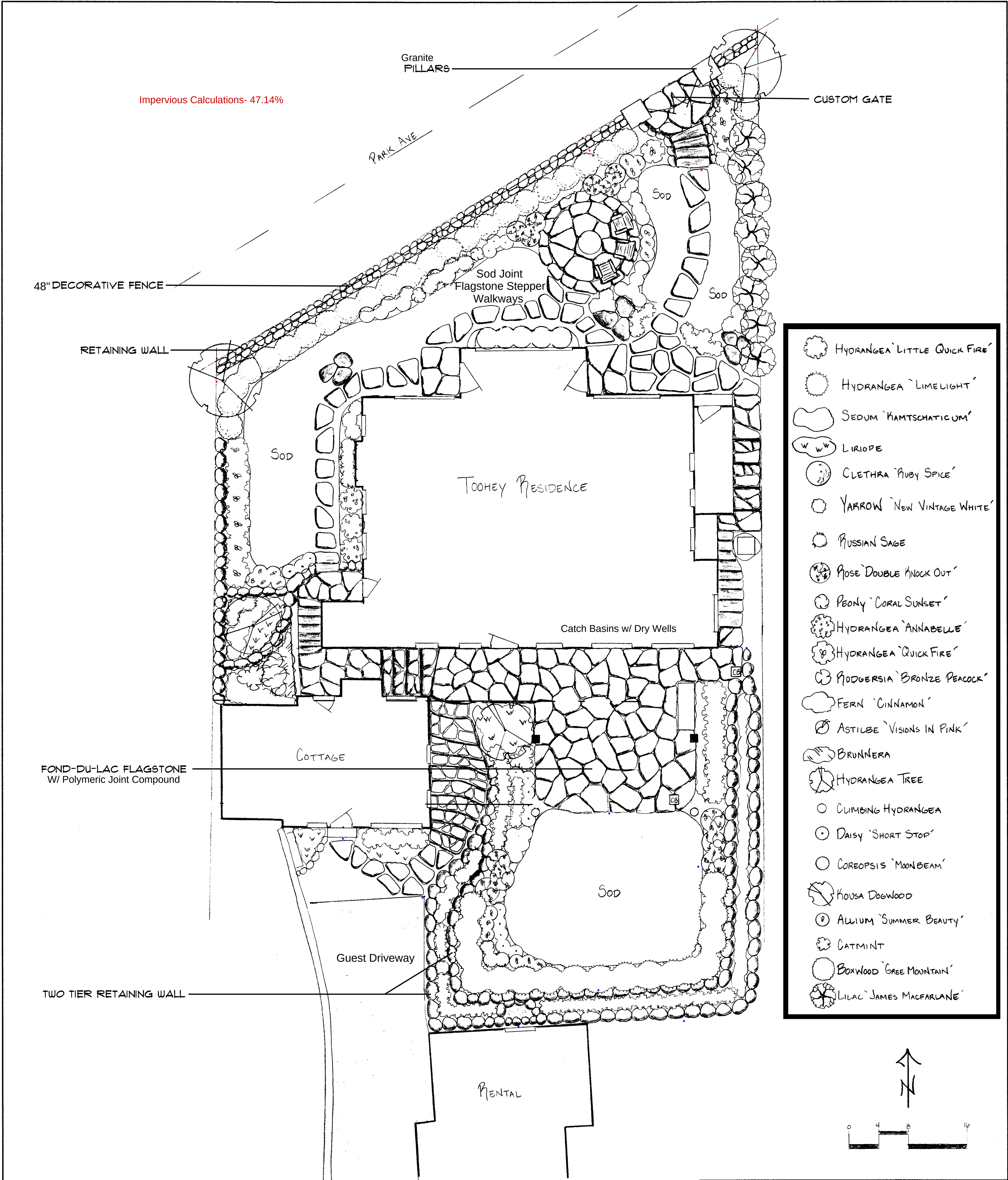
THE DDA OFFICE AT CITY HALL HAS THE FOLLOWING INFORMATION AVAILABLE:

- Researching the History of a Property.
- Secretary of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. HPC Guidelines.
- Public Improvements on Main Street (from National Trust).
- Historic Resource Council Directory

PRESERVATION BRIEFS: Technical bulletins to assist in recognizing and resolving common repair problems.

- #1 The Cleaning and Waterproof Coating of Masonry Buildings.
- #2 Repointing Mortar Joints in Historic Brick Buildings.
- #3 Conserving Energy in Historic Buildings.
- #4 Roofing for Historic Buildings (also see #19, #29, # 30).
- #5 The Preservation of Historic Adobe Buildings.
- #6 Dangers of Abrasive Cleaning to Historic Buildings.
- #7 The Preservation of Historic Glazed Architectural terra cotta.
- #8 Aluminum and Vinyl Siding on Historic Buildings (also see #16).
- #9 The Repair of Historic Wooden Windows.
- #10 Exterior Paint Problems on Historic Woodwork.
- #11 Rehabilitating Historic Storefronts.
- #12 The Preservation of Historic Pigmented Structural Glass.
- #13 The Repair and Thermal Upgrading of Historic Steel Windows.
- #14 New Exterior Additions to Historic Building Exteriors (also see #8).
- #15 Preservation of Historic Concrete: Problems and General Approaches.
- #16 The Use of Substitute Materials on Historic Building Exteriors
- #17 Architectural Character: Visual Aspects of Historic Buildings as an Aid to Preserving their Character.
- #18 Rehabilitating Interiors in Historic Buildings.
- #19 The Repair and Replacement of Historic Wooden Shingle Roofs.
- #20 The Preservation of Historic Barns.
- #21 Repairing Historic Flat Plaster Walls and Ceilings.
- #22 The Preservation and Repair of Historic Stucco.
- #23 Preserving Historic Ornamental Plaster.
- #24 Heating, Ventilating, and Cooling Historic Building: Problems and Recommended Approaches.

- #34 Applied Decoration for Historic Interiors: Preserving Composition Ornament.
- #35 Understanding Old Buildings: The Process of Architectural Investigation.
- #36 Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes.
- #37 Appropriate Methods for Reducing Lead-Paint Hazards in Historic Housing.
- #38 Removing Graffiti from Historic Masonry.



of	Sheets
Job	
Drawn	
Scale	1"=8'
Date	10.8.24

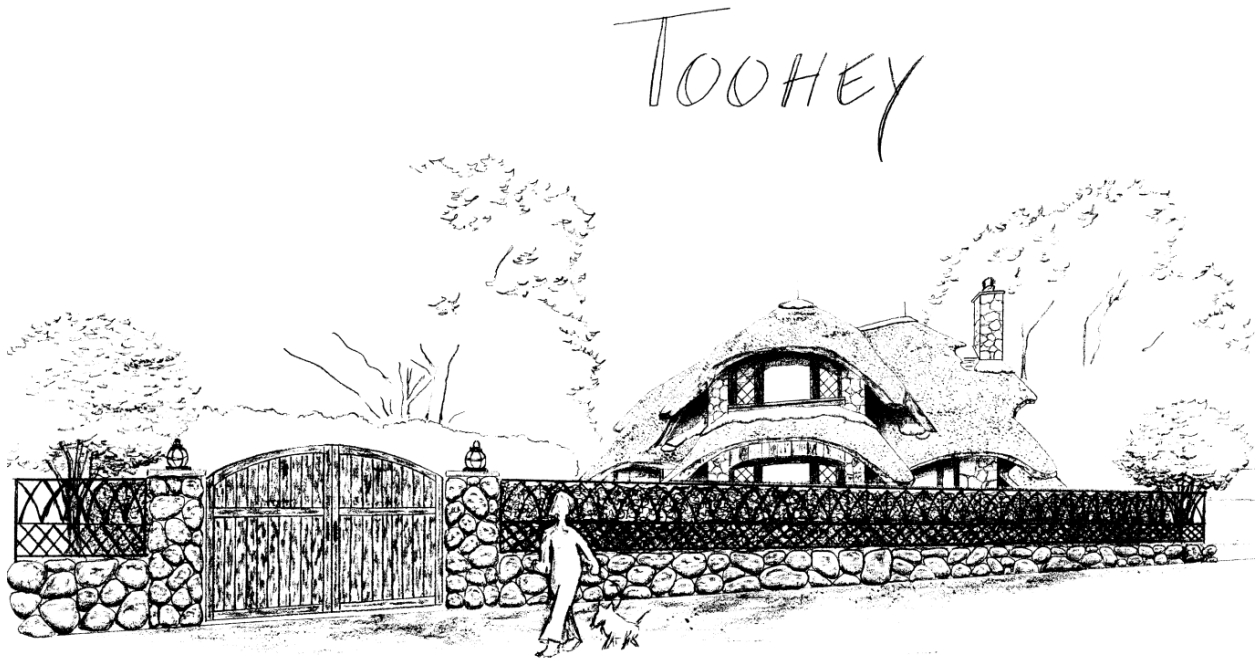
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Toohy Residence
304 PARK AVE CHARLEVOIX MICHIGAN 49720

REVISIONS	BY
10.24.24	AK
11.12.24	AK
11.22.24	AK



Existing



New



Landscape Renovation

Customer Tim Toohey | 304 Park Ave. | Charlevoix, MI 49720
Property Toohey Thatch House | 304 Park Ave. | Charlevoix, MI 49720

Property Renovation

Park Avenue Retaining Wall, Pillars & Stone Steps

Includes installation of roadside granite boulder retaining wall, granite pillar columns and steps, per design. The existing retaining wall and steps will be removed and the debris will be disposed of offsite. The retaining wall will be installed as shown in the design. The pillar columns will be installed. The 4' Fond Du Lac steps will be installed, as shown in the design.

Items

2NS - MDC
22A Natural - LL
Fond Du Lac Flagstone Stand Up
Fond Du Lac Split Steps - 4' x 18" -
Gray Nitro Joint Sand
Granite Boulders 8"-12"
Granite Boulders - 3-4' - LL
Landscape Fabric - 4'
4" Perf Corrugated Pipe
Granite Pillar

Park Avenue Main Entrance Fence & Custom Gate- Fabrication & Installation

Includes fabrication and installation of custom fence as well as custom cedar doors which will be installed, per design. The custom, painted, steel fence will be fabricated and installed on top of the roadside retaining wall. The fence will begin at the north-west property line corner and stop at the north-east property line corner. The custom wooden door will be built and installed, per design and hung in between the (2) new pillars.

Items

Misc. Lumber- Gate Material
Custom Address Sign

Roadside Patio & Stepper Walkways Installation

Project includes installing the Fond Du Lac flagstone stepper walkways, flagstone landings and patio, per design. The landings & patio will be installed on a compacted gravel footing and will have a polymeric compound installed in the joints. The stepper walkways will be installed to allow sodded lawn to grow in-between the joints.

Items

22A Natural - LL
2NS - MDC
Fond Du Lac Flagstone
Gray Nitro Joint Sand
Fond Du Lac

Backyard Retaining Wall Tiers- Granite Boulders

Project includes installation of backyard granite boulder retaining walls, per design. The backyard area will be prepped and general fill dirt will be installed and compacted in lifts to bring the area to the proper grades. The granite boulder wall tiers will be installed according to the design using landscape fabric and drain tile to backfill the walls.

Items

General Fill Dirt - MDC
Granite Boulders - 2-3' - Rock Bottom
Granite Boulders - 1-2' - Rock Bottom
Install Crew Truck/Trailer
Landscape Fabric - 4'
4" Perf w/ Sock Corrugated Pipe

Backyard Patio Installation

Project includes installation of Fond Du Lac patio in the backyard to extend the existing flagstone walkways, per design. The existing stone will be removed and set aside to be reused. A compacted gravel base will be installed in the proposed patio area as the footing and the Fond Du Lac flagstone patio will be cut, set, and laid to create the patio. Polymeric compound will be installed in the joints.

Items

22A Natural - MDC
2NS - MDC
Fond Du Lac Flagstone Stand Up
Gray Nitro Joint Sand

Planting Bed Establishment, Plant Installation & Mulch

Project includes preparing the proposed planting beds, planting the proposed trees shrubs and perennials, and installing the mulch in the beds. The planting beds will be prepped using screened topsoil and the plants will be placed according to the design. The plants will be installed using screened topsoil and granular fertilizer and premium double shredded pine mulch.

Items

Screened Top Soil - MDC

Green Mountain Boxwood 48"
"James Macfarlane" Lilac #5
Kousa Dogwood 7-8'
Climbing Hydrangea - #5 -
"Pinky Winky" Hydrangea TF
Quick Fire Hydrangea - #5 -
Annabelle Hydrangea - #5 -
Double Knockout Roses- #3
Ruby Spice Summersweet Pink - #5 -
Kamtschaticum - #1 -
Creeping Lily Turf - #1 -
Moonshine Yarrow- #1
Dwarf Russian Sage 1gal
Rodger's Flower - #1 -
Cinnamon Fern - #1 -
Astilbe Peach Blossom - #1 -
Jack Frost Brunnera - #1 -
"Shortstop" Daisy 1gal
"Coral Sunset" Peony
"Summer Beauty" Allium 1gal
Walker's Low Catmint - #1 -
Limelight Hydrangea - #15 -
Dark Pine Mulch
Fertilizer Tabs

Lawn Installation- Sod

Project includes installation of sunny sod in the proposed lawn areas, per design. The lawn areas will be prepped using screened topsoil and the soil will be graded out to allow surface water to drain properly. Sod will be laid and cut in, per design.

Items

Screened Top Soil - MDC
Sun/Shade Mix Peat Sod -

KAMTSCHATICUM SEDUM



LITTLE QUICK FIRE HYDANGEA



JAMES MACFARLANE LILAC



TOOHEY PLANT SELECTIONS
304 PARK AVE., CHARLEVOIX, MICHIGAN 49720



LIRIOPE

BLUE POINT UPRIGHT JUNIPER

CLETHRA

YARROW



RUSSIAN SAGE



DOUBLE KNOCK OUT ROSE



TOOHEY PLANT SELECTIONS



CORAL SUNSET PEONY



ANNABELLE HYDRANGEA



QUICK FIRE HYDRANGEA

BRONZE PEACOCK RODGERSIA



CINNAMON FERN



VISIONS IN PINK ASTILBE



TOOHEY PLANT SELECTIONS



BRUNNERA



HYDRANEA TREE



CLIMBING HYDRANGEA

SHORT STOP DAISY



COREOPSIS



KOUSA DOGWOOD



TOOHEY PLANT SELECTIONS



ALLIUM



CATMINT



BOXWOOD

Standards for Rehabilitation & Guidelines for Rehabilitating Historic Buildings

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.



Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in a such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Guidelines for Rehabilitating Historic Buildings

Introduction

In **Rehabilitation**, historic building materials and character-defining features are protected and maintained as they are in the treatment **Preservation**; however, an assumption is made prior to work that existing historic fabric has become damaged or deteriorated over time and, as a result, more repair and replacement will be required. Thus, latitude is given in the **Standards for Rehabilitation and Guidelines for Rehabilitation** to replace extensively deteriorated, damaged, or missing features using either traditional or substitute materials. Of the four treatments, only **Rehabilitation** includes an opportunity to make possible an efficient contemporary use through alterations and additions.

Identify, Retain, and Preserve Historic Materials and Features

Like **Preservation**, guidance for the treatment **Rehabilitation** begins with recommendations to identify the form and detailing of those architectural materials and features that are important in defining the building's historic character and which must be retained in order to preserve that character. Therefore, guidance on *identifying, retaining, and preserving* character-defining features is always given first. The character of a historic building may be defined by the form and detailing of exterior materials, such as masonry, wood, and metal; exterior features, such as roofs, porches, and windows; interior

materials, such as plaster and paint; and interior features, such as moldings and stairways, room configuration and spatial relationships, as well as structural and mechanical systems.

Protect and Maintain Historic Materials and Features

After identifying those materials and features that are important and must be retained in the process of **Rehabilitation** work, then *protecting and maintaining* them are addressed. Protection generally involves the least degree of intervention and is preparatory to other work. For example, protection includes the maintenance of historic material through treatments such as rust removal, caulking, limited paint removal, and re-application of protective coatings; the cyclical cleaning of roof gutter systems; or installation of fencing, alarm systems and other temporary protective measures. Although a historic building will usually require more extensive work, an overall evaluation of its physical condition should always begin at this level.

Repair Historic Materials and Features

Next, when the physical condition of character-defining materials and features warrants additional work *repairing* is recommended. **Rehabilitation** guidance for the repair of historic materials such as masonry, wood, and architectural metals again begins with the least degree of intervention possible such as patching, piecing-in, splicing, consolidating, or otherwise reinforcing or upgrading them according to recognized preservation methods. Repairing also includes the limited replacement in kind—or with

Note: The Guidelines for Rehabilitating Historic Buildings in this chapter have already appeared in *The Secretary of the Interior's Standards for Rehabilitation & Illustrated Guidelines for Rehabilitating Historic Buildings*, published in 1992.



Originally built as single-family, semi-detached duplexes, these houses were rehabilitated for a new use as rental apartments. While some alteration to non-significant interior features and spaces was necessary in each one, the exteriors were essentially preserved. Photos: Mistick, Inc.

compatible substitute material—of extensively deteriorated or missing parts of features when there are surviving prototypes (for example, brackets, dentils, steps, plaster, or portions of slate or tile roofing). Although using the same kind of material is always the preferred option, substitute material is acceptable if the form and design as well as the substitute material itself convey the visual appearance of the remaining parts of the feature and finish.

Replace Deteriorated Historic Materials and Features

Following repair in the hierarchy, **Rehabilitation** guidance is provided for *replacing* an entire character-defining feature with new material because the level of deterioration or damage of materials precludes repair (for example, an exterior cornice; an interior

staircase; or a complete porch or storefront). If the essential form and detailing are still evident so that the physical evidence can be used to re-establish the feature as an integral part of the rehabilitation, then its replacement is appropriate. Like the guidance for repair, the preferred option is always replacement of the entire feature in kind, that is, with the same material. Because this approach may not always be technically or economically feasible, provisions are made to consider the use of a compatible substitute material.

It should be noted that, while the National Park Service guidelines recommend the replacement of an entire character-defining feature that is extensively deteriorated, they never recommend removal and replacement with new material of a feature that—although damaged or deteriorated—could reasonably be repaired and thus preserved.

Design for the Replacement of Missing Historic Features

When an entire interior or exterior feature is missing (for example, an entrance, or cast iron facade; or a principal staircase), it no longer plays a role in physically defining the historic character of the building unless it can be accurately recovered in form and detailing through the process of carefully documenting the historical appearance. Although accepting the loss is one possibility, where an important architectural feature is missing, its replacement is always recommended in the **Rehabilitation** guidelines as the *first* or preferred, course of action. Thus, if adequate historical, pictorial, and physical documentation exists so that the feature may be accurately reproduced, and if it is desirable to re-establish the feature as part of the building's historical appearance, then designing and constructing a new feature based on such information is appropriate. However, a *second* acceptable option for the replacement feature is a new design that is compatible with the remaining character-defining features of the historic building. The new design should always take into account the size, scale, and material of the historic building itself and, most importantly, should be clearly differentiated so that a false historical appearance is not created.

Alterations/Additions for the New Use

Some exterior and interior alterations to a historic building are generally needed to assure its continued

use, but it is most important that such alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes. Alterations may include providing additional parking space on an existing historic building site; cutting new entrances or windows on secondary elevations; inserting an additional floor; installing an entirely new mechanical system; or creating an atrium or light well. Alteration may also include the selective removal of buildings or other features of the environment or building site that are intrusive and therefore detract from the overall historic character.

The construction of an exterior addition on a historic building may seem to be essential for the new use, but it is emphasized in the **Rehabilitation** guidelines that such new additions should be avoided, if possible, and considered *only* after it is determined that those needs cannot be met by altering secondary, i.e., non character-defining interior spaces. If, after a thorough evaluation of interior solutions, an exterior addition is still judged to be the only viable alternative, it should be designed and constructed to be clearly differentiated from the historic building and so that the character-defining features are not radically changed, obscured, damaged, or destroyed.

Additions and alterations to historic buildings are referenced within specific sections of the **Rehabilitation** guidelines such as Site, Roofs, Structural Systems, etc., but are addressed in detail in *New Additions to Historic Buildings*, found at the end of this chapter.

Energy Efficiency/Accessibility Considerations/Health and Safety Code Considerations

These sections of the guidance address work done to meet accessibility requirements and health and safety code requirements; or retrofitting measures to improve energy efficiency. Although this work is quite often an important aspect of **Rehabilitation** projects, it is usually not a part of the overall process of protecting or repairing character-defining features; rather, such work is assessed for its potential negative impact on the building's historic character. For this reason, particular care must be taken not to radically change, obscure, damage, or destroy character-defining materials or features in the process of meeting code and energy requirements.

Rehabilitation as a Treatment When repair and replacement of deteriorated features are necessary; when alterations or additions to the property are planned for a new or continued use; and when its depiction at a particular time is not appropriate, Rehabilitation may be considered as a treatment. Prior to undertaking work, a documentation plan for Rehabilitation should be developed.

Building Exterior

Masonry: Brick, stone, terra cotta, concrete, adobe, stucco and mortar

Recommended

Identifying, retaining, and preserving masonry features that are important in defining the overall historic character of the building such as walls, brackets, railings, cornices, window architraves, door pediments, steps, and columns; and details such as tooling and bonding patterns, coatings, and color.

Protecting and maintaining masonry by providing proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in curved decorative features.

Cleaning masonry only when necessary to halt deterioration or remove heavy soiling.

Carrying out masonry surface cleaning tests after it has been determined that such cleaning is appropriate. Tests should be observed over a sufficient period of time so that both the immediate and the long range effects are known to enable selection of the gentlest method possible.

Not Recommended

Removing or radically changing masonry features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Replacing or rebuilding a major portion of exterior masonry walls that could be repaired so that, as a result, the building is no longer historic and is essentially new construction.

Applying paint or other coatings such as stucco to masonry that has been historically unpainted or uncoated to create a new appearance.

Removing paint from historically painted masonry.

Radically changing the type of paint or coating or its color.

Failing to evaluate and treat the various causes of mortar joint deterioration such as leaking roofs or gutters, differential settlement of the building, capillary action, or extreme weather exposure.

Cleaning masonry surfaces when they are not heavily soiled to create a new appearance, thus needlessly introducing chemicals or moisture into historic materials.

Cleaning masonry surfaces without testing or without sufficient time for the testing results to be of value.

Recommended

Cleaning masonry surfaces with the gentlest method possible, such as low pressure water and detergents, using natural bristle brushes.

Inspecting painted masonry surfaces to determine whether repainting is necessary.

Removing damaged or deteriorated paint only to the next sound layer using the gentlest method possible (e.g., hand-scraping) prior to repainting.

Applying compatible paint coating systems following proper surface preparation.

Repainting with colors that are historically appropriate to the building and district.

Evaluating the overall condition of the masonry to determine whether more than protection and maintenance are required, that is, if repairs to masonry features will be necessary.

Repairing masonry walls and other masonry features by repointing the mortar joints where there is evidence of deterioration such as disintegrating mortar, cracks in mortar joints, loose bricks, damp walls, or damaged plasterwork.

Removing deteriorated mortar by carefully hand-raking the joints to avoid damaging the masonry.

Not Recommended

Sandblasting brick or stone surfaces using dry or wet grit or other abrasives. These methods of cleaning permanently erode the surface of the material and accelerate deterioration.

Using a cleaning method that involves water or liquid chemical solutions when there is any possibility of freezing temperatures.

Cleaning with chemical products that will damage masonry, such as using acid on limestone or marble, or leaving chemicals on masonry surfaces.

Applying high pressure water cleaning methods that will damage historic masonry and the mortar joints.

Removing paint that is firmly adhering to, and thus protecting, masonry surfaces.

Using methods of removing paint which are destructive to masonry, such as sandblasting, application of caustic solutions, or high pressure waterblasting.

Failing to follow manufacturers' product and application instructions when repainting masonry.

Using new paint colors that are inappropriate to the historic building and district.

Failing to undertake adequate measures to assure the protection of masonry features.

Removing nondeteriorated mortar from sound joints, then repointing the entire building to achieve a uniform appearance.

Using electric saws and hammers rather than hand tools to remove deteriorated mortar from joints prior to repointing.

Recommended

Duplicating old mortar in strength, composition, color, and texture.

Duplicating old mortar joints in width and in joint profile.

Repairing stucco by removing the damaged material and patching with new stucco that duplicates the old in strength, composition, color, and texture.

Using mud plaster as a surface coating over unfired, unstabilized adobe because the mud plaster will bond to the adobe.

Cutting damaged concrete back to remove the source of deterioration (often corrosion on metal reinforcement bars). The new patch must be applied carefully so it will bond satisfactorily with, and match, the historic concrete.

Repairing masonry features by patching, piecing-in, or consolidating the masonry using recognized preservation methods. Repair may also include the limited replacement in kind—or with compatible substitute material—of those extensively deteriorated or missing parts of masonry features when there are surviving prototypes such as terra-cotta brackets or stone balusters.

Not Recommended

Repointing with mortar of high portland cement content (unless it is the content of the historic mortar). This can often create a bond that is stronger than the historic material and can cause damage as a result of the differing coefficient of expansion and the differing porosity of the material and the mortar.

Repointing with a synthetic caulking compound.

Using a “scrub” coating technique to repoint instead of traditional repointing methods.

Changing the width or joint profile when repointing.

Removing sound stucco; or repairing with new stucco that is stronger than the historic material or does not convey the same visual appearance.

Applying cement stucco to unfired, unstabilized adobe. Because the cement stucco will not bond properly, moisture can become entrapped between materials, resulting in accelerated deterioration of the adobe.

Patching concrete without removing the source of deterioration.

Replacing an entire masonry feature such as a cornice or balustrade when repair of the masonry and limited replacement of deteriorated or missing parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the masonry feature or that is physically or chemically incompatible.

Recommended

Applying new or non-historic surface treatments such as water-repellent coatings to masonry only after repointing and only if masonry repairs have failed to arrest water penetration problems.

Replacing in kind an entire masonry feature that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model to reproduce the feature. Examples can include large sections of a wall, a cornice, balustrade, column, or stairway. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

*The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of **Rehabilitation** projects and should only be considered after the preservation concerns listed above have been addressed.*

Recommended

Design for the Replacement of Missing Historic Features

Designing and installing a new masonry feature such as steps or a door pediment when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.

Not Recommended

Applying waterproof, water repellent, or non-historic coatings such as stucco to masonry as a substitute for repointing and masonry repairs. Coatings are frequently unnecessary, expensive, and may change the appearance of historic masonry as well as accelerate its deterioration.

Removing a masonry feature that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

Not Recommended

Creating a false historical appearance because the replaced masonry feature is based on insufficient historical, pictorial, and physical documentation.

Introducing a new masonry feature that is incompatible in size, scale, material and color.

Building Exterior

Wood: Clapboard, weatherboard, shingles, and other wooden siding and decorative elements

Recommended

Identifying, retaining, and preserving wood features that are important in defining the overall historic character of the building such as siding, cornices, brackets, window architraves, and doorway pediments; and their paints, finishes, and colors.

Protecting and maintaining wood features by providing proper drainage so that water is not allowed to stand on flat, horizontal surfaces or accumulate in decorative features.

Applying chemical preservatives to wood features such as beam ends or outriggers that are exposed to decay hazards and are traditionally unpainted.

Retaining coatings such as paint that help protect the wood from moisture and ultraviolet light. Paint removal should be considered only where there is paint surface deterioration and as part of an overall maintenance program which involves repainting or applying other appropriate protective coatings.

Not Recommended

Removing or radically changing wood features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Removing a major portion of the historic wood from a facade instead of repairing or replacing only the deteriorated wood, then reconstructing the facade with new material in order to achieve a uniform or “improved” appearance.

Radically changing the type of finish or its color or accent scheme so that the historic character of the exterior is diminished.

Stripping historically painted surfaces to bare wood, then applying clear finishes or stains in order to create a “natural look.”

Stripping paint or varnish to bare wood rather than repairing or reapplying a special finish, i.e., a grained finish to an exterior wood feature such as a front door.

Failing to identify, evaluate, and treat the causes of wood deterioration, including faulty flashing, leaking gutters, cracks and holes in siding, deteriorated caulking in joints and seams, plant material growing too close to wood surfaces, or insect or fungus infestation.

Using chemical preservatives such as creosote which, unless they were used historically, can change the appearance of wood features.

Stripping paint or other coatings to reveal bare wood, thus exposing historically coated surfaces to the effects of accelerated weathering.

Recommended

Inspecting painted wood surfaces to determine whether repainting is necessary or if cleaning is all that is required.

Removing damaged or deteriorated paint to the next sound layer using the gentlest method possible (handscraping and handsanding), then repainting.

Using with care electric hot-air guns on decorative wood features and electric heat plates on flat wood surfaces when paint is so deteriorated that total removal is necessary prior to repainting.



Not Recommended

Removing paint that is firmly adhering to, and thus, protecting wood surfaces.

Using destructive paint removal methods such as propane or butane torches, sandblasting or waterblasting. These methods can irreversibly damage historic woodwork.

Using thermal devices improperly so that the historic woodwork is scorched.



According to the Standards for Rehabilitation, existing historic materials should be protected, maintained and repaired. In an exemplary project, the windows and shutters of this historic residence were carefully preserved.

Recommended

Using chemical strippers primarily to supplement other methods such as handscraping, handsanding and the above-recommended thermal devices. Detachable wooden elements such as shutters, doors, and columns may—with the proper safeguards—be chemically dip-stripped.

Applying compatible paint coating systems following proper surface preparation.

Repainting with colors that are appropriate to the historic building and district.

Evaluating the overall condition of the wood to determine whether more than protection and maintenance are required, that is, if repairs to wood features will be necessary.

Repairing wood features by patching, piecing-in, consolidating, or otherwise reinforcing the wood using recognized preservation methods. Repair may also include the limited replacement in kind—or with compatible substitute material—of those extensively deteriorated or missing parts of features where there are surviving prototypes such as brackets, molding, or sections of siding.

Replacing in kind an entire wood feature that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model to reproduce the feature. Examples of wood features include a cornice, entablature or balustrade. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Not Recommended

Failing to neutralize the wood thoroughly after using chemicals so that new paint does not adhere.

Allowing detachable wood features to soak too long in a caustic solution so that the wood grain is raised and the surface roughened.

Failing to follow manufacturers' product and application instructions when repainting exterior woodwork.

Using new colors that are inappropriate to the historic building or district.

Failing to undertake adequate measures to assure the protection of wood features.

Replacing an entire wood feature such as a cornice or wall when repair of the wood and limited replacement of deteriorated or missing parts are appropriate.

Using substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the wood feature or that is physically or chemically incompatible.

Removing an entire wood feature that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

<i>Recommended</i>	<i>Not Recommended</i>
Design for the Replacement of Missing Historic Features Designing and installing a new wood feature such as a cornice or doorway when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.	Creating a false historical appearance because the replaced wood feature is based on insufficient historical, pictorial, and physical documentation. Introducing a new wood feature that is incompatible in size, scale, material and color.

Building Exterior

Architectural Metals: Cast iron, steel, pressed tin, copper, aluminum, and zinc

Recommended

Identifying, retaining, and preserving architectural metal features such as columns, capitals, window hoods, or stairways that are important in defining the overall historic character of the building; and their finishes and colors. Identification is also critical to differentiate between metals prior to work. Each metal has unique properties and thus requires different treatments.

Protecting and maintaining architectural metals from corrosion by providing proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in curved, decorative features.

Cleaning architectural metals, when appropriate, to remove corrosion prior to repainting or applying other appropriate protective coatings.

Identifying the particular type of metal prior to any cleaning procedure and then testing to assure that the gentlest cleaning method possible is selected or determining that cleaning is inappropriate for the particular metal.

Not Recommended

Removing or radically changing architectural metal features which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Removing a major portion of the historic architectural metal from a facade instead of repairing or replacing only the deteriorated metal, then reconstructing the facade with new material in order to create a uniform, or “improved” appearance.

Radically changing the type of finish or its historic color or accent scheme.

Failing to identify, evaluate, and treat the causes of corrosion, such as moisture from leaking roofs or gutters.

Placing incompatible metals together without providing a reliable separation material. Such incompatibility can result in galvanic corrosion of the less noble metal, e.g., copper will corrode cast iron, steel, tin, and aluminum.

Exposing metals which were intended to be protected from the environment.

Applying paint or other coatings to metals such as copper, bronze, or stainless steel that were meant to be exposed.

Using cleaning methods which alter or damage the historic color, texture, and finish of the metal; or cleaning when it is inappropriate for the metal.

Removing the patina of historic metal. The patina may be a protective coating on some metals, such as bronze or copper, as well as a significant historic finish.

Recommended

Cleaning soft metals such as lead, tin, copper, terneplate, and zinc with appropriate chemical methods because their finishes can be easily abraded by blasting methods.

Using the gentlest cleaning methods for cast iron, wrought iron, and steel—hard metals—in order to remove paint buildup and corrosion. If handscraping and wire brushing have proven ineffective, low pressure grit blasting may be used as long as it does not abrade or damage the surface.

Applying appropriate paint or other coating systems after cleaning in order to decrease the corrosion rate of metals or alloys.

Repainting with colors that are appropriate to the historic building or district.

Applying an appropriate protective coating such as lacquer to an architectural metal feature such as a bronze door which is subject to heavy pedestrian use.

Evaluating the overall condition of the architectural metals to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.

Repairing architectural metal features by patching, splicing, or otherwise reinforcing the metal following recognized preservation methods. Repairs may also include the limited replacement in kind—or with a compatible substitute material—of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balusters, column capitals or bases; or porch cresting.

Not Recommended

Cleaning soft metals such as lead, tin, copper, terneplate, and zinc with grit blasting which will abrade the surface of the metal.

Failing to employ gentler methods prior to abrasively cleaning cast iron, wrought iron or steel; or using high pressure grit blasting.

Failing to re-apply protective coating systems to metals or alloys that require them after cleaning so that accelerated corrosion occurs.

Using new colors that are inappropriate to the historic building or district.

Failing to assess pedestrian use or new access patterns so that architectural metal features are subject to damage by use or inappropriate maintenance such as salting adjacent sidewalks.

Failing to undertake adequate measures to assure the protection of architectural metal features.

Replacing an entire architectural metal feature such as a column or a balustrade when repair of the metal and limited replacement of deteriorated or missing parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the architectural metal feature or that is physically or chemically incompatible.

Recommended

Replacing in kind an entire architectural metal feature that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model to reproduce the feature. Examples could include cast iron porch steps or steel sash windows. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Not Recommended

Removing an architectural metal feature that is unrepairable and not replacing it; or replacing it with a new architectural metal feature that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Design for the Replacement of Missing Historic Features

Designing and installing a new architectural metal feature such as a metal cornice or cast iron capital when the historic feature is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.

Not Recommended

Creating a false historical appearance because the replaced architectural metal feature is based on insufficient historical, pictorial, and physical documentation.

Introducing a new architectural metal feature that is incompatible in size, scale, material, and color.

Building Exterior

Roofs

Recommended

Identifying, retaining, and preserving roofs—and their functional and decorative features—that are important in defining the overall historic character of the building. This includes the roof's shape, such as hipped, gambrel, and mansard; decorative features such as cupolas, cresting chimneys, and weathervanes; and roofing material such as slate, wood, clay tile, and metal, as well as its size, color, and patterning.

Protecting and maintaining a roof by cleaning the gutters and downspouts and replacing deteriorated flashing. Roof sheathing should also be checked for proper venting to prevent moisture condensation and water penetration; and to ensure that materials are free from insect infestation.

Providing adequate anchorage for roofing material to guard against wind damage and moisture penetration.

Protecting a leaking roof with plywood and building paper until it can be properly repaired.

Not Recommended

Radically changing, damaging, or destroying roofs which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Removing a major portion of the roof or roofing material that is repairable, then reconstructing it with new material in order to create a uniform, or “improved” appearance.

Changing the configuration of a roof by adding new features such as dormer windows, vents, or skylights so that the historic character is diminished.

Stripping the roof of sound historic material such as slate, clay tile, wood, and architectural metal.

Applying paint or other coatings to roofing material which has been historically uncoated.

Failing to clean and maintain gutters and downspouts properly so that water and debris collect and cause damage to roof fasteners, sheathing, and the underlying structure.

Allowing roof fasteners, such as nails and clips to corrode so that roofing material is subject to accelerated deterioration.

Permitting a leaking roof to remain unprotected so that accelerated deterioration of historic building materials—masonry, wood, plaster, paint and structural members—occurs.

Recommended

Repairing a roof by reinforcing the historic materials which comprise roof features. Repairs will also generally include the limited replacement in kind—or with compatible substitute material—of those extensively deteriorated or missing parts of features when there are surviving prototypes such as cupola louvers, dentils, dormer roofing; or slates, tiles, or wood shingles on a main roof.

Replacing in kind an entire feature of the roof that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model to reproduce the feature. Examples can include a large section of roofing, or a dormer or chimney. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Not Recommended

Replacing an entire roof feature such as a cupola or dormer when repair of the historic materials and limited replacement of deteriorated or missing parts are appropriate.

Failing to reuse intact slate or tile when only the roofing substrate needs replacement.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the roof or that is physically or chemically incompatible.

Removing a feature of the roof that is unrepairable, such as a chimney or dormer, and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

<i>Recommended</i>	<i>Not Recommended</i>
Design for the Replacement of Missing Historic Features Designing and constructing a new feature when the historic feature is completely missing, such as chimney or cupola. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.	 Creating a false historical appearance because the replaced feature is based on insufficient historical, pictorial, and physical documentation. Introducing a new roof feature that is incompatible in size, scale, material and color.
Alterations/Additions for the New Use Installing mechanical and service equipment on the roof such as air conditioning, transformers, or solar collectors when required for the new use so that they are inconspicuous from the public right-of-way and do not damage or obscure character-defining features. Designing additions to roofs such as residential, office, or storage spaces; elevator housing; decks and terraces; or dormers or skylights when required by the new use so that they are inconspicuous from the public right-of-way and do not damage or obscure character-defining features.	 Installing mechanical or service equipment so that it damages or obscures character-defining features; or is conspicuous from the public right-of-way. Radically changing a character-defining roof shape or damaging or destroying character-defining roofing material as a result of incompatible design or improper installation techniques.

Building Exterior

Windows

Recommended

Identifying, retaining, and preserving windows—and their functional and decorative features—that are important in defining the overall historic character of the building. Such features can include frames, sash, muntins, glazing, sills, heads, hoodmolds, panelled or decorated jambs and moldings, and interior and exterior shutters and blinds.

Conducting an indepth survey of the condition of existing windows early in rehabilitation planning so that repair and upgrading methods and possible replacement options can be fully explored.

Protecting and maintaining the wood and architectural metals which comprise the window frame, sash, muntins, and surrounds through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

Making windows weathertight by re-caulking and replacing or installing weatherstripping. These actions also improve thermal efficiency.

Not Recommended

Removing or radically changing windows which are important in defining the historic character of the building so that, as a result, the character is diminished.

Changing the number, location, size or glazing pattern of windows, through cutting new openings, blocking-in windows, and installing replacement sash that do not fit the historic window opening.

Changing the historic appearance of windows through the use of inappropriate designs, materials, finishes, or colors which noticeably change the sash, depth of reveal, and muntin configuration; the reflectivity and color of the glazing; or the appearance of the frame.

Obscuring historic window trim with metal or other material.

Stripping windows of historic material such as wood, cast iron, and bronze.

Replacing windows solely because of peeling paint, broken glass, stuck sash, and high air infiltration. These conditions, in themselves, are no indication that windows are beyond repair.

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of the window results.

Retrofitting or replacing windows rather than maintaining the sash, frame, and glazing.

Recommended

Evaluating the overall condition of materials to determine whether more than protection and maintenance are required, i.e. if repairs to windows and window features will be required.

Repairing window frames and sash by patching, splicing, consolidating or otherwise reinforcing. Such repair may also include replacement in kind—or with compatible substitute material—of those parts that are either extensively deteriorated or are missing when there are surviving prototypes such as architraves, hoodmolds, sash, sills, and interior or exterior shutters and blinds.

Replacing in kind an entire window that is too deteriorated to repair using the same sash and pane configuration and other design details. If using the same kind of material is not technically or economically feasible when replacing windows deteriorated beyond repair, then a compatible substitute material may be considered.

Not Recommended

Failing to undertake adequate measures to assure the protection of historic windows.

Replacing an entire window when repair of materials and limited replacement of deteriorated or missing parts are appropriate.

Failing to reuse serviceable window hardware such as brass sash lifts and sash locks.

Using substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the window or that is physically or chemically incompatible.

Removing a character-defining window that is unrepairable and blocking it in; or replacing it with a new window that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Design for the Replacement of Missing Historic Features

Designing and installing new windows when the historic windows (frames, sash and glazing) are completely missing. The replacement windows may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the window openings and the historic character of the building.

Alterations/Additions for the New Use

Designing and installing additional windows on rear or other non-character-defining elevations if required by the new use. New window openings may also be cut into exposed party walls. Such design should be compatible with the overall design of the building, but not duplicate the fenestration pattern and detailing of a character-defining elevation.

Providing a setback in the design of dropped ceilings when they are required for the new use to allow for the full height of the window openings.

Not Recommended

Creating a false historical appearance because the replaced window is based on insufficient historical, pictorial, and physical documentation.

Introducing a new design that is incompatible with the historic character of the building.

Installing new windows, including frames, sash, and muntin configuration that are incompatible with the building's historic appearance or obscure, damage, or destroy character-defining features.

Inserting new floors or furred-down ceilings which cut across the glazed areas of windows so that the exterior form and appearance of the windows are changed.



a



b



c

(a) An armory complex was rehabilitated for rental housing. (b) This view of the rear elevation shows the paired, nine-over-nine wood sash windows and high sills that characterized the building. (c) After inappropriate rehabilitation work, the same rear elevation is shown with new skylights added to the roof, prefabricated panels filling the former brick areas, and new wood decks and privacy fences. Because the work changed the historic character, the project did not meet the Standards.

Building Exterior

Entrances and Porches

Recommended

Identifying, retaining, and preserving entrances and porches—and their functional and decorative features—that are important in defining the overall historic character of the building such as doors, fanlights, sidelights, pilaster, entablatures, columns, balustrades, and stairs.

Protecting and maintaining the masonry, wood, and architectural metals that comprise entrances and porches through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and re-application of protective coating systems.

Evaluating the overall condition of materials to determine whether more than protection and maintenance are required, that is, repairs to entrance and porch features will be necessary.

Repairing entrances and porches by reinforcing the historic materials. Repair will also generally include the limited replacement in kind—or with compatible substitute material—of those extensively deteriorated or missing parts of repeated features where there are surviving prototypes such as balustrades, cornices, entablatures, columns, sidelights, and stairs.

Not Recommended

Removing or radically changing entrances and porches which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Stripping entrances and porches of historic material such as wood, cast iron, terra cotta tile, and brick.

Removing an entrance or porch because the building has been re-oriented to accommodate a new use.

Cutting new entrances on a primary elevation.

Altering utilitarian or service entrances so they appear to be formal entrances by adding panelled doors, fanlights, and sidelights.

Failing to provide adequate protection to materials on a cyclical basis so that deterioration of entrances and porches results.

Failing to undertake adequate measures to assure the protection of historic entrances and porches.

Replacing an entire entrance or porch when the repair of materials and limited replacement of parts are appropriate.

Using a substitute material for the replacement parts that does not convey the visual appearance of the surviving parts of the entrance and porch or that is physically or chemically incompatible.



In Rehabilitation, deteriorated features should be repaired, whenever possible, and replaced when the severity of the damage makes it necessary. Here, a two-story porch is seen prior to treatment (left). The floor boards are rotted out and the columns are in a state of collapse, supported only by crude, temporary shafts. Other components are in varying stages of decay. Appropriate work on the historic porch (right) included repairs to the porch rails; and total replacement of the extensively deteriorated columns and floor boards. Some dismantling of the porch was necessary.

Recommended

Replacing in kind an entire entrance or porch that is too deteriorated to repair—if the form and detailing are still evident—using the physical evidence as a model to reproduce the feature. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Not Recommended

Removing an entrance or porch that is unrepairable and not replacing it; or replacing it with a new entrance or porch that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Design for the Replacement of Missing Historic Features

Designing and constructing a new entrance or porch when the historic entrance or porch is completely missing. It may be a restoration based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character building.

Not Recommended

Creating a false historical appearance because the replaced entrance or porch is based on insufficient historical, pictorial, and physical documentation.

Introducing a new entrance or porch that is incompatible in size, scale, material, and color.

Alterations/Additions for the New Use

Designing enclosures for historic porches on secondary elevations when required by the new use in a manner that preserves the historic character of the building. This can include using large sheets of glass and recessing the enclosure wall behind existing scrollwork, posts, and balustrades.

Enclosing porches in a manner that results in a diminution or loss of historic character by using materials such as wood, stucco, or masonry.

Designing and installing additional entrances or porches on secondary elevations when required for the new use in a manner that preserves the historic character of the buildings, i.e., limiting such alteration to non-character-defining elevations.

Installing secondary service entrances and porches that are incompatible in size and scale with the historic building or obscure, damage, or destroy character-defining features.

Building Exterior

Storefronts

Recommended

Identifying, retaining, and preserving storefronts—and their functional and decorative features—that are important in defining the overall historic character of the building such as display windows, signs, doors, transoms, kick plates, corner posts, and entablatures. The removal of inappropriate, non-historic cladding, false mansard roofs, and other later alterations can help reveal the historic character of a storefront.

Protecting and maintaining masonry, wood, and architectural metals which comprise storefronts through appropriate treatments such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems.

Protecting storefronts against arson and vandalism before work begins by boarding up windows and installing alarm systems that are keyed into local protection agencies.

Evaluating the existing condition of storefront materials to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.

Not Recommended

Removing or radically changing storefronts—and their features—which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Changing the storefront so that it appears residential rather than commercial in character.

Removing historic material from the storefront to create a recessed arcade.

Introducing coach lanterns, mansard designs, wood shakes, nonoperable shutters, and small-paned windows if they cannot be documented historically.

Changing the location of a storefront's main entrance.

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of storefront features results.

Permitting entry into the building through unsecured or broken windows and doors so that interior features and finishes are damaged by exposure to weather or vandalism.

Stripping storefronts of historic material such as wood, cast iron, terra cotta, carrara glass, and brick.

Failing to undertake adequate measures to assure the preservation of the historic storefront.

Recommended

Repairing storefronts by reinforcing the historic materials. Repairs will also generally include the limited replacement in kind—or with compatible substitute materials—of those extensively deteriorated or missing parts of storefronts where there are surviving prototypes such as transoms, kick plates, pilasters, or signs.

Replacing in kind an entire storefront that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model. If using the same material is not technically or economically feasible, then compatible substitute materials may be considered.

*The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of **Rehabilitation** projects and should only be considered after the preservation concerns listed above have been addressed.*

Recommended

Design for the Replacement of Missing Historic Features

Designing and constructing a new storefront when the historic storefront is completely missing. It may be an accurate restoration using historical, pictorial, and physical documentation; or be a new design that is compatible with the size, scale, material, and color of the historic building.

Not Recommended

Replacing an entire storefront when repair of materials and limited replacement of its parts are appropriate.

Using substitute material for the replacement parts that does not convey the same visual appearance as the surviving parts of the storefront or that is physically or chemically incompatible.

Removing a storefront that is unrepairable and not replacing it; or replacing it with a new storefront that does not convey the same visual appearance.

Not Recommended

Creating a false historical appearance because the replaced storefront is based on insufficient historical, pictorial, and physical documentation.

Introducing a new design that is incompatible in size, scale, material, and color.

Using inappropriately scaled signs and logos or other types of signs that obscure, damage, or destroy remaining character-defining features of the historic building.



a

b



c

In the treatment, Rehabilitation, one option for replacing missing historic features is to use pictorial documentation and/or physical evidence to re-create the historic feature. (a) In this example, the ornamental cornice of an 1866 limestone building was missing; and the ground level storefront had been extensively altered. (b) and (c) Based on the availability of photographic and other documentation, the owners were able to accurately restore the cornice and storefront to their historic configuration. A substitute material, fiberglass, was used to fabricate the missing pressed metal cornice, an acceptable alternative in this project. All work met the Standards.

Building Interior

Structural Systems

Recommended

Identifying, retaining, and preserving structural systems—and individual features of systems—that are important in defining the overall historic character of the building, such as post and beam systems, trusses, summer beams, vigas, cast iron columns, above-grade stone foundation walls, or load-bearing brick or stone walls.

Protecting and maintaining the structural system by cleaning the roof gutters and downspouts; replacing roof flashing; keeping masonry, wood, and architectural metals in a sound condition; and ensuring that structural members are free from insect infestation.

Examining and evaluating the physical condition of the structural system and its individual features using non-destructive techniques such as X-ray photography.

Not Recommended

Removing, covering, or radically changing visible features of structural systems which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Putting a new use into the building which could overload the existing structural system; or installing equipment or mechanical systems which could damage the structure.

Demolishing a loadbearing masonry wall that could be augmented and retained, and replacing it with a new wall (i.e., brick or stone), using the historic masonry only as an exterior veneer.

Leaving known structural problems untreated such as deflection of beams, cracking and bowing of walls, or racking of structural members.

Utilizing treatments or products that accelerate the deterioration of structural material such as introducing urea-formaldehyde foam insulation into frame walls.

Failing to provide proper building maintenance so that deterioration of the structural system results. Causes of deterioration include subsurface ground movement, vegetation growing too close to foundation walls, improper grading, fungal rot, and poor interior ventilation that results in condensation.

Utilizing destructive probing techniques that will damage or destroy structural material.

Recommended

Repairing the structural system by augmenting or upgrading individual parts or features. For example, weakened structural members such as floor framing can be paired with a new member, braced, or otherwise supplemented and reinforced.

Replacing in kind—or with substitute material—those portions or features of the structural system that are either extensively deteriorated or are missing when there are surviving prototypes such as cast iron columns, roof rafters or trusses, or sections of loadbearing walls. Substitute material should convey the same form, design, and overall visual appearance as the historic feature; and, at a minimum, be equal to its loadbearing capabilities.

Not Recommended

Upgrading the building structurally in a manner that diminishes the historic character of the exterior, such as installing strapping channels or removing a decorative cornice; or damages interior features or spaces.

Replacing a structural member or other feature of the structural system when it could be augmented and retained.

Installing a visible replacement feature that does not convey the same visual appearance, e.g., replacing an exposed wood summer beam with a steel beam.

Using substitute material that does not equal the loadbearing capabilities of the historic material and design or is otherwise physically or chemically incompatible.

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<i>Recommended</i>	<i>Not Recommended</i>
Alterations/Additions for the New Use	
Limiting any new excavations adjacent to historic foundations to avoid undermining the structural stability of the building or adjacent historic buildings. Studies should be done to ascertain potential damage to archeological resources.	Carrying out excavations or regrading adjacent to or within a historic building which could cause the historic foundation to settle, shift, or fail; could have a similar effect on adjacent historic buildings; or could destroy significant archeological resources.
Correcting structural deficiencies in preparation for the new use in a manner that preserves the structural system and individual character-defining features.	Radically changing interior spaces or damaging or destroying features or finishes that are character-defining while trying to correct structural deficiencies in preparation for the new use.
Designing and installing new mechanical or electrical systems when required for the new use which minimize the number of cutouts or holes in structural members.	Installing new mechanical and electrical systems or equipment in a manner which results in numerous cuts, splices, or alterations to the structural members.
Adding a new floor when required for the new use if such an alteration does not damage or destroy the structural system or obscure, damage, or destroy character-defining spaces, features, or finishes.	Inserting a new floor when such a radical change damages a structural system or obscures or destroys interior spaces, features, or finishes.
	Inserting new floors or furred-down ceilings which cut across the glazed areas of windows so that the exterior form and appearance of the windows are radically changed.
Creating an atrium or a light well to provide natural light when required for the new use in a manner that assures the preservation of the structural system as well as character-defining interior spaces, features, and finishes.	Damaging the structural system or individual features; or radically changing, damaging, or destroying character-defining interior spaces, features, or finishes in order to create an atrium or a light well.

Building Interior

Spaces, Features, and Finishes

Recommended

Interior Spaces

Identifying, retaining, and preserving a floor plan or interior spaces that are important in defining the overall historic character of the building. This includes the size, configuration, proportion, and relationship of rooms and corridors; the relationship of features to spaces; and the spaces themselves such as lobbies, reception halls, entrance halls, double parlors, theaters, auditoriums, and important industrial or commercial spaces.

Interior Features and Finishes

Identifying, retaining, and preserving interior features and finishes that are important in defining the overall historic character of the building, including columns, cornices, baseboards, fireplaces and mantels, panelling, light fixtures, hardware, and flooring; and wallpaper, plaster, paint, and finishes such as stencilling, marbling, and graining; and other decorative materials that accent interior features and provide color, texture, and patterning to walls, floors, and ceilings.

Not Recommended

Radically changing a floor plan or interior spaces—including individual rooms—which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Altering the floor plan by demolishing principal walls and partitions to create a new appearance.

Altering or destroying interior spaces by inserting floors, cutting through floors, lowering ceilings, or adding or removing walls.

Relocating an interior feature such as a staircase so that the historic relationship between features and spaces is altered.

Removing or radically changing features and finishes which are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Installing new decorative material that obscures or damages character-defining interior features or finishes.

Removing paint, plaster, or other finishes from historically finished surfaces to create a new appearance (e.g., removing plaster to expose masonry surfaces such as brick walls or a chimney piece).

Applying paint, plaster, or other finishes to surfaces that have been historically unfinished to create a new appearance.

Stripping paint to bare wood rather than repairing or reapplying grained or marbled finishes to features such as doors and panelling.

Radically changing the type of finish or its color, such as painting a previously varnished wood feature.

Recommended

Protecting and maintaining masonry, wood, and architectural metals which comprise interior features through appropriate surface treatments such as cleaning, rust removal, limited paint removal, and reapplication of protective coating systems.

Protecting interior features and finishes against arson and vandalism before project work begins, erecting protective fencing, boarding-up windows, and installing fire alarm systems that are keyed to local protection agencies.

Protecting interior features such as a staircase, mantel, or decorative finishes and wall coverings against damage during project work by covering them with heavy canvas or plastic sheets.

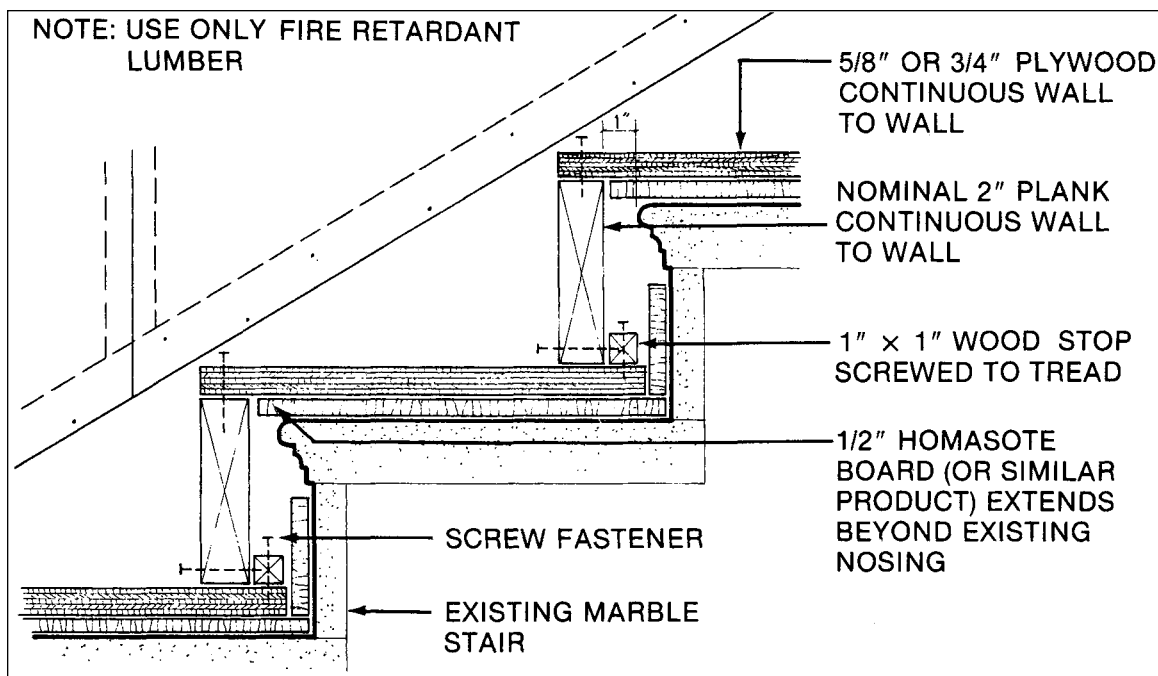
Not Recommended

Failing to provide adequate protection to materials on a cyclical basis so that deterioration of interior features results.

Permitting entry into historic buildings through unsecured or broken windows and doors so that the interior features and finishes are damaged by exposure to weather or vandalism.

Stripping interiors of features such as woodwork, doors, windows, light fixtures, copper piping, radiators; or of decorative materials.

Failing to provide proper protection of interior features and finishes during work so that they are gouged, scratched, dented, or otherwise damaged.



Historic features that characterize a building should always be protected from damage during rehabilitation work. The drawing shows how a resilient, temporary stair covering was applied over the existing marble staircase. Drawing: National Park Service staff, based on material originally prepared by Emery Roth and Sons, P.C.

Recommended

Installing protective coverings in areas of heavy pedestrian traffic to protect historic features such as wall coverings, parquet flooring and panelling.

Removing damaged or deteriorated paints and finishes to the next sound layer using the gentlest method possible, then repainting or refinishing using compatible paint or other coating systems.

Repainting with colors that are appropriate to the historic building.

Limiting abrasive cleaning methods to certain industrial warehouse buildings where the interior masonry or plaster features do not have distinguishing design, detailing, tooling, or finishes; and where wood features are not finished, molded, beaded, or worked by hand. Abrasive cleaning should only be considered after other, gentler methods have been proven ineffective.

Evaluating the existing condition of materials to determine whether more than protection and maintenance are required, that is, if repairs to interior features and finishes will be necessary.

Repairing interior features and finishes by reinforcing the historic materials. Repair will also generally include the limited replacement in kind—or with compatible substitute material—of those extensively deteriorated or missing parts of repeated features when there are surviving prototypes such as stairs, balustrades, wood panelling, columns; or decorative wall coverings or ornamental tin or plaster ceilings.

Not Recommended

Failing to take new use patterns into consideration so that interior features and finishes are damaged.

Using destructive methods such as propane or butane torches or sandblasting to remove paint or other coatings. These methods can irreversibly damage the historic materials that comprise interior features.

Using new paint colors that are inappropriate to the historic building.

Changing the texture and patina of character-defining features through sandblasting or use of abrasive methods to remove paint, discoloration or plaster. This includes both exposed wood (including structural members) and masonry.

Failing to undertake adequate measures to assure the protection of interior features and finishes.

Replacing an entire interior feature such as a staircase, panelled wall, parquet floor, or cornice; or finish such as a decorative wall covering or ceiling when repair of materials and limited replacement of such parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts or portions of the interior feature or finish or that is physically or chemically incompatible.

Recommended

Replacing in kind an entire interior feature or finish that is too deteriorated to repair—if the overall form and detailing are still evident—using the physical evidence as a model for reproduction. Examples could include wainscoting, a tin ceiling, or interior stairs. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

*a**Not Recommended*

Removing a character-defining feature or finish that is unrepairable and not replacing it; or replacing it with a new feature or finish that does not convey the same visual appearance.

*b*

Rehabilitating historic dwelling units often includes some level of lead-paint hazard abatement. Whenever lead-based paint begins to peel, chip, craze, or otherwise comes loose (*a*), it should be removed in a manner that protects the worker as well as the immediate environment. In this example (*b*), the deteriorating lead-paint was removed throughout the apartment building and a compatible primer and finish paint applied.

Photos: Sharon C. Park, AIA.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Design for the Replacement of Missing Historic Features

Designing and installing a new interior feature or finish if the historic feature or finish is completely missing. This could include missing partitions, stairs, elevators, lighting fixtures, and wall coverings; or even entire rooms if all historic spaces, features, and finishes are missing or have been destroyed by inappropriate “renovations.” The design may be a restoration based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character of the building, district, or neighborhood.

Alterations/Additions for the New Use

Accommodating service functions such as bathrooms, mechanical equipment, and office machines required by the building’s new use in secondary spaces such as first floor service areas or on upper floors.

Reusing decorative material or features that have had to be removed during the rehabilitation work including wall and baseboard trim, door molding, panelled doors, and simple wainscoting; and relocating such material or features in areas appropriate to their historic placement.

Installing permanent partitions in secondary spaces; removable partitions that do not destroy the sense of space should be installed when the new use requires the subdivision of character-defining interior space.

Enclosing an interior stairway where required by code so that its character is retained. In many cases, glazed fire-rated walls may be used.

Not Recommended

Creating a false historical appearance because the replaced feature is based on insufficient physical, historical, and pictorial documentation or on information derived from another building.

Introducing a new interior feature or finish that is incompatible with the scale, design, materials, color, and texture of the surviving interior features and finishes.

Dividing rooms, lowering ceilings, and damaging or obscuring character-defining features such as fireplaces, niches, stairways or alcoves, so that a new use can be accommodated in the building.

Discarding historic material when it can be reused within the rehabilitation project or relocating it in historically inappropriate areas.

Installing permanent partitions that damage or obscure character-defining spaces, features, or finishes.

Enclosing an interior stairway with fire-rated construction so that the stairwell space or any character-defining features are destroyed.

Recommended

Placing new code-required stairways or elevators in secondary and service areas of the historic building.

Creating an atrium or a light well to provide natural light when required for the new use in a manner that preserves character-defining interior spaces, features, and finishes as well as the structural system.

Adding a new floor if required for the new use in a manner that preserves character-defining structural features, and interior spaces, features, and finishes.

Not Recommended

Radically changing, damaging, or destroying character-defining spaces, features, or finishes when adding new code-required stairways and elevators.

Destroying character-defining interior spaces, features, or finishes; or damaging the structural system in order to create an atrium or light well.

Inserting a new floor within a building that alters or destroys the fenestration; radically changes a character-defining interior space; or obscures, damages, or destroys decorative detailing.

Building Interior

Mechanical Systems: Heating, Air Conditioning, Electrical, and Plumbing

Recommended

Identifying, retaining, and preserving visible features of early mechanical systems that are important in defining the overall historic character of the building, such as radiators, vents, fans, grilles, plumbing fixtures, switchplates, and lights.

Protecting and maintaining mechanical, plumbing, and electrical systems and their features through cyclical cleaning and other appropriate measures.

Preventing accelerated deterioration of mechanical systems by providing adequate ventilation of attics, crawlspaces, and cellars so that moisture problems are avoided.

Improving the energy efficiency of existing mechanical systems to help reduce the need for elaborate new equipment. Consideration should be given to installing storm windows, insulating attic crawl space, or adding awnings, if appropriate.

Repairing mechanical systems by augmenting or upgrading system parts, such as installing new pipes and ducts; rewiring; or adding new compressors or boilers.

Replacing in kind—or with compatible substitute material—those visible features of mechanical systems that are either extensively deteriorated or are prototypes such as ceiling fans, switchplates, radiators, grilles, or plumbing fixtures.

Not Recommended

Removing or radically changing features of mechanical systems that are important in defining the overall historic character of the building so that, as a result, the character is diminished.

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of mechanical systems and their visible features results.

Enclosing mechanical systems in areas that are not adequately ventilated so that deterioration of the systems results.

Installing unnecessary air conditioning or climate control systems which can add excessive moisture to the building. This additional moisture can either condense inside, damaging interior surfaces, or pass through interior walls to the exterior, potentially damaging adjacent materials as it migrates.

Replacing a mechanical system or its functional parts when it could be upgraded and retained.

Installing a visible replacement feature that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Alterations/Additions for the New Use

Installing a completely new mechanical system if required for the new use so that it causes the least alteration possible to the building's floor plan, the exterior elevations, and the least damage to the historic building material.

Providing adequate structural support for new mechanical equipment.

Installing the vertical runs of ducts, pipes, and cables in closets, service rooms, and wall cavities.

Installing air conditioning units if required by the new use in such a manner that historic features are not damaged or obscured and excessive moisture is not generated that will accelerate deterioration of historic materials.

Installing heating/air conditioning units in the window frames in such a manner that the sash and frames are protected. Window installations should be considered only when all other viable heating/cooling systems would result in significant damage to historic materials.

Not Recommended

Installing a new mechanical system so that character-defining structural or interior features are radically changed, damaged, or destroyed.

Failing to consider the weight and design of new mechanical equipment so that, as a result, historic structural members or finished surfaces are weakened or cracked.

Installing vertical runs of ducts, pipes, and cables in places where they will obscure character-defining features.

Concealing mechanical equipment in walls or ceilings in a manner that requires the removal of historic building material.

Installing a "dropped" acoustical ceiling to hide mechanical equipment when this destroys the proportions of character-defining interior spaces.

Cutting through features such as masonry walls in order to install air conditioning units.

Radically changing the appearance of the historic building or damaging or destroying windows by installing heating/air conditioning units in historic window frames.

Building Site

Recommended

Identifying, retaining, and preserving buildings and their features as well as features of the site that are important in defining its overall historic character. Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools, or lakes; and subsurface archeological features which are important in defining the history of the site.

Retaining the historic relationship between buildings and the landscape.

Protecting and maintaining buildings and the site by providing proper drainage to assure that water does not erode foundation walls; drain toward the building; or damage or erode the landscape.

Minimizing disturbance of terrain around buildings or elsewhere on the site, thus reducing the possibility of destroying or damaging important landscape features or archeological resources.

Not Recommended

Removing or radically changing buildings and their features or site features which are important in defining the overall historic character of the property so that, as a result, the character is diminished.

Removing or relocating buildings or landscape features, thus destroying the historic relationship between buildings and the landscape.

Removing or relocating historic buildings on a site or in a complex of related historic structures—such as a mill complex or farm—thus diminishing the historic character of the site or complex.

Moving buildings onto the site, thus creating a false historical appearance.

Radically changing the grade level of the site. For example, changing the grade adjacent to a building to permit development of a formerly below-grade area that would drastically change the historic relationship of the building to its site.

Failing to maintain adequate site drainage so that buildings and site features are damaged or destroyed; or alternatively, changing the site grading so that water no longer drains properly.

Introducing heavy machinery into areas where it may disturb or damage important landscape features or archeological resources.

Recommended

Surveying and documenting areas where the terrain will be altered to determine the potential impact to important landscape features or archeological resources.

Protecting, e.g., preserving in place important archeological resources.

Planning and carrying out any necessary investigation using professional archeologists and modern archeological methods when preservation in place is not feasible.

Preserving important landscape features, including ongoing maintenance of historic plant material.

Protecting the building and landscape features against arson and vandalism before rehabilitation work begins, i.e., erecting protective fencing and installing alarm systems that are keyed into local protection agencies.

Providing continued protection of historic building materials and plant features through appropriate cleaning, rust removal, limited paint removal, and re-application of protective coating systems; and pruning and vegetation management.

Evaluating the overall condition of the materials and features of the property to determine whether more than protection and maintenance are required, that is, if repairs to building and site features will be necessary.

Not Recommended

Failing to survey the building site prior to the beginning of rehabilitation work which results in damage to, or destruction of, important landscape features or archeological resources.

Leaving known archeological material unprotected so that it is damaged during rehabilitation work.

Permitting unqualified personnel to perform data recovery on archeological resources so that improper methodology results in the loss of important archeological material.

Allowing important landscape features to be lost or damaged due to a lack of maintenance.

Permitting the property to remain unprotected so that the building and landscape features or archeological resources are damaged or destroyed.

Removing or destroying features from the building or site such as wood siding, iron fencing, masonry balustrades, or plant material.

Failing to provide adequate protection of materials on a cyclical basis so that deterioration of building and site features results.

Failing to undertake adequate measures to assure the protection of building and site features.

Recommended

Repairing features of the building and site by reinforcing historic materials.

Replacing in kind an entire feature of the building or site that is too deteriorated to repair if the overall form and detailing are still evident. Physical evidence from the deteriorated feature should be used as a model to guide the new work. This could include an entrance or porch, walkway, or fountain. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Replacing deteriorated or damaged landscape features in kind.

Not Recommended

Replacing an entire feature of the building or site such as a fence, walkway, or driveway when repair of materials and limited compatible replacement of deteriorated or missing parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building or site feature or that is physically or chemically incompatible.

Removing a feature of the building or site that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

Adding conjectural landscape features to the site such as period reproduction lamps, fences, fountains, or vegetation that are historically inappropriate, thus creating a false sense of historic development.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation project work and should only be considered after the preservation concerns listed above have been addressed.

Recommended

Design for the Replacement of Missing Historic Features

Designing and constructing a new feature of a building or site when the historic feature is completely missing, such as an outbuilding, terrace, or driveway. It may be based on historical, pictorial, and physical documentation; or be a new design that is compatible with the historic character of the building and site.

Alterations/Additions for the New Use

Designing new onsite parking, loading docks, or ramps when required by the new use so that they are as unobtrusive as possible and assure the preservation of the historic relationship between the building or buildings and the landscape.

Designing new exterior additions to historic buildings or adjacent new construction which is compatible with the historic character of the site and which preserves the historic relationship between the building or buildings and the landscape.

Removing non-significant buildings, additions, or site features which detract from the historic character of the site.

Not Recommended

Creating a false historical appearance because the replaced feature is based on insufficient historical, pictorial, and physical documentation.

Introducing a new building or site feature that is out of scale or of an otherwise inappropriate design.

Introducing a new landscape feature, including plant material, that is visually incompatible with the site, or that alters or destroys the historic site patterns or vistas.

Locating any new construction on the building site in a location which contains important landscape features or open space, for example removing a lawn and walkway and installing a parking lot.

Placing parking facilities directly adjacent to historic buildings where automobiles may cause damage to the buildings or landscape features, or be intrusive to the building site.

Introducing new construction onto the building site which is visually incompatible in terms of size, scale, design, materials, color, and texture; which destroys historic relationships on the site; or which damages or destroys important landscape features.

Removing a historic building in a complex of buildings; or removing a building feature, or a landscape feature which is important in defining the historic character of the site.

Setting (District/Neighborhood)

Recommended

Identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

Retaining the historic relationship between buildings and landscape features of the setting. For example, preserving the relationship between a town common and its adjacent historic houses, municipal buildings, historic roads, and landscape features.

Protecting and maintaining historic building materials and plant features through appropriate cleaning, rust removal, limited paint removal, and reapplication of protective coating systems; and pruning and vegetation management.

Protecting building and landscape features such as lighting or trees, against arson and vandalism before rehabilitation work begins by erecting protective fencing and installing alarm systems that are keyed into local protection agencies.

Evaluating the overall condition of the building and landscape features to determine whether more than protection and maintenance are required, that is, if repairs to features will be necessary.

Not Recommended

Removing or radically changing those features of the setting which are important in defining the historic character.

Destroying the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials or constructing inappropriately located new streets or parking.

Removing or relocating historic buildings or landscape features, thus destroying their historic relationship within the setting.

Failing to provide adequate protection of materials on a cyclical basis which results in the deterioration of building and landscape features.

Permitting the building and setting to remain unprotected so that interior or exterior features are damaged.

Stripping or removing features from buildings or the setting such as wood siding, iron fencing, terra cotta balusters, or plant material.

Failing to undertake adequate measures to assure the protection of building and landscape features.

Recommended

Repairing features of the building and landscape by reinforcing the historic materials. Repair will also generally include the replacement in kind—or with a compatible substitute material—of those extensively deteriorated or missing parts of features when there are surviving prototypes such as porch balustrades or paving materials.

Replacing in kind an entire feature of the building or landscape that is too deteriorated to repair—when the overall form and detailing are still evident—using the physical evidence as a model to guide the new work. If using the same kind of material is not technically or economically feasible, then a compatible substitute material may be considered.

Not Recommended

Replacing an entire feature of the building or landscape when repair of materials and limited replacement of deteriorated or missing parts are appropriate.

Using a substitute material for the replacement part that does not convey the visual appearance of the surviving parts of the building or landscape, or that is physically, chemically, or ecologically incompatible.

Removing a feature of the building or landscape that is unrepairable and not replacing it; or replacing it with a new feature that does not convey the same visual appearance.

The following work is highlighted to indicate that it represents the particularly complex technical or design aspects of Rehabilitation projects and should only be considered after the preservation concerns listed above have been addressed.

<i>Recommended</i>	<i>Not Recommended</i>
Design for the Replacement of Missing Historic Features Designing and constructing a new feature of the building or landscape when the historic feature is completely missing, such as row house steps, a porch, a streetlight, or terrace. It may be a restoration based on documentary or physical evidence; or be a new design that is compatible with the historic character of the setting. Alterations/Additions for the New Use Designing required new parking so that it is as unobtrusive as possible, thus minimizing the effect on the historic character of the setting. “Shared” parking should also be planned so that several businesses can utilize one parking area as opposed to introducing random, multiple lots. Designing and constructing new additions to historic buildings when required by the new use. New work should be compatible with the historic character of the setting in terms of size, scale design, material, color, and texture. Removing nonsignificant buildings, additions or landscape features which detract from the historic character of the setting.	Creating a false historical appearance because the replaced feature is based on insufficient documentary or physical evidence. Introducing a new building or landscape feature that is out of scale or otherwise inappropriate to the setting’s historic character, e.g., replacing picket fencing with chain link fencing. Placing parking facilities directly adjacent to historic buildings which result in damage to historic landscape features, such as the removal of plant material, relocation of paths and walkways, or blocking of alleys. Introducing new construction into historic districts that is visually incompatible or that destroys historic relationships within the setting. Removing a historic building, building feature, or landscape feature that is important in defining the historic character of the setting.


a

b

c

If a rear elevation of a historic building is distinctive and highly visible in the neighborhood, altering it may not meet the Standards. (a and b) This 3-story brick rowhouse featured a second story gallery and brick kitchen wing characteristic of other residences in the district which backed onto a connecting roadway. (c) In the rehabilitation, the wing and gallery were demolished and a large addition constructed that severely impacted the building's historic form and character.

Although the work in these sections is quite often an important aspect of rehabilitation projects, it is usually not part of the overall process of preserving character-defining features (maintenance, repair, replacement); rather, such work is assessed for its potential negative impact on the building's historic character. For this reason, particular care must be taken not to obscure, radically change, damage, or destroy character-defining features in the process of rehabilitation work.

Energy Efficiency

Recommended

Masonry/Wood/Architectural Metals

Installing thermal insulation in attics and in unheated cellars and crawlspaces to increase the efficiency of the existing mechanical systems.

Installing insulating material on the inside of masonry walls to increase energy efficiency where there is no character-defining interior molding around the windows or other interior architectural detailing.

Windows

Utilizing the inherent energy conserving features of a building by maintaining windows and louvered blinds in good operable condition for natural ventilation.

Improving thermal efficiency with weatherstripping, storm windows, caulking, interior shades, and if historically appropriate, blinds and awnings.

Installing interior storm windows with air-tight gaskets, ventilating holes, and/or removable clips to ensure proper maintenance and to avoid condensation damage to historic windows.

Installing exterior storm windows which do not damage or obscure the windows and frames.

Not Recommended

Applying thermal insulation with a high moisture content in wall cavities which may damage historic fabric.

Installing wall insulation without considering its effect on interior molding or other architectural detailing.

Removing historic shading devices rather than keeping them in an operable condition.

Replacing historic multi-paned sash with new thermal sash utilizing false muntins.

Installing interior storm windows that allow moisture to accumulate and damage the window.

Installing new exterior storm windows which are inappropriate in size or color.

Replacing windows or transoms with fixed thermal glazing or permitting windows and transoms to remain inoperable rather than utilizing them for their energy conserving potential.

Recommended

Entrances and Porches

Maintaining porches and double vestibule entrances so that they can retain heat or block the sun and provide natural ventilation.

Interior Features

Retaining historic interior shutters and transoms for their inherent energy conserving features.

Mechanical Systems

Improving energy efficiency of existing mechanical systems by installing insulation in attics and basements.

Building Site

Retaining plant materials, trees, and landscape features which perform passive solar energy functions such as sun shading and wind breaks.

Setting (District/Neighborhood)

Maintaining those existing landscape features which moderate the effects of the climate on the setting such as deciduous trees, evergreen wind-blocks, and lakes or ponds.

New Additions to Historic Buildings

Placing a new addition that may be necessary to increase energy efficiency on non-character-defining elevations.

Not Recommended

Changing the historic appearance of the building by enclosing porches.

Removing historic interior features which play an energy conserving role.

Replacing existing mechanical systems that could be repaired for continued use.

Removing plant materials, trees, and landscape features that perform passive solar energy functions.

Stripping the setting of landscape features and landforms so that effects of the wind, rain, and sun result in accelerated deterioration of the historic building.

Designing a new addition which obscures, damages, or destroys character-defining features.

New Additions to Historic Buildings

Recommended

Placing functions and services required for the new use in non-character-defining interior spaces rather than constructing a new addition.

Constructing a new addition so that there is the least possible loss of historic materials and so that character-defining features are not obscured, damaged, or destroyed.

Designing a new addition in a manner that makes clear what is historic and what is new.

Not Recommended

Expanding the size of the historic building by constructing a new addition when the new use could be met by altering non-character-defining interior spaces.

Attaching a new addition so that the character-defining features of the historic building are obscured, damaged, or destroyed.

Duplicating the exact form, material, style, and detailing of the historic building in a new addition so that the new work appears to be part of the historic building.

Imitating a historic style or period of architecture in a new addition.



Rehabilitation, like Preservation, acknowledges a building's change over time; the retention and repair of existing historic materials and features is thus always recommended. However, unlike Preservation, the dual goal of Rehabilitation is to—respectfully—add to or alter a building in order to meet new use requirements. This downtown Chicago library was expanded in 1981 when additional space was required with light and humidity control for the rare book collection. The compatible 10-story wing was linked to the historic block on side and rear elevations. Its simple design is compatible with the historic form, features, and detailing; old and new are clearly differentiated. Photo: Dave Clifton.

Recommended

Considering the design for an attached exterior addition in terms of its relationship to the historic building as well as the historic district or neighborhood. Design for the new work may be contemporary or may reference design motifs from the historic building. In either case, it should always be clearly differentiated from the historic building and be compatible in terms of mass, materials, relationship of solids to voids, and color.

Placing a new addition on a non-character-defining elevation and limiting the size and scale in relationship to the historic building.

Designing a rooftop addition when required for the new use, that is set back from the wall plane and as inconspicuous as possible when viewed from the street.

Not Recommended

Designing and constructing new additions that result in the diminution or loss of the historic character of the resource, including its design, materials, workmanship, location, or setting.

Designing a new addition that obscures, damages, or destroys character-defining features of the historic building.

Constructing a rooftop addition so that the historic appearance of the building is radically changed.

Accessibility Considerations

Recommended

Identifying the historic building's character-defining spaces, features, and finishes so that accessibility code-required work will not result in their damage or loss.

Complying with barrier-free access requirements, in such a manner that character-defining spaces, features, and finishes are preserved.

Working with local disability groups, access specialists, and historic preservation specialists to determine the most appropriate solution to access problems.

Providing barrier-free access that promotes independence for the disabled person to the highest degree practicable, while preserving significant historic features.

Designing new or additional means of access that are compatible with the historic building and its setting.

Not Recommended

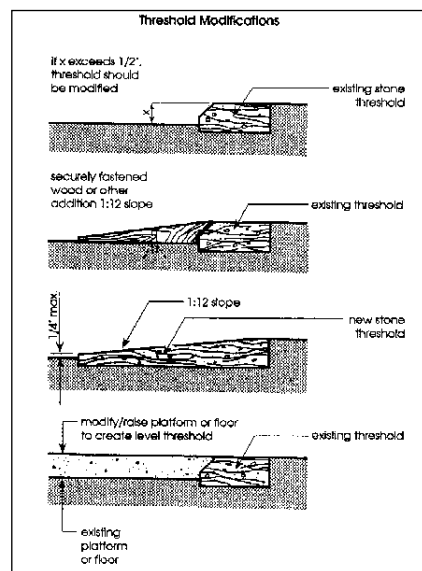
Undertaking code-required alterations before identifying those spaces, features, or finishes which are character-defining and must therefore be preserved.

Altering, damaging, or destroying character-defining features in attempting to comply with accessibility requirements.

Making changes to buildings without first seeking expert advice from access specialists and historic preservationists, to determine solutions.

Making access modifications that do not provide a reasonable balance between independent, safe access and preservation of historic features.

Designing new or additional means of access without considering the impact on the historic building and its setting.



Making a building accessible to the public is a requirement under the Americans with Disabilities Act of 1990, whatever the treatment. Full, partial, or alternative approaches to accessibility depends upon the historical significance of a building and the ability to make changes. In these examples, thresholds that exceed allowable heights were modified several ways to increase accessibility without jeopardizing the historic character. Drawing: Uniform Federal Accessibility Standard (UFAS) Retrofit Manual.

Health and Safety Considerations

Recommended

Identifying the historic building's character-defining spaces, features, and finishes so that code-required work will not result in their damage or loss.

Complying with health and safety codes, including seismic code requirements, in such a manner that character-defining spaces, features, and finishes are preserved.

Removing toxic building materials only after thorough testing has been conducted and only after less invasive abatement methods have been shown to be inadequate.

Providing workers with appropriate personal protective equipment for hazards found in the worksite.

Working with local code officials to investigate systems, methods, or devices of equivalent or superior effectiveness and safety to those prescribed by code so that unnecessary alterations can be avoided.

Upgrading historic stairways and elevators to meet health and safety codes in a manner that assures their preservation, i.e., so that they are not damaged or obscured.

Installing sensitively designed fire suppression systems, such as sprinkler systems that result in retention of historic features and finishes.

Applying fire-retardant coatings, such as intumescent paints, which expand during fire to add thermal protection to steel.

Adding a new stairway or elevator to meet health and safety codes in a manner that preserves adjacent character-defining features and spaces.

Placing a code-required stairway or elevator that cannot be accommodated within the historic building in a new exterior addition. Such an addition should be on an inconspicuous elevation.

Not Recommended

Undertaking code-required alterations to a building or site before identifying those spaces, features, or finishes which are character-defining and must therefore be preserved.

Altering, damaging, or destroying character-defining spaces, features, and finishes while making modifications to a building or site to comply with safety codes.

Destroying historic interior features and finishes without careful testing and without considering less invasive abatement methods.

Removing unhealthful building materials without regard to personal and environmental safety.

Making changes to historic buildings without first exploring equivalent health and safety systems, methods, or devices that may be less damaging to historic spaces, features, and finishes.

Damaging or obscuring historic stairways and elevators or altering adjacent spaces in the process of doing work to meet code requirements.

Covering character-defining wood features with fire-resistant sheathing which results in altering their visual appearance.

Using fire-retardant coatings if they damage or obscure character-defining features.

Radically changing, damaging, or destroying character-defining spaces, features, or finishes when adding a new code-required stairway or elevator.

Constructing a new addition to accommodate code-required stairs and elevators on character-defining elevations highly visible from the street; or where it obscures, damages, or destroys character-defining features.



HISTORICAL DISTRICT COMMISSION AGENDA ITEM

AGENDA TITLE: Certificate of Appropriateness Review 01-2024: 304 Park Ave.

PUBLIC MEETING DATE: December 27, 2024, 11:00 AM

EXHIBITS:	1. Site Plan Review application. 2. Site Plan provided by applicant. 3. Review Report by Director of Planning and Zoning 4. City of Charlevoix Historical District Commission Ordinance.
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I. GENERAL INFORMATION:

Applicant: Landscape Logic.

Property Owner: Jennifer Toohey Trust
7672 Cove Terrace
Sarasota, FL 34231

Requested Action: Certificate of Appropriateness (COA) Review for exterior site changes.

Historic District: Earl Young Historic District

Project Location: 304 Park Avenue Tax ID 052-252-004-50

Adjacent Land Uses: Residential to the east, west and south. Public Park to the north

II. PROJECT DESCRIPTION/LOCATION:

The proposed changes are for exterior site work, including stone walls, fences and gates. Also proposed flagstone patios, walkways, and new landscape plants.

The property is a non-contributing resource as there have been changes to the roof in the last decade that did not meet historical review criteria.



Source: Charlevoix County Website Aerial photo 2016

III. HISTORICAL CONSIDERATIONS:

Following are recent pictures of existing conditions of exterior walls and fences in the Earl Young Historical District











Existing stone wall 304 Park Ave

IV. DESIGN REVIEW STANDARDS AND GUIDELINES:

(A) In reviewing plans, the Commission shall follow the U.S. Secretary of Interior's Standards for Rehabilitation and guidelines for rehabilitating historic buildings as set forth in 36 C.F.R. part 67. Design review standards and guidelines that address special design characteristics of historic districts administered by the Commission may be followed if they are equivalent in guidance to the Secretary of Interior's Standards and guidelines and are established or approved by the state's Historic Preservation Office of the state's Housing Development Authority.

(B) In reviewing plans, the Commission shall also consider all of the following:

- (1) The historic or architectural value and significance of the resource and its relationship to the historic value of the surrounding area;
- (2) The relationship of any architectural features of the resource to the rest of the resource and to the surrounding area;
- (3) The general compatibility of the design, arrangement, texture and materials proposed to be used;
- (4) Other factors, such as aesthetic value, that the Commission finds relevant; and
- (5) Whether the applicant has certified in the application that the property where work will be undertaken has, or will have before the proposed project completion date, a fire alarm system or a smoke alarm complying with the requirements of the Stille-DeRossett-Hale single state construction code act, 1972 PA 230, M.C.L.A. 125.1501 to 125.1531.

The Historic District Commission must make findings of fact to determine if the proposal meets each of the preceding and following standards. The Historic District Commission must find that this proposal meets all of the standards based on findings of fact before considering a motion to approve or deny.

Page 62 Secretary of Interior Rehabilitation Standards in its entirety.

- ***Identifying, retaining, and preserving*** buildings and their features as well as features of the site that are important in defining its overall historic character. Site features may include circulation systems such as walks, paths, roads, or parking; vegetation such as trees, shrubs, fields, or herbaceous plant material; landforms such as terracing, berms or grading; furnishings such as lights, fences, or benches; decorative elements such as sculpture, statuary or monuments; water features including fountains, streams, pools, or lakes; and subsurface archeological features which are important in defining the history of the site.

- Retaining the historic relationship between buildings and the landscape.

- Preserving important landscape features, including ongoing maintenance of historic plant material.

- Designing and constructing a new feature of a building or site when the historic feature is completely missing, such as an outbuilding, terrace, or driveway. It may be based on historical, pictorial, and physical documentation; or be a new

design that is compatible with the historic character of the building and site.

V. CONDITIONS OF APPROVAL

The following section is taken directly from the Section. The Historic District Commission may impose conditions of approval on the site plan based on the following criteria.

If an application is for work that will adversely affect the exterior of a resource the Commission considers valuable to the city, the state or the nation, and the Commission determines that the alteration or loss of that resource will adversely affect the public purpose of the city, state or nation, the Commission shall attempt to establish with the owner of the resource an economically feasible plan for the preservation of the resource.

The City of Charlevoix Historic District Commission has the following choices for the proposed Certificate of Appropriateness application:

- A. **Approve** Project 01-2024 COA **without conditions**, based on specific findings of fact that prove the project does meet the review standards
- B. **Approve** Project 01-2024 COA **with conditions**, based on specific findings of fact that prove the project does meet the review standards
- C. **Deny** Project 01-2024 COA based on specific findings of fact that prove the project does not meet the review standards
- D. **Table** the decision on Project 01-2024 COA. (Usually, this option is only used when additional information is needed to assist the Planning Commission in making the decision.

Charlevoix Historic District Commission

New Business

Title: National Register of Historic Places nomination

Date: December 27, 2024

Presented By: Jonathan Scheel, Director of Planning & Zoning

Background:

By way of background, this nomination was prepared by our office in partnership with the City of Charlevoix through the Certified Local Government (CLG) program. A few years ago, we offered a service to CLG communities, like Charlevoix, for the preparation of a National Register of Historic Places nomination. At that time, Lindsey Dotson, former Main Street Director, applied for this service on behalf of the city. Charlevoix was awarded the service and now the nomination is complete and ready to be presented to the State Historic Preservation Review Board (SHPO staff will present the nomination to the board).

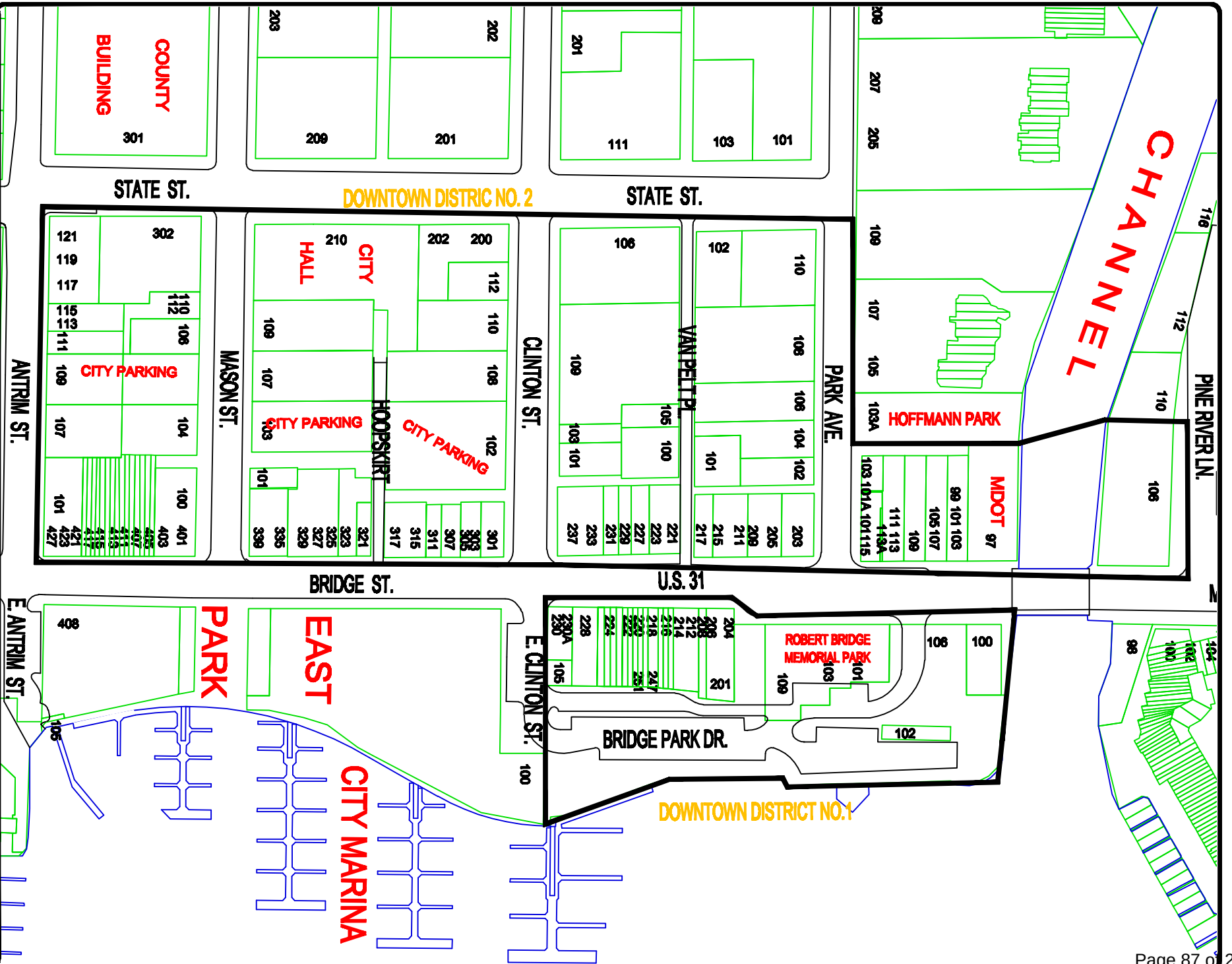
As part of the review process, the City of Charlevoix, through its historic district commission, reviews the nomination and provides comments to our office, if they so choose. We request that the HDC review this nomination at their next available meeting.

Notice of this nomination and the State Historic Preservation Review Board meeting, which takes place on Friday, January 17, 2025, has been sent separately to property owners and other city and county officials.

Recommendation:

Attachments:

1. DOWNTOWN HISTORICAL DISTRICTS
2. MI_Charlevoix County_Charlevoix Central Historic District (CLG-Letter)
3. MI_Charlevoix County_Charlevoix Central Historic District (CLG-Report)
4. MI_Charlevoix County_Charlevoix Central Historic District (FINAL-CLG)



Sheet
1
of 1

Project No.:
1

Sheet Title:
Project:

HISTORICAL DISTRICT
STUDY COMMITTEE
CHARLEVOIX, MICHIGAN

Date: 4-10-08
Scale: D/H
Drawn By: D/H
Checked By: D/H
NONE



CITY OF CHARLEVOIX
218 STATE ST.
CHARLEVOIX, MICH. 49720
(231) 847-5205
PLANNING GIS FAX (231) 847-5817
Charlevoix System - MDO 82 Michigan State Parks, Central Zone, International Park



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

QUENTIN L. MESSER, JR.
PRESIDENT, MSF

Monday, December 16, 2024

Mr. Jonathan Scheel, Director of Planning and Zoning
City of Charlevoix
210 State Street
Charlevoix, MI 49720

Dear Mr. Scheel,

Enclosed please find a draft copy of the National Register of Historic Places Registration nomination for **Charlevoix Central Historic District, Charlevoix, Charlevoix County, Michigan**, and a *Certified Local Government National Register Nomination Review Report* form.

The nomination for this property will be presented to the State Historic Preservation Review Board on **Friday, January 17, 2025**. We invite you to attend, as your schedule permits.

In accordance with our Certification Agreement with the city, we request the city's review of this nomination at the earliest available meeting of the Historic District Commission (HDC).

Upon review by the HDC please complete and return to us the *Certified Local Government National Register Nomination Review Report* form, along with any comments that either the city or the HDC may wish to make.

A copy of the report and any comments received will be submitted with the final nomination to the Keeper of the National Register.

Please contact Todd A. Walsh, National Register Coordinator, by email at WalshT@michigan.gov or by telephone at (517) 331-8917 if you have any questions about this nomination, the report form, or the National Register of Historic Places program.

Sincerely yours,

Ryan M. Schumaker
State Historic Preservation Officer



300 NORTH WASHINGTON SQUARE • LANSING, MICHIGAN 48913
michigan.gov/shpo • (517) 335-9840



Certified Local Government National Register Nomination Review Report

Please complete and return to:

National Register Coordinator, Michigan State Historic Preservation Office, 300 North Washington Square, Lansing, Michigan 48915

Property Information

Property Name: Charlevoix Central Historic District
Property Address: As noted in Section 2 of the registration form
Property Owner: Various
Date Approved by
SHPO Staff: December 13, 2024

Expedited Review

The CLG agrees with SHPO to expedite the review for this nomination: X Yes No

Signature of review commission/board Chair _____ Date _____

Signature of Chief Elected Official _____ Date _____

Certified Local Government Commission/Board Review

Date of review by commission/board: _____

Date written notice of meeting provided to property owner: _____

Description of opportunities for public participation in reviewing this nomination: _____

Were public comments (written) received regarding nomination? Yes No

Was the nomination distributed to commission/board members? Yes No

Did the commission/board make a site visit to the property? Yes No

If so, when? _____

Was SHPO assistance sought in evaluating this property? Yes No

Verification of Professional Qualifications of Commission/Board Members

List those commission members who meet the 36 CFR 61 qualifications, in accordance with Appendix 1, of Michigan's Certified Local Government Program (*use additional pages as necessary*).

<u>Commission Member</u>	<u>Professional Qualification</u>
1. _____	_____
2. _____	_____
3. _____	_____
4. _____	_____
5. _____	_____
6. _____	_____
7. _____	_____
8. _____	_____

Use of Consultant

Was an outside consultant used during CLG commission/board review? _____ Yes _____ No

If yes, 1) provide the name of the consultant: _____

2) list the 36 CFR 61 qualifications they meet: _____

CLG Commission/Board Review

The CLG Commission/Board finds that the property meets the following National Register Criteria for Evaluation (*if none, mark no lines*):

_____ A _____ B _____ C _____ D

The CLG Commission/Board finds that the property meets the National Register requirements for historic integrity:

_____ Yes _____ No

Recommendation of the CLG Commission/Board (*if the commission disapproves, specify reasons on a separate page*)

_____ Approval _____ Disapproval

Chief Elected Official

Signature of Chief Elected Official

Date

Transmittal to SHPO

Date this report was transmitted to the SHPO: _____

Date this report was received by the SHPO: _____

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Charlevoix Central Historic District

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: Roughly bounded by State Street to the west, East Dixon Avenue to the north, Antrim Street to the south, and the western boundary of Round Lake to the eastCity or town: Charlevoix State: Michigan County: CharlevoixNot For Publication: Vicinity: **3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide X local

Applicable National Register Criteria:

X A ___ B X C ___ D_____
Signature of certifying official/Title:_____
Date_____
State or Federal agency/bureau or Tribal Government

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

**State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☒

Public – State

☒

Public – Federal

☐

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

Category of Property

(Check only **one** box.)

Building(s) ☐
District ☒
Site ☐
Structure ☐
Object ☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>43</u>	<u>33</u>	buildings
<u>3</u>	<u>0</u>	sites
<u>1</u>	<u>1</u>	structures
<u>0</u>	<u>1</u>	objects
<u>47</u>	<u>35</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

DOMESTIC – single dwelling
DOMESTIC – secondary structure
DOMESTIC – hotel
COMMERCE/TRADE – business
COMMERCE/TRADE – professional
COMMERCE/TRADE – financial institution
COMMERCE/TRADE – specialty store
COMMERCE/TRADE – department store
COMMERCE/TRADE – restaurant

Charlevoix Central Historic District

Name of Property

Charlevoix County, MI

County and State

COMMERCE/TRADE – warehouse
SOCIAL – meeting hall
GOVERNMENT – city hall
GOVERNMENT – fire station
GOVERNMENT – courthouse
GOVERNMENT – government office
GOVERNMENT – post office
EDUCATION – library
RELIGION – religious facility
FUNERARY – mortuary
RECREATION AND CULTURE – theater
INDUSTRY – communications facility
HEALTH CARE – medical business/office
LANDSCAPE – park
TRANSPORTATION – road-related

Current Functions

(Enter categories from instructions.)

DOMESTIC – single dwelling
DOMESTIC – multiple dwelling
DOMESTIC – hotel
COMMERCE/TRADE – business
COMMERCE/TRADE – professional
COMMERCE/TRADE – financial institution
COMMERCE/TRADE – specialty store
COMMERCE/TRADE – restaurant
SOCIAL – civic
GOVERNMENT – city hall
GOVERNMENT – fire station
GOVERNMENT – courthouse
GOVERNMENT – government office
RELIGION – religious facility
FUNERARY – mortuary
RECREATION AND CULTURE – theater
RECREATION AND CULTURE – music facility
INDUSTRY – communications facility
HEALTH CARE – medical business/office
LANDSCAPE – park
TRANSPORTATION – road-related
VACANT

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

7. Description

Architectural Classification

(Enter categories from instructions.)

MID-19TH CENTURY – Gothic Revival
LATE VICTORIAN – Italianate
LATE VICTORIAN – Queen Anne
LATE VICTORIAN – Stick/Eastlake
LATE 19TH AND 20TH CENTURY REVIVALS – Colonial Revival
LATE 19TH AND 20TH CENTURY REVIVALS – Classical Revival
MODERN MOVEMENT
MODERN MOVEMENT - Moderne
OTHER – 19th and 20th Century Vernacular Residential
OTHER – 19th and 20th Century Vernacular Commercial

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: STONE
BRICK
CONCRETE
Walls: WOOD – weatherboard
WOOD – shingle
BRICK
STONE
STUCCO
CONCRETE
SYNTHETICS – Vinyl
Roof: ASPHALT
METAL
WOOD - Shake
WOOD - Shingle

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

Summary Paragraph

The Charlevoix Central Historic District encompasses approximately 31.09 acres in the city of Charlevoix, the county seat of Charlevoix County, Michigan. The city of Charlevoix is generally bordered by Lake Michigan on the west and Lake Charlevoix on the east, the two being connected by Round Lake and the Pine River channel, improvement of which was intrinsically tied to modern development of the community starting in the mid-nineteenth century. Spanning the channel, the Charlevoix Central Historic District encompasses the core of the original plat of Charlevoix (then known as Pine River), laid out in 1866, and includes the area that historically served as Charlevoix's commercial, civic, and social center, reflected in the parallel buildout of Bridge Street (Michigan Avenue/U.S. 31) and State Street with businesses and public goods, respectively. While the character of the district evolved during the twentieth century alongside the community's shifting identity from a small lumbering and fishing village to a resort community and tourist destination, the overall distribution of commercial services and public goods in the Charlevoix Central Historic District remains consistent today, with the area defined by a distinct urban character set off from the predominately residential areas to the north, west, and south. Amidst the backdrop of public parks carved out along the Round Lake waterfront by city leadership starting in the early twentieth century—efforts which demonstrated the city's ever-changing relationship with Round Lake and purposely converted the shoreline from a largely industrial and commercial asset into a recreational community good—commercial resources continue to define the length of Bridge Street, while civic and religious resources are most prevalent on State Street. Joining streets are primarily commercial in nature. In total, the district encompasses forty-seven contributing and thirty-five noncontributing resources, reflecting development of the community from 1865 to 1970. Overall, the Charlevoix Central Historic District retains sufficient integrity to convey its historical and associative significance.

Narrative Description

LOCATION AND SETTING

The Charlevoix Central Historic District is located in the city of Charlevoix, which lies in western Charlevoix County and is part of the Grand Traverse geological region in northern Michigan. Located on a bluff overlooking Lake Michigan to the west, the city of Charlevoix straddles an isthmus less than a mile wide, divided by the Pine River, an improved waterway flanking Round Lake and consisting of the lower channel, leading to Lake Michigan, and the upper channel, leading to the north arm of Lake Charlevoix, one of the state's largest inland lakes. Pre-European settlement, the broader area was nearly exclusively forested, primarily characterized by beech, sugar maple, and hemlock forests, but today the region is defined by a combination of agricultural and grasslands, forested areas, and isolated urban areas carved out in the nineteenth and twentieth centuries amidst the Lake Charlevoix watershed. Of these urban areas, the city of Charlevoix is the largest, followed by Boyne City, at the eastern end of Lake Charlevoix, and East Jordan, at the terminus of the lake's south arm.

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Situated along the western edge of Round Lake and spanning the lower Pine River channel, the Charlevoix Central Historic District lies at the heart of Charlevoix. Starting with the community's formative years as a seasonal fishing village in the 1850s and continuing through its settlement, buildout, and sustainment from the 1870s onward, the Charlevoix Central Historic District emerged as the business and civic center of the community—first organically and then systematically—and came to define the stature of Charlevoix. This continues today, with Bridge Street, which runs north-south through the entirety of the district roughly parallel to the shore of Round Lake, remaining a major thoroughway and the city's principal commercial artery. This gives the Charlevoix Central Historic District an urbanized character distinguished from more insular residential areas to the north-northeast, west, and south. This urban character continues westward to State Street, which evolved as the center of public goods within the community, particularly from the 1950s onward when landscaped islands were removed to facilitate the flow of traffic in the post-World War II era; the area's urban character is reinforced by connecting streets, including Clinton, Mason, and Antrim Streets, which are interspersed with surface parking lots first established in the 1950s to accommodate increased automobile traffic in the core of the community.

The urban setting within the district is softened only by the presence of city parks on the south side of the lower Pine River channel and east of Bridge Street. This is particularly true of East Park, an approximately four-acre park occupying two city blocks on the east side of Bridge Street between Clinton and Antrim Streets, portions of which were first carved out through a city planning effort in the 1920s to connect the commercial district to the Round Lake harbor through a recreational amenity. Beyond offering respite amidst the urban core, the park is also home to the city's sixty-seven-slip marina as well as the dock for the Beaver Island Boat Company, which operates ferries to Beaver Island, approximately twenty-two miles northwest of the mainland. On a smaller scale, Robert Bridge Memorial Park, situated between the lower channel and Round Lake on the east side of Bridge Street at Park Avenue and occupying an approximately half-acre site, provides visual relief toward the northern end of the district and connects with pedestrian walkways passing along the lower channel revetment westward to Lake Michigan and the Charlevoix South Pier Lighthouse (NRIS # 05000346).

Moving beyond the limits of the Charlevoix Central Historic District, the setting quickly changes. Single-family residential development following the city's largely gridded street network dominates surrounding areas, with dwellings setback on narrow-to-moderate, manicured, tree-lined lots. Such patterns are particularly consistent to the west, south, and southeast, where streets are narrower and views are more limited, reinforcing the insular domestic context that is distinct from the urbanized landscape of the historic district, particularly along Bridge Street. Round Lake, however, breaks the dominate patterns of the area. Here, the south shoreline is built-up with condominiums, which first began appearing in the 1970s, and business enterprises, as well as their associated dock infrastructure, which extend on the lineage of recreational and commercial usage of the lake. The north shore, which was traditionally industrial in character, is more consistently domestic today, excepting the Edgewater Inn, constructed in the 1980s, on the north side of the lower channel; however, many early twentieth century dwellings were replaced with larger counterparts during the twentieth and twenty-first centuries. Dock infrastructure is likewise pervasive here.

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GENERAL DESCRIPTION

The Charlevoix Central Historic District is defined by successive generations of changes that represent the community's transition from an early fishing and industrial village to a bustling commercial hub to a regional population center and tourist destination. The district, defined by 83 resources, is the embodiment of the city's commercial and civic development from 1865 to 1970 and reflects both the incremental growth of Charlevoix's core during the late nineteenth and early twentieth centuries and the subsequent considerations given to long-term viability of the city's business interests and use of community goods such as the waterfront. Continual adaptation of the latter was particularly critical to the sustainment of Charlevoix, and the Charlevoix Central Historic District is representative of how development within the area concurrently influenced and was influenced by the water.

The district is irregular in composition but dominated by two north-south linear routes—Bridge and State Streets—and centered on roughly three blocks of traditional commercial assets and community goods such as churches, parks, and civic buildings. The district encompasses a large portion of the original plat of Charlevoix (then known as Pine River), laid out in 1866 and containing eighteen blocks between Round Lake and Lake Michigan, which followed a generally gridded arrangement of streets set in cardinal directions within the vicinity of the Pine River channel and north of Antrim Street, the southern boundary of the Charlevoix Central Historic District. This arrangement of streets generally continues today, particularly within the historic district, and diverges only where the city parks were carved out on the east side of Bridge Street starting in early twentieth century and along the north side of the lower Pine River channel, where industry and subsequently hotels came to dominate the landscape.

Bridge Street, an undivided two-lane principal road, is the primary artery through the district, passing roughly parallel to the western shore of Round Lake and crossing the lower Pine River channel. Historically home to early industrial pursuits clustered along the channel, Bridge Street evolved—first organically and then systematically—as the commercial center of the community due its proximity to the channel crossing and Round Lake waterfront despite early settler predictions that Park Avenue (historically Main Street), leading to the dock on Lake Michigan, would become home to the business district. Today, Bridge Street has the formal appearance of a commercial corridor, complete with flanking street parking set with curb extensions/bump-outs, widerset concrete sidewalks accented with pavers and featuring straight curbs and integrated gutters, accessible sidewalk ramps at intersections and mid-block crossings, and interspersed deciduous shade trees. Decorative cast aluminum single-arm, gooseneck-style streetlights, installed in the 1990s, line both sides of the street. With the exception of the aforementioned parks, the core of Bridge Street is generally characterized by traditional commercial development patterns with commercial and mixed-use buildings featuring consistent setbacks, flush at the sidewalk. Lot sizes vary considerably, accommodating both small commercial storefronts and multi-part blocks, and represent successive iterations of commercial buildings. These patterns are, however, broken at the northern and southern end of the districts where post-World War II suburban-style commercial developments—the Weathervane Inn Restaurant, Weathervane Terrace, and Olesons Shopping Center—integral to the business district's livelihood from the mid-twentieth century onward bookend the Charlevoix Central Historic District.

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Paralleling Bridge Street to the west, State Street emerged as the home to many of the city's public and semi-public buildings during the nineteenth and twentieth centuries, including the city hall, county building, fire station, public library, and several churches. The road terminates at Park Avenue on the north and extends beyond the limits of the Charlevoix Central Historic District on the south. Historically featuring landscaped traffic islands and an expansive maple tree canopy, State Street functioned as a civic boulevard through the early twentieth century but gave way to a more urbanized appearance consistent with Bridge Street in the 1950s as the city sought to accommodate increased traffic patterns by widening the road and removing the islands. In its present form, the two-lane road is flanked by parallel street parking and features straight curbs, sidewalk ramps at intersections, concrete sidewalks, and manicured verges dotted with a variety of deciduous trees. Single-arm, cobrahead-style streetlights dot the corridor. Lot sizes vary considerably along State Street, from those of isolated residential resources at the northern end to broad lots housing churches, civic buildings, and commercial infill throughout the remainder. Setbacks also vary from property to property, reflective of both the age and function of a property. While State Street is generally the delineating line between historic residential areas to the west and the commercial corridor to the east, its character is more aligned with the latter, particularly via the connecting east-west roads of Park Avenue, Clinton Street, Mason Street, Antrim Street, and Van Pelt Place, a vacated alley, which are likewise lined with a combination of commercial and community goods and provide continuity of services and property types. Off-street parking lots, first established in the historic district in the 1950s, are generally relegated to these secondary streets, leaving the primary arteries fronted by buildings as they were historically.

RANGE AND DISTRIBUTION OF CONSTRUCTION DATES

Properties within the Charlevoix Central Historic District reflect the growth and development of Charlevoix during the period of significance from 1865 to 1970; although, as is typical along primary arteries in most communities, most of the earliest buildings associated with the formative period of settlement were replaced during successive periods of development as the community matured, frame buildings gave way to more substantial masonry counterparts, and property owners sought expanded or more substantial operations.

Today, few resources remain from the earliest period of permanent settlement—the 1860s and 1870s—limited to a handful of residences along Park Avenue and State Street, a couple of commercial buildings in the vicinity of the lower Pine River channel, and a church. More substantial numbers of resources remain from the late nineteenth century (1880s-1890s), reflecting the second generation of commercial development along Bridge Street, particularly between the lower Pine River channel and Clinton Street, and the arrival of other congregations who sought their own buildings on State Street. New commercial architecture dominated the first half of the twentieth century, with approximately 35 percent of extant buildings within the Charlevoix Central Historic District being commercial/mixed-use buildings dating to the period 1900-1949, coinciding with a third wave of commercial development that accompanied the community's maturation as a tourist destination and regional population center. Many of these buildings are located along Bridge Street between Clinton and Antrim Streets and along

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secondary streets, but they are also found north of Clinton Street, particularly in areas where fires occurred in the downtown core during the early twentieth century. Only a handful of new commercial resources were constructed during the 1950s and 1960s, although they were notable, introducing suburban-style construction to the fringes of the district, which acted as a stabilizing factor during a period of decline in the traditional core. New civic goods appeared alongside these commercial resources during the period and continued into the late-twentieth century as outdated facilities were given over to modern counterparts, some community services secured their first standalone buildings, and the city reimaged its relationship with the waterfront. In recent years, the historic district has witnessed piecemeal commercial and mixed-use infill along most streets—both through coordinated demolition and unanticipated events such as fires in the downtown core—but such construction is generally unobtrusive and dispersed.

A summary of resources by period of construction is presented below in Table 1, based on the original function of each resource. Dates are based on a review of plat maps, Sanborn maps, and estimations based on observations from the inventory. The dates of additions and/or alterations are not considered in the table.

Table 1. Period of Construction for Resources

Resource Type (Original Function)	Period of Construction												
	1860-1869	1870-1879	1880-1889	1890-1899	1900-1909	1910-1919	1920-1929	1930-1939	1940-1949	1950-1959	1960-1969	1970-1979	1980-2024
Residential	2	2	1	2		1	1	1	1				
Commercial/Mixed-use		2	7	3	5	9	5	2	7	2	5	1	8
Ecclesiastical		1	1	1									
Civic				1				1	2	2	1	1	3
Transportation									1				
Total	2	5	9	7	5	10	6	4	11	4	6	2	11
Percent	2.4%	6.1%	11.0%	8.5%	6.1%	12.2%	7.3%	4.9%	13.4%	4.9%	7.3%	2.4%	13.4%

PROPERTY USES, TYPES, AND INFLUENCES

Commercial/mixed-use resources are the most common in the Charlevoix Central Historic District. Fifty-six (68.3 percent) of the resources within the district were originally associated with commercial or mixed-use purposes. The majority of these (thirty-six resources) are traditional commercial/mixed-use buildings located along either side of Bridge Street, with most situated between the south side of the lower Pine River channel and Antrim Street, where commercial activity historically terminated before suburban development patterns of the mid-

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twentieth century spread it southward; others are historic commercial buildings scattered along ancillary streets (fifteen resources), infill along State Street (two resources), or reflective of mid-twentieth century development of the north shore of Pine River and at the south end of the district (four resources). Commercial buildings along Bridge Street generally reflect a variety of vernacular types and forms common to small- and moderate-scale commercial architecture in small urban communities, including the one-part block, two-part block, enframed window wall, and temple front. Pure stylistic adaptations are limited, although formal architectural influences are evidenced in scattered buildings that include stylistic features such as Italianate cornices and window treatments and Neoclassical surrounds. It's important to note that many commercial resources have undergone successive periods of renovation in response to iterative changes in traditional downtown design philosophies, particularly during the mid- and late-twentieth centuries. This is particularly evidenced in changes made during the late 1960s when many downtown business owners adopted a "Bavarian," as so-described at the time, façade treatment that resulted in the installation of features such as wood-shingled pent roofs on many buildings.

Residential resources were historically the second-most numerous (eleven resources; 13.4 percent) in the historic district, although most were converted for commercial purposes in the twentieth century. Historically residential resources are largely clustered to the north at Park Avenue and State Street but are also represented on State Street and ancillary roads at the southern end of the district. These resources broadly reflect the late-nineteenth and early-twentieth century architectural trends evidenced in Charlevoix's concentrated residential areas beyond the limits of the historic district and vary in size, but most have moderate massing and are two stories. Loss of stylistic elements is common on dwellings later converted for commercial or other purposes, which are now simply defined by their vernacular form. Formal architectural influences are largely limited to turn-of-the-century motifs such as on the Queen Anne dwellings at 102 and 103 State Street.

Civic (eleven resources; 13.4 percent) and ecclesiastical (three resources; 3.6 percent) resources are the third and fourth most common resource types and are primarily located on State Street; a few civic resources are located nearby on the connecting roads of Mason and Clinton Streets. Commonly intended to be prominent representations of their respective functions, these resources typically evidence more high-style architectural influence than their commercial and residential counterparts. Such is reflected, for example, in the Queen Anne/Stick architecture of the First Congregational Church (101 State Street) and the PWA Moderne architecture of Charlevoix City Hall (210 State Street).

One resource (1.2 percent) is associated with transportation use. This resource—Memorial Bridge, spanning the lower Pine River channel—reflects an Art Moderne aesthetic.

Tables 2 and 3, below, summarize the original and current uses of resources in the Charlevoix Central Historic District. Original functions are based on a review of Sanborn maps and observations from the inventory. Current functions are based on observations from the inventory.

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Table 2. Original Use of Resources in the Historic District

Resource Type	Number	Percentage
Residential	11	13.4%
Commercial	56	68.3%
Ecclesiastical	3	3.6%
Civic	11	13.4%
Transportation	1	1.2%

Table 3. Current Use of Resources in the Historic District

Resource Type	Number	Percentage	Percent Change
Residential	1	1.2%	-12.2%
Commercial/Mixed-use	66	80.5%	12.2%
Ecclesiastical	2	2.4%	-1.2%
Civic	12	14.6%	1.2%
Transportation	1	1.2%	--

DISTRICT INVENTORY METHODOLOGY

The property inventory is generally arranged alphabetically by street name, with entries under each street then ascending numerically by current street address. The only exception to this arrangement is for the entries discussing the three public parks found within the boundaries of the historic district, which are presented individually under a separate heading. Current street addresses were derived from parcel records and field observations, and historic building names, construction dates, and dates of alteration were derived from period publications such as the *Charlevoix Sentinel* and *Charlevoix Courier*, historic maps, photographs and aerial imagery, and architectural analysis. To the extent determinable, resources are identified by either their first occupant, their most significant occupant, or historically accepted name (e.g., “Martin Block”). Buildings with no known specific occupants and those for which the occupant changed frequently are simply denoted with generic nomenclature reflecting the historic function of the property (e.g., “commercial building”).

Each resource in the inventory is classified as either “contributing” or “noncontributing,” based on its date of construction, associative context, and historic integrity in consideration of the areas and period of significance. All “contributing” resources were constructed during the period of significance, 1865 to 1970, possess historic integrity, and convey their association(s) with the important trends and themes of the district. A resource either retains historic integrity or it doesn’t, based on its ability to convey its associations through the retention of historic character-defining features. For the purpose of the inventory, the following thresholds (Table 4) were used to analyze the character of each resource. In general, those resources able to satisfactorily convey

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their historical and/or architectural associations through the retention of sufficient character-defining features and sustainment of feeling and association with the area(s) and period of significance were determined to possess integrity and are classified as “contributing” in the inventory, while those resources exhibiting incompatible alterations resulting in a loss of character-defining features and/or substantially impaired sense of feeling or association were determined to lack integrity and are classified as “noncontributing.” For some resources, integrity is perfectly clear, while others require a more nuanced analysis of the impact of associated changes. This is particularly important in the context of commercial resources in the Charlevoix Central Historic District, where material changes (e.g., window and door replacements) and building adaptations (e.g., covering of transoms, bulkhead changes, etc.) were common as properties underwent successive generations of change in response to prevailing design theory, commercial trends, and the needs of the occupant. Such changes, while important to note, do not in and of themselves necessarily render a resource “noncontributing.” Certainly, if a resource exhibits such alterations but still retains its overall massing, composition, fenestration, and spatial relationship to the streetscape and surrounding buildings and thus can convey its place within the historic district and use over time, it is classified as “contributing.”

Table 4. Character Analysis Thresholds

Level of Acceptability	Observed Character
High	Original form and massing are intact Principal claddings/materials are intact and apparent Fenestration is generally unaltered Significant decorative and functional elements are intact Minor changes are allowed if they are sympathetic and compatible No or minor additions Feeling and association entirely clear
Moderate-High	Original form and massing are intact Most principal claddings/materials are intact and apparent Some original openings may be altered but historic fenestration patterns are generally understood Significant decorative and functional elements are intact Alterations are reversible and generally unobtrusive Additions, if present, are secondary Feeling and association entirely clear

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Moderate-Low	Original form and massing are generally intact Principal claddings/materials are altered but generally unobtrusive Majority of window and door openings may be altered Some alterations to significant decorative and functional elements Additions are more substantial and not as compatible Feeling and association diminished but still present
Low	Form and massing are significantly altered Principal historic claddings/materials have been removed, heavily altered, or covered by nonhistoric materials Window and door openings have been altered inappropriately Multiple decorative and functional elements altered Alterations are irreversible or would be difficult to reverse Changes do not respect the historic character of the property Feeling and association are heavily compromised

Based on this analysis and in consideration of the areas and period of significance, out of the eighty-three resources in the Charlevoix Central Historic District, forty-seven resources are identified as contributing and thirty-five are identified as noncontributing.

INVENTORY

Antrim Street

100 Antrim Street
Olesons Shopping Center
1964 (altered c. 1990s, 2018)

1 Contributing Building

Occupying the full block on the south side of Antrim Street between State and Bridge Streets, Olesons Shopping Center is a suburban-style commercial development fronted by a 100-car parking lot; a supermarket anchors the shopping center at its western end, while a variety of storefronts are located to the east. The shopping center is approximately “L”-shaped in composition, which includes adaptation of a historic two-story commercial building, constructed c. 1910, at its western end, that now houses a loading dock and serves as warehouse space. The 1960s construction employs a low-slung, one-story form with built-up roofing. Principal walls are clad in a brick veneer set in a running bond and are capped by an integrated canopy that shelters the sidewalk. Historically clad in vertical metal siding, this canopy is now clad in an Exterior Insulation and Finish System (EIFS) and finished with a flat metal fascia and coping. While a variation of this design was first installed c. 1990s, the current iteration dates to 2018, when a fire moved through the linear eastern section of the shopping center, ultimately requiring

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interior gutting and reconstruction of the roof in this portion of the building. Windows throughout the shopping center are fixed, single-light plate glass units set flush at the street wall and are found in pairs and triples. Storefront entries utilize commercial aluminum and glass assemblies and are found in both single-leaf and double-leaf configurations. A free-standing metal sign employing a geometric aesthetic is located at the eastern edge of the property; while individual sign panels have been replaced, the frame likely dates to the period of construction.

Olesons Shopping Center opened in this location in 1964. The shopping center represents important trends in Charlevoix's adaptation to suburban automobile culture during the mid-twentieth century and was celebrated as a stabilizing factor in the city's business center during a period otherwise marked by decline. While the shopping center has undergone modernization and reconstruction of the roof, the shopping center retains its historic form, massing, and layout, as well as its spatial relationship with the Bridge/Antrim Street intersection and the southern end of the business district, including its associated parking lot. The shopping center has continued to be anchored by the same supermarket since its construction, while a variety of shops have continued to occupy the eastern linear section over time, reflecting the original composition of the shopping center in its distribution of space and uses. As such, the shopping center continues to convey its original overall design intent, retains its functional and physical relationship to the historic district, and maintains feeling and association with the areas and period of significance.

107 Antrim Street

1 Noncontributing Building

Kusina Motors

c. 1912 (rebuilt 1995)

A portion of this one-story, flat-roof building incorporates the remains of a former automobile salesroom, but it was essentially rebuilt in its entirety in 1995, when the property was purchased for conversion to a movie theater. Constructed of concrete block—with portions of the former salesroom evident in rusticated concrete block and brick walls along the east elevation—the building is clad in a combination of EIFS and wood lap siding. The former is present at the entry core at the eastern end of the façade (south elevation), characterized by a truncated corner, which includes a boxed aluminum and glass entry vestibule, display boards, and a walk-up counter with aluminum window. The western half of the façade is clad in lap siding and punctuated by a single-leaf pedestrian entry with flush metal door, as is the west elevation, which also exhibits a pedestrian entry at the rear (north). Because the building was nearly completely rebuilt in 1995 and its character and use are reflective of this period, it is noncontributing.

The building long served as space for automobile repair and service and was historically integrated into the Brown Motor Company complex (see 405-417 Bridge Street/104 Mason). The property continued to be used for automobile sales and service until the early 1990s, with Kusina Motors the tenant from 1964 until 1992. Shortly thereafter, the building was sold to Charlevoix Cinema for the opening of a new movie theater.

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111 Antrim Street

Village Graphics

c. 1940s (altered c. 1990s, c. 2019)

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1 Noncontributing Building

This one-story, front-gabled frame building is constructed of painted concrete block and features a brick veneer false front set in a running bond, which replaced the original brick veneer and dates to a c. 2019 renovation. The roof is clad in asphalt shingles. A single-leaf pedestrian entry housing an aluminum and glass door with two-light transom is centered on the façade (south elevation) and flanked by tripartite window assemblies with single-light casements capped by three-light transoms; the entry assembly and all windows date to the c. 2019 renovation. Window openings are finished with rowlock sills. End piers rise to the raised false front, which is accented with an inset brick panel and sawtooth beltcourse. Because the entire façade was reconstructed c. 2019, the building is noncontributing.

The building has housed various stores and services and was later part of the Kusina Motors complex. It has been the location of Village Graphics since 1973.

113 Antrim Street

Commercial Building

c. 1940s (altered 1968, c. 1980s, 2024)

1 Noncontributing Building

This one-story building was originally two stories. The second story was removed in 1968, and a gabled roof was added. The building is currently undergoing renovations, and the façade (south elevation) is clad in building wrap. Side (east and west) elevations are clad in wood lap siding, and the roof is clad in asphalt shingles. The building no longer reflects its historic character and is noncontributing.

117-121 Antrim Street

Standard Oil Building

1924/1948 (altered 1954, c. 1980s)

Carl Ikens, contractor (Charlevoix) (1948 remodel)

1 Contributing Building

This building is comprised of three sections—a small, one-story section constructed in 1924 to the west, near State Street; a large rectilinear section constructed in 1948 at center; and a projecting square mass, also constructed in 1948, to the east. The flat-roofed western section was originally an automobile service station with exposed brick walls; it is now clad in vinyl siding, installed c. 1980s. It retains its original fenestration with a single-leaf pedestrian entry and adjacent window on the façade (south elevation) and a single window opening on the west elevation, but doors and windows have been replaced. A hyphen connects this portion of the building to the 1948 section to the east. This section is of concrete block construction and exhibits a flat roof. Walls are clad in vinyl siding and trimmed with wood corner, fascia, and skirt boards; they were historically finished with stucco, painted white, as were the walls of the former service station after the 1948 addition. An original window opening with one-over-one, double-hung replacement window punctuates the west elevation, fronting the area historically used as office space. The building historically housed two service bays to the east on the first

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floor, but the openings were later (c. 1980s) modified to accommodate aluminum window and entry units, which now delineate the historic bay configuration. Presently, entry into this portion of the building is through a single-leaf entry with aluminum and glass door and flanking sidelights. The second floor is punctuated by two original window openings with one-over-one, double-hung windows. The easternmost section of the building is likewise of concrete block construction but features a brick veneer set in a running bond, added in 1954; it is finished with a simple metal coping. This portion generally retains its original composition and fenestration. The façade exhibits two single-leaf pedestrian entries with half-light wood doors, which flank a central wood-framed picture window preceded by an integrated planter, also dating to 1954. A small window opening between the picture window and eastern entry now houses an air-conditioning unit. The second floor is punctuated by two pairs of one-over-one, double-hung wood sash windows. The west elevation exhibits a one-over-one, double-hung wood sash window on the second floor and a fixed, single-light picture window on the first floor.

This property was historically occupied by a small automobile service station, completed in 1924. In 1948, the owner, Floyd Ikens, completed construction of the large addition to the east as a new service station and restaurant; the original service station was incorporated into the project as an office. At this time, the station was managed by John Norton and the easternmost portion was home to Keith Wagner's restaurant known as Wag's. The second floor housed two apartment units. These uses generally continued until the late twentieth century.

Despite the loss of the building's service bays and the introduction of new materials over time, the building, as assembled in 1948, retains its historic massing, form, and composition and continues to define the State/Antrim Street intersection as it did historically from the mid-twentieth century onward, reflecting the expansion of businesses at this corner during a period of returned sales in the post-World War II period. Accompanied by its original fronting parking lot, the building also retains its relationship to the streetscape, its commercial-strip character foreshadowing additional changes to come in the post-war period with projects like Olesons Shopping Center down the street, which were critical in a period of reinvigoration and sustainment of the core. The building also continues to clearly articulate the evolution of the property over time in its composition of blocks and setbacks, and the eastern two-story section retains a high degree of integrity relating to its finished design in 1954, when the brick veneer was added.

Bridge Street

**Bridge Street at Lower Pine River Channel
Memorial Bridge (US 31-Island Lake Outlet Bridge)
1949 (altered 1992-1994)**

1 Contributing Structure

**Michigan State Highway Department; Lamb and Leudtke Construction Co. (Holland, MI);
and Mt. Vernon Bridge Company (Mt. Vernon, OH)**

Carrying US-31 (Bridge Street) across the lower Pine River channel, Memorial Bridge is a double-leaf bascule bridge completed in 1949 as the fifth crossing at this location. The bridge was designed by the Michigan State Highway Department in 1940, but the start of construction

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was delayed until 1946 due to material restrictions and other impacts of World War II. Memorial Bridge was so named at its July 1949 dedication in remembrance of local men who had died during World War II, memorialized in the dedication plaque affixed to the southwest concrete sidewall on the southern approach. The bridge employs a rolling lift type double-leaf bascule design with deck plate girder system. Each bridge leaf is approximately forty-five feet in length and features a steel mesh roadway with flanking six-foot-wide sidewalks, which are cantilevered beyond the twenty-three-ton trunnion girders that support each leaf. Rolled beam approach spans are approximately forty feet in length and characterized by concrete roadbeds, aprons, sidewalls, and integrated abutments/piers with steel cofferdams. A concrete operator's house is integrated at the southeastern edge of the bridge, historically housing a boiler room and switchgear at grade and a control room on the upper level. The operator's house retains its original stripped Art Moderne design, characterized by articulated cast walls and wraparound window assemblies with two-over-two, double-hung metal sashes and stacked four-light fixed windows; a single-leaf pedestrian entry with half-light metal door provides entry on the west elevation. A poured concrete transformer house is concealed in the east bank along the south abutment. While the bridge's trunnion girders are original, intermediate segmental support girders were replaced as part of a 1992-1994 rehabilitation program, as was the original steel mesh roadbed; however, replacement structural members and the replacement mesh roadbed maintain the character of the original construction. The original bridge railing was also removed as part of this program, and a new railing meeting contemporary highway standards was installed. The community, however, objected to the new railing and petitioned to have a replacement railing fabricated, the design featuring a Gothic arch motif mimicking the railings that were found on the 1901 bridge previously at this location. The bridge underwent periodic repair during the 2000s and 2010s, and the most recent rehabilitation program, completed in early 2024, replaced the track and tread castings, rehabilitated the girders, shored the superstructure, and addressed electrical improvements.

**91-103 Bridge Street
Chamberlain Building
c. 1890 (altered c. 1969, c. 1989)**

1 Noncontributing Building

The core of this building was constructed c. 1890, with successive alterations and additions from the 1960s to c. 1990 substantially altering its original massing and composition. Originally a two-story, frame commercial building with brick veneer at the façade (east elevation), the building now exhibits a three-story form sheltered by faux Mansard-style, wood shingle-clad pent roofs; the third floor was added c. 1989. The storefront, characterized by a single-leaf pedestrian entry with full-light door and enclosed transom flanked by wood-framed boxed display windows, generally dates to a c. 1969 remodeling that modified the original design featuring a double-leaf entrance and flanking bays with integrated transom. A wood-shingled pent roof spans the first floor, concealing the original transom band. To the south of the storefront, a single-leaf pedestrian entry with anodized aluminum and glass door leads to an interior stairwell providing passage to the second floor. Here, the painted running bond brick is punctuated by four evenly-spaced window openings, but the original tall, narrow openings have been partially infilled and now contain single-light aluminum casements. The third story, concealed behind a wood shingle-clad faux Mansard-style roof, is punctuated by a pair of full-

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height, three-part window assemblies with a sliding pane set between fixed units. A rooftop deck is enclosed with a simple wooden balustrade. The north elevation faces the lower Pine River channel and was exposed following the demolition of the adjacent building in the 1940s for construction of the Memorial Bridge; a condominium addition was added to the rear in the 1980s. This elevation continues the treatment of the façade, with large, multi-part, single-light window assemblies and wood-shingled pent roofs dominating the elevation. Walls are clad in wood sheathing. Due to extensive late-twentieth century alterations—including the addition of a third story, modification of historic openings, and construction of a large addition—the building is noncontributing.

Constructed for Elden Chamberlain, the building first appears on the 1896 Sanborn map. It originally housed a clothing and furnishings store and was later used for a confectionery, novelty store, bakery, pool hall, and various other retailers and restaurants. The storefront continues to house a restaurant, with condominiums in secondary space.

107 Bridge Street

1 Noncontributing Building

Bellinger Building

1890 (altered c. 1962, c. 1980s)

Burns & Cameron, contractors (Charlevoix)

This two-story, frame building was constructed in 1890; however, its character is reflective of changes from the 1960s to 1980s. The first floor retains its exposed but painted running bond brick veneer and is characterized by two storefronts with mirrored configurations, the current iterations of which were created c. 1962. Each features a recessed single-leaf entry with adjacent boxed display window. The southern entry houses a contemporary door with three stacked lights while the northern entry has a flush, hollow metal door. The original façade wall was furred out c. 1980 to create pent roofs of wood lap siding and purlins, which form awnings that shelter the storefront and an inset second-story balcony. The second floor has been completely altered. Side walls are clad in wood siding, and the four original window openings have been replaced by a pair of three-part sliding door assemblies that open onto the inset balcony. Because the substantial renovation of the façade in the late twentieth century significantly altered the building's historic composition, fenestration, and relationship to the streetscape, it is noncontributing.

Shown as “being built” on the 1890 Sanborn map, this building was constructed for Charles Bellinger, Sr. Historically, the southern half of the property served as the residence for the Bellinger family, while they operated their jewelry store out of the northern half. In the 1950s, the southern half began to be used for retail. The building has since served as various stores, attorney offices, and restaurants.

111 Bridge Street

1 Contributing Building

Novak Building

c. 1884 (altered c. 1915)

Constructed c. 1884, this one-story, three-bay, flat-roofed commercial building features a painted brick-veneered façade (east elevation) set in a running bond, added c. 1915, and is finished with

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a simple metal coping. A shallow, central recessed exterior vestibule, accentuated with pigeonhole corner detailing, fronts two single-leaf entries, one each on adjoining angled walls. Each entry has a contemporary door with three stacked lights; transoms above have been removed, and the openings now house air-conditioning units. The exterior vestibule is flanked by flush, wood-framed plate glass display windows set above brick bulkheads. Display windows are capped by three-part transoms sheltered by fabric awnings. Each of the three façade bays is demarcated by a shallow corbel table at its head.

Built for Charles Novak, this building originally housed a confectionery and basket shop. It later supported various other uses, including a bakery, millinery store, hat store, restaurants, and offices. The southern half of the building was the home of the Western Union Telegraph Company from the late 1910s through 1950s.

113 Bridge Street

Hess Furniture Company

c. 1920 (altered 1950, c. 1969, c. 2017)

1 Contributing Building

This one-story, frame commercial building was constructed c. 1920, but its character is defined by a 1950 remodel that followed the purchase of the building for use by the Hess Furniture Company, which operated out of this and the adjoining building at 115 Bridge Street. The canted storefront with extruded aluminum and plate glass display windows sweeps inward to the south, creating an exterior vestibule that precedes the store's single-leaf entry, which houses an aluminum and glass door with fixed transom. An adjacent wingwall, the northern storefront pier, and the bulkhead are clad in a coursed Onaway stone veneer installed as part of the 1950 remodel. To the south of the storefront entry, a secondary single-leaf entry is demarcated with a splayed stone lintel and houses an aluminum and glass door that leads into space at the rear of the building. The entire storefront is sheltered by a c. 1969 wood-shingled pent roof with projecting hood at the entries. The spandrel area beneath the cornice, which was raised as part of the 1950 remodel and had a smooth finish, is clad in wood lap siding that was installed c. 2017.

The building originally served as a meat market, but it was shortly thereafter converted for use as an automobile agency by Horace Fowler, who constructed an addition at the rear for use as a garage. It was later home to the furniture store of E.J. Smith and then Ralph Hess, before being used for various offices, gift stores, and clothing stores.

115 Bridge Street

Burnett Building

1884 (altered c. 1927, 1980s)

1 Noncontributing Building

Constructed in 1884 for Byron See and purchased thereafter by Edward Burnett, this two-story, flat-roofed, brick building has been characterized by several iterations. The primary mass is recessed from the street wall and was historically preceded by one-story, flat-roofed, frame porch. The building burned in a 1906 fire, and the frame porch was later (c. 1927) replaced by a one-story, flat-roofed brick addition. Historically featuring a central entry flanked by angled display windows, the addition was substantially altered in the 1980s by the replacement of end

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piers and supporting members with fluted columns, relocation of the entrance to the southeastern corner, installation of full-height display windows set flush at the façade (east elevation) and south elevation, and concealment of the brick with wood paneling. The primary mass exhibits a truncated southeastern corner at the second floor, originally accentuated by a bracketed cornice with truncated corner that followed the profile of the building. In the 1980s, the cornice was rebuilt, and brackets were replaced; the cornice was extended to create a sheltered second-floor balcony and squared off at the corner; the cornice is now supported by fluted columns. The second floor of the façade was originally punctuated by paired arched window openings with decorative hoods at the truncated corner and two single arched openings to their north. All have been modified to accommodate single-light sliding door assemblies. Fronting Park Avenue, the south elevation exhibits exposed but painted brick set in a running bond. A secondary storefront entrance toward the rear (west) features a single-leaf entry with single-light door and flush display window. To the west, a single-leaf entry provides pedestrian access to the second floor. An original three-part bay window and arched window openings remain on the second floor of the south elevation, but the arched openings have been partially infilled and contain replacement windows. A sawtooth beltcourse spans the south elevation below the frieze; it historically extended across the façade but was concealed by the 1980s alterations. Because of the substantial alterations to the building in the 1980s, which removed or concealed most of the building's character-defining features and essentially resulted in a new façade and corner storefront, the building is noncontributing.

This building first appears on the 1884 Sanborn map. Historically occupied by the Burnett dry goods store, the building was also the original location of the First State Bank, established here in 1907 following the aforementioned fire. Multiple businesses later operated out of the building, including a cigar store and card room, ice cream parlor, furniture store, and various restaurants.

203 Bridge Street

1 Contributing Building

Charlevoix Properties Building

1969

Jack Begrow, architect (Charlevoix)

This two-story, three-bay, brick-veneered building was constructed in 1969, at the corner of Park Avenue and Bridge Street. The primary entry is located at the southern end of the façade (east elevation) and is characterized by an anodized aluminum and tempered glass assembly featuring a single-leaf door flanked by full-height sidelights and capped by fixed transoms. To the north, two tripartite assemblies with three narrow, single-light fixed aluminum windows are evenly spaced at street level; a wood-shingled pent roof shelters this portion of the first floor and enwraps the north elevation. Second-story bays mirror the first-floor fenestration, from south to north: a sliding glass door assembly with fixed transom followed by evenly spaced tripartite assemblies with rowlock sills. The building is finished with a wood-shingled faux Mansard-style roof at the cornice, with a projecting hood demarcating the entrance at the southern end. The north elevation generally continues the character of the façade, although secondary entrances are interspersed at street level. Windows feature similar characteristics as those on the façade but are found in a variety of configurations, including tripartite assemblies with fixed sashes and fixed sashes stacked above awning sashes.

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The building was completed in 1969, as part of a new redevelopment project by summer resident and investor Henry Hogan. The building, as well the then-current renovation of the adjacent building at 205-209 Bridge Street, spurred the theming of many historic buildings with a “neo-Bavarian” aesthetic, as it was called at the time, which resulted in the installation of features such as wood-shingled pent roofs on many buildings in the business district. The building has been used for real estate and other professional offices since its construction.

205-209 Bridge Street
Oddfellows Building
1884 (rebuilt 1925; altered 1965, 2022-2023)

1 Contributing Building

A portion of the first floor of this building was completed in 1884, but the entire building was substantially rebuilt in 1925 following a fire that destroyed it and most of the adjacent block (Bartholomew Building/See Block at 203 Bridge Street, demolished 1965). Having recently undergone a partial rehabilitation in 2022-2023, this two-story, three-bay mixed-use building exhibits an exposed brick façade (east elevation) set in a running bond and is capped by a wood-shingled faux Mansard-style roof at the cornice, installed in 1965. Paired storefronts dominate the street level and generally retain their 1925 configuration, each featuring a recessed single-leaf entry flanked by angled plate glass display windows with exposed brick bulkheads; bulkheads exhibit pigeonhole detailing at the exterior vestibule. Molded wood framing encases the display windows’ structural members. Entries house multi-light wood doors with transoms above, although the transom opening at the southern entry has been partially infilled. A multi-part transom originally spanned each storefront. These have been covered, with the area now functioning as a sign band. The historic molded storefront cornice was removed in 1965 to accommodate a pent roof awning, which was subsequently removed as part of the 2022-2023 rehabilitation. To the south of the storefronts, a single-leaf entry with half-light wood panel door and transom provides access to an interior stairwell leading to the second floor. End piers rise to the second floor, where each bay is further set off by brick pilasters. Each bay retains its historic fenestration and is occupied by an aluminum window assembly featuring fixed single lights above a one-over-one, single-hung sash window. These windows are paired in the northern three bays while a tripartite assembly is found at the southernmost bay. The current windows were installed at an unknown date. Each window opening is finished with a concrete slip sill and soldier header course.

This building first appears in its current form on the 1927 Sanborn map. The first floor of the building historically housed various drug stores, a pool hall, a clothing store, a gift store, and other retailers. The second floor was historically used for lodge space and included a dance floor and dining room.

206 Bridge Street
Martin Block Building
c. 1875 (altered c. 1927, 1934, c. 1950s, 1993)

1 Contributing Building

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Constructed c. 1875 and renovated in 1934 and c. 1950s, the two-story, two-bay brick building exhibits an offset storefront with single-leaf entry flanked by angled aluminum and plate glass display windows with paneled bulkheads. The entry is occupied by an aluminum and glass door with fixed transom. To the north, a single-leaf entry with multi-light wood panel door provides passage to an interior stairwell leading to the second floor. The adjoining wall to the north is clad in wood paneling. This configuration generally dates to the 1934 and c. 1950s renovation, which flipped the storefront and secondary entry, and was historically spanned by a wide prism glass band; it has been concealed behind wood paneling and a canvas awning. Originally exposed rusticated stone, end piers are painted and rise to the cornice, enframing the second floor, which is characterized by painted running bond brick. The second floor retains its original fenestration, with each bay punctuated by paired anodized aluminum replacement window assemblies featuring a single fixed light stacked above a one-over-one, single-hung sash; windows were originally double-hung sashes with a fixed leaded-glass transom. Window openings are finished with lug sills and rusticated stone headers. Above, a sawtooth-motif brick beltcourse with corbel table spans the spandrel area, and the building is finished with a stepped and pedimented parapet, dating to the 1934 renovation, with concrete coping. The stucco-clad south elevation, exposed through the demolition of adjacent buildings in 1940, has been modified. In 1993, a series of windows and secondary entries were added along the first and second floors to provide views and access to Robert Bridge Memorial Park to the north. A concrete rear (east) addition was constructed c. 1927. Here, end piers are clad in stucco, with the remainder of the elevation clad in vertical wood paneling. Flush display windows are set at ground level. Above, a bank of four-single-light windows with central sliding units is flanked by one-over-one, double-hung replacement windows. The roof of the addition houses a balcony with glass railing.

Constructed for Gus Chaloupka for use as a confectionery, the building later served as the long-time grocery store of L.S. See, Charles Danto, and Martin Block, eventually bought out by Block. It also housed various clothiers, a boot shop, and other stores.

208 Bridge Street
Faulkner Building
c. 1925

1 Contributing Building

This diminutive one-story, frame building shares common walls with adjacent buildings and features a painted brick veneer façade set in a running bond. A single-leaf entry with multi-light replacement door is offset to the north and capped by a fixed single-light transom. A flush display window set above a brick bulkhead is located to the south. A canvas awning shelters the building, which is finished with metal coping.

The area occupied by this building was originally an alley leading to Round Lake. The building, first appearing on the 1927 Sanborn map, was put up by Ray Faulkner for use as a café.

211-215 Bridge Street
Kroger Building
1916 (altered c. 1933, 1965, 2023-2024)

1 Contributing Building

F.L. Bartholomew, architect (Chicago); John Curtis, contractor (Charlevoix)

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Constructed c. 1916, this two-story, three-bay brick building recently underwent renovation, removing 1960s alterations that had concealed character-defining features dating to the original construction and c. 1930 renovations. Employing a distinctive enframed wall building form, the façade (east elevation) is defined by a terra cotta border enframing first- and second-story openings, while the remainder of the façade is exposed wire-cut, tapestry brick set in a running bond. Historically featuring a recessed central double-leaf entry with flanking angled display windows, the storefront retains its general structural composition but is now defined by an entry arrangement dating to the 2023-2024 renovations. The central, recessed vestibule remains, but the historic entry opening is filled with a full-height window; original supporting posts have been wrapped in contemporary framing. The vestibule area continues to be flanked by angled display windows, which have been modified to accommodate single-leaf pedestrian entries housing lighted wood doors. At the southern end of the façade, a lighted wood door leads to an interior stairwell providing passage to the second floor. A combined transom and sign band dating to at least the c. 1930 renovations was re-exposed via recent renovations and spans the storefronts. Historically, each of the three second-floor bays was occupied by a single plate glass window set flush at the street wall. Presently, the central bay features a set of three full-height tempered glass windows set flush at the street wall, reminiscent of the single plate glass window historically at this location, while the outer bays were modified as part of the 2023-2024 renovations to create inset balconies with glass railings. A terra cotta bas relief panel with floral and wreath motif adorns the spandrel area. The building was originally finished with a stepped and pedimented parapet capped by a decorative brick soldier course with terra cotta accents; the parapet was removed in 1965 to accommodate a faux Mansard-style roof, since removed. Two small panels of soldier course brick and terra cotta medallions remain from the coping detail, one at either end of the façade.

The building first appears on the 1917 Sanborn map. The building was constructed for the Blanchard Hardware Co. in 1915. The Charlevoix Hardware Store later occupied most of the building until 1933, when it was purchased by the Kroger Grocery and Baking Company, which remained here until the 1960s. It later housed various retailers, with offices and apartments occupying the second floor.

While the building underwent changes in the 1960s and subsequent renovation in 2023-2024, many of which reversed incompatible alterations of the 1960s, the building remains defined by its prominent enframed wall form, its primary character-defining feature, complete with terra cotta border. Moreover, the general storefront structural composition remains evident, and the combined transom and sign band remain intact and continues to provide visual reference for the division and use of space. While second-story windows have been replaced with modern counterparts at the central bay and recessed balconies at the outer bays, the alterations maintain the original perception of void-to-solid space and transparency, allowing one to continue to interpret the historic design intent. Additionally, the building maintains its historic relationship to the streetscape and adjacent buildings.

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212-214 Bridge Street

Crouter Building

1875 (altered c. 1970s, c. 1990s, c. 2011)

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1 Contributing Building

Constructed in 1875 for Dr. George W. Crouter, this two-story, front-gabled building is constructed of running bond brick at the first floor and wood above. Partially restored in the 1990s following c. 1970s changes, the building features an offset storefront with recessed double-leaf entry housing full-light wood doors; the entry is flanked by boxed display windows set on painted brick bulkheads. A multi-light transom band, returned to its historic character c. 2011, spans the storefront. To the south, a single-leaf entry with full-light wood door and fixed transom provides passage to the interior stairwell leading to the second floor. End piers are painted brick. The upper story, clad in replacement wood lap siding, retains the original fenestration, but original multi-light, double-hung windows have been replaced with one-over-one, double-hung counterparts. A flat frieze and cornerboards finish the façade (west elevation). The rear (east) elevation faces onto the lake and is fronted by a c. 1970s two-story, wooden deck. Walls here are clad in synthetic siding and punctuated by contemporary windows and doors.

This building was originally the drug store and dental office of Dr. G. W. Crouter. The first telephone company in Charlevoix was also located upstairs, with Crouter serving as manager. The building continued to house various drug stores and offices, as well as a bakery, painting shop, plumbing store, arcade, and various other retailers and restaurants.

216-218 Bridge Street

Buttars Building

1883 (altered c. 1980s-1990s)

1 Noncontributing Building

Completed in 1883, this two-story, three-bay, brick building was substantially altered in the 1980s through renovations and rear additions to create condominiums. Walls are clad in wood lap siding. While the first floor—which features a recessed entry flanked by flat display windows over Onaway stone-veneered bulkheads—generally retains the three-part composition of the original storefront, all original features have been concealed, the size and shape of display windows have been altered, and the double-leaf entry has been replaced by a contemporary single-leaf, anodized aluminum commercial counterpart with sidelights. A wood-shingled pent roof spans the storefront. The second story is punctuated by two singly located one-over-one, double-hung windows at either end. A wood-shingled faux Mansard-style roof caps the building. To the south, a historically one-story, standalone brick building has been incorporated into the primary mass, and a second-story addition with three-part bay window was added at an unknown date. The first floor features a single-leaf, anodized aluminum entry door. A flat-roof rear addition was modified c. 1980s-1990s to accommodate condominium use. It is clad in vinyl siding, features garage bays at grade, and multi-part casement, double-hung, and sliding window units on upper floors, which also feature inset balconies fronted with glass railings. Because the substantial alterations of the late twentieth century completely masked the building's historic character by changing its composition and concealing materials and character-defining features, the building is noncontributing.

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Constructed for Archibald Buttars, who later served as lieutenant governor, the building housed Buttars Real Estate, Loans, and Insurance on the upper floor, while George Miller's clothing store was located on the first floor. Later, it was operated as a dry goods store, candy and ice cream shop, boat and garage business, and various restaurants before returning to retail space and being converted in part for condominiums.

217 Bridge Street

1 Contributing Building

Van Pelt Building

1909 (altered c. 2017)

F.L. Bartholomew, architect (Chicago); F.H. Thomas and Albert Holmes, contractors (Charlevoix)

Built in 1909 for George Van Pelt, this two-story, three-bay building is constructed of yellow running bond brick and accented with terra cotta detailing along the façade (east elevation). The storefront, framed with original glazed block piers, retains the original composition with a central display window assembly flanked by recessed entries; however, proportions are slightly altered because of the framing for the replacement display windows and entries, which is clad in EIFS and conceals a historic prism glass transom. These alterations date to 2017, following a fire in 2016. An original terra cotta storefront cornice with a diamond and floral motif divides the first and second floor, the latter of which is exposed brick. The second floor is punctuated by three one-over-one, double-hung replacement windows accented within terracotta blocking. Above, an inset rectangular panel comprised of headers is flanked by arched panels of similar character. The building is finished with an arched and stepped parapet and capped with terracotta coping. The exposed south elevation fronts a pedestrian alley and is punctuated by a series of one-over-one, double-hung wood sash windows with fixed transoms and a single-leaf entry with lighted wood door. The second floor features a single window identical to those on the façade at the southeastern corner, and a series of paired one-over-one, double-hung windows with concrete lug sills and segmental arched headers.

First appearing on the 1912 Sanborn map and built for George Van Pelt, who invented shoe lasts, the building later housed the United States Post Office and Gambles department store on the first floor, while the second floor was used for professional offices, including various medical and dental offices, attorney offices, and offices of the state highway engineer.

220-222 Bridge Street

1 Noncontributing Building

New Palace Theatre

1945 (altered c. 1990s)

William H. Wallace, contractor (Charlevoix)

This two-story, concrete block building was constructed as a movie theater, but it was substantially altered c. 1990s when it was sold for conversion to condominiums and retail space. The brick-veneered façade (west elevation) has been furred out and covered with wood lap siding, and the theater entrance and box office have been infilled for conversion to two storefronts. Each storefront features a single-leaf entry with anodized aluminum door flanked by flat display windows. Secondary display windows set flush at the street wall occupy the outer

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bays. The second floor was originally punctuated by two sets of three windows, characterized by two full-size windows and one smaller window; each featured an accenting lug sill and header. Presently, the second floor exhibits four single two-over-two, double-hung windows, two over each storefront, and a paired assembly to the south. Windows are finished with flat casing and decorative wood headers. The rear (east) elevation is clad in vinyl siding and features garage bays at grade. Upper stories are characterized by a combination of inset and enclosed porches, the latter fronted with single-light fixed and casement windows. Because the 1990s conversion of the building resulted in its complete alteration, it no longer reflects its historic use or character and is noncontributing.

The Palace Theatre was constructed in 1918 by Lou Moon, but the building burned in 1945 and was rebuilt in place as the New Palace Theatre. It remained a theater until the 1990s when it was converted for commercial space and condominiums.

221 Bridge Street

1 Contributing Building

Harsha Block

1898 (altered 1910, 2017)

Price Brothers, contractors (East Jordan) (1910 remodel)

Constructed 1898 for Horace S. Harsha, the building was substantially remodeled in 1910 following its purchase by George Van Pelt. The two-story, vitrified brick building retains its character from this era, including the arrangement of the storefront, which features a central, recessed double-leaf entry flanked by angled display windows set on brick bulkheads with tiled footings; brick is set in a running bond. The entry is occupied by half-light wood panel doors and capped by a transom. To the south of the storefront, a secondary single-leaf entry with half-light wood panel door and transom provides access to an interior stairwell leading to the second floor. The entire storefront was historically spanned by a prismatic glass transom, but this has been covered with wood paneling to create a signboard. End piers extend to the second floor and are capped with terra cotta terminating blocks featuring a bas relief floral motif. Each second-floor bay houses a three-part window unit. The central bay contains three one-over-one, double-hung replacement windows while outer bays feature a single-light, fixed window flanked by one-over-one, double-hung windows; historically, double-hung units were of a three-over-one configuration. The bays are spanned at their headers by a decorative soldier course, and rowlock beltcourses and terra cotta accents finish the building. A fire in 2016 gutted the interior of the building, requiring replacement of upper-story windows, removal of their original sill, and stabilization of the building's roof. A metal cornice was added to the building above the stone coping course at this time. The exposed north elevation, opening onto the alley, has two additional pedestrian entries and four single-light fixed windows at street level. A series of smaller sliding sash and fixed window units punctuate the second floor.

This building first appears on the 1901 Sanborn map. Upon construction, the building housed the post office. The first floor also housed a variety of retailers, including M.A. Levinson and Company for over fifty years. The second floor was historically occupied by professional offices; it also served as the home for the city library before a dedicated building was constructed. The *Charlevoix Democrat*—later the *Charlevoix Courier*—was published from the basement.

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**224 Bridge Street
Appletree Building
2005**

Northstar General Contractors

1 Noncontributing Building

This three-story, flat-roof, vinyl siding-clad, frame and concrete block building was constructed in 2005, following the 2003 demolition of a one-story building. First-floor storefront space is accessed via a single-leaf entry with full-light wood door at the north. Flush multi-part display windows are to the south, followed by a single-leaf entry with lighted wood door, setback on the primary mass, which provides access to upper floors. Upper stories feature inset balconies with vinyl balustrades in the central two bays, while outer bays are punctuated by four-over-four, double-hung replacement windows. The rear (east) elevation is of similar character. It is clad in vinyl siding, has garage bays at grade, and inset balconies fronted by glass railings at upper stories. Because the building was constructed outside the period of significance for the historic district, it is noncontributing.

**227 Bridge Street
Charlevoix State Savings Bank
1912 (altered c. 1980s, c. 2010)**

E.H. Mead, architect (Harbor Springs); Price Brothers, contractors (East Jordan)

1 Contributing Building

Of brick construction, this two-story building with stepped parapet was constructed in 1912 for the Charlevoix State Savings Bank. The façade (east elevation) is finished in Bedford limestone, which was painted at an unknown date, and defined by a full-height neoclassical temple-front surround, characterized by paneled pilasters that give the appearance of supporting a dentiled frieze and pediment. The first floor retains its original fenestration, with a central single-leaf entry flanked by flush display windows. The entry houses an anodized aluminum door and is demarcated with paneled pilasters mimicking those of the temple front and giving the appearance of supporting the molded storefront cornice. Flanking windows are likewise anodized aluminum units, installed c. 2010, and are taller than the original openings, which historically rested on paneled bulkheads. Occupying the façade above the storefront cornice and below the frieze, a large semicircular window is framed by a molded surround; the lower third of the window has been covered with plywood. The window originally featured decorative starburst-motif muntins, but they were removed post-1960s, leaving a seven-light composition. While lacking the starburst motif, the seven-light composition retains the larger structural division of space historically characterizing the window.

The building first appears on the 1917 Sanborn map. After the Charlevoix State Savings Bank moved out of the building in the 1970s, it housed a variety of retailers and a restaurant.

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228 Bridge Street

E.H. Green Block

1885 (altered c. 1950s, c. 1980s, c. 2017)

J.T. Kirkpatrick, architect/contractor (Charlevoix)

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1 Contributing Building

Completed in 1885, this two-story, flat-roof, brick-veneered building retains its original full-width, three-part, wood-framed storefront, which features a single-leaf entry occupied by a full-light wood panel door with square transom. The entry is flanked by boxed wood-framed plate glass display windows with multi-light transoms set above paneled bulkheads. End piers are running bond brick and extend to the cornice, framing the second floor. Here, each of the four bays is punctuated by an elongated four-over-one, double-hung window with lug sill, installed c. 2017. Original windows were one-over-one, double-hung units and featured wooden hoods, which were removed at an unknown date. Iron balconettes were added to the windows in the 1980s. The building is finished with a sawtooth-motif beltcourse and simple molded cornice. A cast iron cornice originally adorned the building, but it was removed c. 1950s.

The building first appears on the 1890 Sanborn map and was constructed for E.H. Green, a Civil War veteran who was the first lawyer in Charlevoix. The first floor was occupied by a dry good store, and the second floor was occupied by offices and a hall for worship by the Baptists. Over time, it also housed various retailers, including a dress store, candy store; a meat market and grocery store; and photography business and professional offices.

229 Bridge Street

Campbell Building

1912 (altered 1939, c. 1987)

1 Contributing Building

Built in 1912, this one-story, brick building features a wood-framed storefront, rebuilt in 1939 and characterized by a single-leaf entry flanked by angled display windows set above bulkheads finished with wood paneling. The transom above the entry has been covered with plywood. A canvas awning shelters the storefront. End piers are exposed running bond brick and run to the cornice, which was partially rebuilt c. 1987 and is finished with a simple metal coping. A recessed brick panel occupies the spandrel area above the storefront. Rear additions date to 1939.

The building shows as "from plans" on the 1912 Sanborn map and was built by George Van Pelt for the Myrtie Young & Son insurance company, which was located here until 1917. It was purchased by P.D. Campbell in 1920 for a boot store, which remained through the 1960s. It has since housed various offices and retailers.

230 Bridge Street

Bank of Charlevoix

1885 (altered c. 1920s, c. 1950s)

J.T. Kirkpatrick, architect (Charlevoix); Ranger and Lamoreaux, contractors (Charlevoix)

1 Contributing Building

This two-story, flat-roof, brick-veneered building was constructed in 1885 and exhibits a full-width storefront dating to c. 1920s. The storefront is characterized by a single-leaf entry with

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half-light wood panel door flanked by boxed display windows over paneled bulkheads. The transom above the entry is infilled with an air-handling unit. To the north of the storefront, a single-leaf wood panel door with covered transom provides access to an interior stairwell leading to the second floor. The historic full-width storefront transom has been covered over since at least the 1950s, with the area serving as a sign band. It is clad in vertical wood siding. The second floor is exposed but painted running bond brick and punctuated by four one-over-one, double-hung windows with lug sills. Each window features an original decorative wooden hood with floral motif. The building is finished with an original cast iron dentiled cornice with brackets. The first-floor fenestration of the south elevation dates to c. 1950s and features a flush display window at the southwest corner and three tripartite assemblies, each composed of a fixed window flanked by one-over-one, double-hung units. The second floor exhibits two sets of paired one-over-one, double-hung units (one at the southwest corner and one at the approximate center of the elevation) and a single one-over-one, double hung window, each finished with a decorative window hood replicating the design of those on the façade (west elevation). At the eastern end of the south elevation, a three-part bay window houses one-over-one, double-hung windows over a paneled bulkhead. A one-story, shed-roofed, concrete block addition constructed at an unknown date spans the rear (east) elevation.

This building first appears on the 1890 Sanborn map. It was constructed by Brown & Co. (W.P. and W.A. Brown) for their newly-established Bank of Charlevoix; the upper story was used for apartments. The building later housed various insurance and other professional offices, restaurants and taverns, an auto store, and various candy stores.

231 Bridge Street

1 Noncontributing Building

Charlevoix Savings Bank

1889 (c. 1960s, c. 1970s-1980s)

Constructed in 1889, this building was originally one story but currently exhibits a two-story, flat-roof form; it shares party walls with neighboring buildings. The façade (east elevation) was substantially altered in the 1970s and 1980s and is characterized by a cross-gabled false front with projecting second story situated above an enclosed vestibule and seating area, the latter fronted by a bank of fixed, single-light windows with arched transoms set above a brick-veneered bulkhead. The frame second story is clad in shiplap and dominated by an inset balcony accessed via sliding glass door assemblies with trapezoidal windows above. The balcony is secured by a metal balustrade. A two-story, concrete block addition was added to the rear (west) elevation in the 1960s. Because the building's character is defined by late-twentieth century renovations and no longer conveys its historic form or design, it is noncontributing.

This building first appears on the 1890 Sanborn map. It was constructed in 1889 for the Charlevoix Savings Bank, which became the Charlevoix County Bank. The bank remained at this location until a larger bank (233-237 Bridge Street) was completed in 1906. Following, this building housed a cigar store, candy store, meat market, and various restaurants and taverns.

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233-237 Bridge Street

Charlevoix County Bank

1924 (altered 1965, c. 1980s, c. 1995)

R.G. Finn Co., contractor (Detroit)

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1 Contributing Building

The Charlevoix County Bank opened at this location in 1906, but its original three-story building was destroyed by a fire in February 1924. In its place, the bank constructed the two-story building at the corner of Bridge and Clinton Streets, which opened in June 1924. In 1965 the bank purchased and remodeled the adjacent building (to the north) and remodeled it for expanded facilities, giving the building its current composition. The two-story, five-bay building exhibits brick walls set in a running bond and Indiana limestone details that unify both blocks, including a water table, capitals and plinth blocks on pilasters, belt coursing, dentiled cornice, and parapet coping. The original bank entry, centered in the southern block, is demarcated by a two-story, dressed limestone surround, which originally framed a double-leaf entrance with a multi-part window assembly above. The present configuration, installed, c. 1980s, includes a single-leaf entry with three-quarter light wood panel door; above, the original multi-part window opening has been replaced with a tile mosaic and fixed single-light window. The entrance is further set off by two-story brick pilasters, which are carried through in the remainder of the façade (east elevation) to distinguish each bay. Outer bays flanking the entrance originally housed multi-part window assemblies, but these were replaced c. 1995 by single-light fixed windows, which resulted in the elongation of the original opening. Above, inset decorative panels are comprised of brick headers and limestone cornerblocks. The character of the northern half of the building, including the division of space and limestone detailing, generally dates to the 1965 remodeling, which resulted in the creation of large three-part window assemblies in each of the two bays. These assemblies were modified c. 1995 for the installation of new windows in the southern bay and a pedestrian entry, with flanking sidelights, in the northern bay. Canvas awnings shelter the bays. Continuing around the truncated southeastern corner, the south elevation, facing Clinton Street, matches the character of the façade. Six bays are distinguished by brick pilasters with limestone capitals and plinth blocks, and the limestone belt course, cornice, and coping continue on this elevation. The eastern bay has a single-light fixed window, while the four following bays have multi-part, single-light assemblies. All windows likely date to c. 1995. The westernmost bay has a single-leaf pedestrian entry with aluminum and glass door. Above, an original burglar alarm bell box is affixed to the wall. The rear (west) elevation is clad in EIFS.

The Charlevoix County Bank remained at this property through the early 1990s, when the building was operated as the Bridge Street Bazaar. It has served as dual retail space since the early 2000s. Prior to being incorporated into the bank building in 1965, the northern block was generally occupied by drugstores and retailers.

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301 Bridge Street

Central Drug Store

1958 (altered c. 1990s)

Drenth Brothers, contractors (Ellsworth)

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1 Contributing Building

Constructed in 1958, this one-story, flat-roof building features brickcrete walls set in a running bond. The façade (east elevation) retains its original three-part composition, with a single-leaf entry housing a full-light aluminum door flanked by flush display windows over brick-veneered bulkheads; the anodized assembly was installed at an unknown date but maintains the dimensions and configuration of the original units. Flanking the storefront, cantilevered display windows were affixed to the brick piers at an unknown date. The storefront is sheltered by a canvas awning, and an original sign band spans the building at the cornice. The north elevation is divided into five bays distinguished by brick pilasters set in stack bond and adorned with murals set on affixed panels, installed c. 2016. A secondary pedestrian entry with single-leaf wood panel door provides access to the rear of the building at the western end.

Previously the site of an 1897 building that had long operated as a pharmacy, Harley and Frank Ochs had this replacement building constructed in 1958 after taking over the pharmacy business. This building has served as a pharmacy since its construction.

303 Bridge Street

Young Block

1917 (altered c. 1980s)

1 Contributing Building

This two-story, brick building features an offset double-leaf storefront entry with full-light wood doors and transom flanked by boxed display windows over bulkheads finished with wood paneling. To the north, a single-leaf entry with full-light wood door and transom filled with glass block provides access to an interior stairwell. A full-width, multi-light transom historically spanned the storefront, but it is currently concealed behind a canvas awning. End piers are exposed but painted running bond brick, as is the second floor. The second floor retains its original fenestration, with three-part window assemblies occupying each of the two bays. The assemblies feature a single fixed-light window flanked by one-over-one, double-hung units. While windows are replacements, they match the original configuration. Each assembly is accented with a lug sill and stacked brick pilasters that frame the openings. The spandrel area above the window has been furred out and covered with wood paneling, likely installed c. 1980s. Originally featuring a stepped parapet, the step was removed at an unknown date. The building is finished with a simple metal coping.

This building first appears on the 1917 Sanborn map. It was constructed in 1917 for the Myrtie Young & Son insurance company, which had an office in the northern half. The southern half housed a jewelry store. The building has always served two businesses on the street level, with apartments above. Uses include a photography studio, clothiers, shoes stores, a gift shop, a bakery, and a barber.

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**307 Bridge Street
Commercial Building
1998**

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1 Noncontributing Building

This three-story steel and concrete building has a front-gabled roof at the street and a flat roof at the rear (west) elevation. The façade (east elevation) is clad in a combination of vertical board and applied paneling. The first floor exhibits an offset single-leaf entry, with banks of single-light windows. The second floor is punctuated by a series of four window openings, each featuring a broad fixed single light over a stout fixed light. The third floor likewise exhibits four openings, but each is occupied by a glass guardrail and screening, providing for open-air dining. This arrangement extends onto the south elevation. Because this building was constructed outside the period of significance, it is noncontributing.

The building was constructed by the owners of Whitney's Oyster Bar following a fire in 1998 that destroyed the previous building on this site.

**311 Bridge Street
Sears Catalog Store
1968 (altered c. 2012)**

1 Noncontributing Building

This simple, one-story building originally featured an exposed brick-veneered façade (east elevation) punctuated by a three-part storefront with offset single-leaf entry flanked by boxed display windows. The building was remodeled c. 2012, which included raising the height of the roof by one-half story. The storefront was reconfigured to include a central, flush single-leaf entry flanked by flush display windows. The façade is now primarily clad in a combination of painted wood paneling and EIFS but features a stone veneer at the storefront and wood accenting throughout. Because the 2012 renovation resulted in a substantially altered façade, the building no longer retains integrity and is noncontributing.

This building was constructed in 1968 and served as a Sears catalog store, operated by Major Woodrow Wilson. It subsequently housed Murdick's Ice Cream Store and has since been a series of restaurants.

**315-317 Bridge Street
Commercial Building
1971 (altered c. 1993)**

1 Noncontributing Building

Constructed in 1971 and remodeled c. 1993, the one-story, flat-roof concrete-block building houses two stores, access to both being provided via a central exterior vestibule with double-leaf entries at inset chamfered corners. Each entry features frameless tempered glass doors; in between is a flush, full-height display window. The vestibule is flanked by full-height, three-part flush display windows sheltered beneath canvas awnings. Storefront piers and the upper walls are clad in EIFS; ceramic tile accents both the piers and upper façade, the latter of which is finished with a pedimented parapet. These finishes were installed as part of the c. 1993 remodel. The building originally featured a brick veneer and shingled pent roof. Because the building was

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constructed outside the period of significance and exhibits a substantially altered character, it is noncontributing.

Three small buildings were historically on this site, which later served as a used car lot. The current building was completed as a single storefront for Staley Hardware Store; it has housed various general retailers since its conversion to dual storefronts.

**321 Bridge Street
Commercial Building
c. 1900 (altered 1954, c. 2000)**

1 Noncontributing Building

This two-story, frame building originally featured an arched false front, but this was likely removed during the 1954 remodel, exposing the building's front-gabled roof. The building retains the general three-part composition of the original storefront, with a recessed single-leaf entry flanked by boxed display windows; however, the original wood storefront piers and bulkheads have been replaced with an Onaway stone veneer, dating to c. 2000 renovations, and multi-light display windows have been replaced with single-light counterparts. The entry features a lighted wood door, but the transom above has been covered with wood paneling. A simple cornice with dentiled detailing spans the storefront and enwraps onto the side (north) elevation. The second floor was originally clad in clapboard and punctuated by two tall evenly-spaced, two-over-two, double-hung windows. A small casement window punctuated the parapet. The second floor is now clad in wood lap siding and applied decorative fishscale shingling and features paired one-over-one, double-hung replacement windows with affixed grids. Fishscale shingling adorns the spandrels. Siding and new windows were first installed in this location in 1954 and later replaced with the current iterations. The north elevation continues the character of the façade (east elevation). The first floor features an EIFS finish with stone veneer at lower walls. Second-floor walls are clad in wood lap siding and punctuated by a combination of single and paired double-hung windows accented with fishscale shingling. Although the building generally retains the historic storefront arrangement and many changes occurred within the period of significance, the building's integrity was diminished from the late twentieth century onward as new material finishes and treatments inconsistent with the original design were installed. Thus, the building is noncontributing.

This building first appears on the 1901 Sanborn map. The first floor of the building has housed a variety of functions since its construction, including a confectionary and restaurants. It was later joined on the interior with the building to the south (323 Bridge Street) and was part of the long-time home to Mont's Restaurant. In the 1980s, the buildings were again split into distinct units. The upstairs historically served as living quarters.

**323 Bridge Street
Mont's Restaurant
c. 1900 (altered 1954, c. 1970, c. 1980s, c. 2000)**

1 Noncontributing Building

Constructed c. 1900, this building's character dates to late twentieth and early twentieth century changes to the property. Originally featuring a flat-roof false front with corniced parapet, the

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false front was removed, likely as part of a 1954 remodel, exposing the front-gabled form. The storefront originally featured a traditional arrangement with single-leaf entry flanked by boxed, full-height display windows set above paneled bulkheads; transom windows spanned each opening. Today, the storefront is characterized by a single-leaf entry with lighted wood door flanked by partial height, cantilevered display windows. This storefront dates to c. 1980s. A wood-shingled pent roof, installed c. 1970, spans the storefront. A two-story, flat-roof appendage joining 321 and 323 Bridge Street to the north and originally housing a staircase is punctuated by a single-light, fixed window at the first floor. Upper walls are clad in wood lap siding. Two single, multi-light windows were replaced in 1954 with a picture window, which has since been replaced by a three-part bay window with wood-shingled roof. A fixed single-light window occupies the appendage to the north. Like the adjacent property, this building is an amalgamation of original features, 1954 alterations, and late-twentieth century renovations. The latter have resulted in the installation of a new storefront configuration, new materials, and new openings; thus, the building is noncontributing.

The building first appears on the 1901 Sanborn map. It originally functioned as a jewelry store and later served as the long-time home of Mont's Restaurant from 1921 to 1981.

**325-327 Bridge Street
Commercial Building
2017**

1 Noncontributing Building

Originally part of three stores constructed in 1926 and spanning 325-329 Bridge Street, this portion of the block was destroyed by fire in November 2016 and rebuilt in 2017. Sharing a party wall with 329 Bridge Street, the last remaining of the original three stores, to the south and set within the original end pier of 325 Bridge Street at the north, this one-story, flat-roof building features a running bond brick veneer and simple metal coping. Paired storefronts dominate the street wall, each featuring a recessed single-leaf entry with transom flanked by boxed display windows with header detailing at the bulkhead. Storefronts are anodized aluminum assemblies. Constructed as infill in the aftermath of the 2016 fire, this building is outside the period of significance and is noncontributing.

**329 Bridge Street
Staley Hardware Store
1928 (altered c. 1970)**

1 Contributing Building

The last remaining of three original storefronts comprising 325-329 Bridge Street, this is a one-story, flat-roof brick building. The original entry configuration remains in place with a recessed single-leaf entry with transom flanked by boxed display windows with paneled bulkheads. End piers are exposed but painted running bond brick that rise to form a shallow parapet. Upper walls were originally exposed brick above a full-width transom, but these areas are presently concealed behind an affixed wood shingle-clad pent roof, installed c. 1970.

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This building first appears on the 1942 Sanborn map. It was constructed by Charles Novak in 1928 and was the location of Staley Hardware from the 1930s through 1970s. It has since housed a variety of retailers.

335 Bridge Street

Dahlquist Store

1941 (altered c. 1977)

Peterson Construction Co., contractors (Cadillac)

1 Noncontributing Building

This building was completed in 1941 as a modern storefront for the Dahlquist Store. Of concrete block construction and faced with brick, the building was originally defined by its Art Moderne character with curved end wall, large expanses of plate glass display windows, and black vitrolite structural glass cladding. In the 1970s, the property was substantially remodeled to its current character. The storefront walls—broken at regular intervals for a series of flush and cantilevered display windows—are clad in EIFS, and upper walls are concealed behind a large, wood-shingled awning. A recessed single-leaf entry with sidelight is located toward the north, while the primary double-leaf entry remains where it did originally, set at the southeastern corner, originally rounded but now having a more truncated design. The entry features aluminum and glass doors with an arched transom. The south elevation is exposed brick veneer, laid in a common bond to about eight feet in height, with a decorative stacked bond above. A metal coping finishes the building. While the building generally maintains its historic massing and relationship to the street, the 1970s renovations completed eliminated the building's distinctive character, removing all Art Moderne materials and features and changing fenestration. As a result, the building is noncontributing.

This building was completed in 1941 as the new home of the Dahlquist Store, owned by Harold Dahlquist of Traverse City, who operated ten such stores throughout the region; it first appears on the 1942 Sanborn map. The store remained here until 1977, when the building was purchased by the Clothing Company, which continues today.

401 Bridge Street

Charlevoix Masonic Temple

1913 (altered c. 1960s, c. 1980s, c. 1990s)

Frank Glassford, architect (Charlevoix); Albert Holmes, contractor (Charlevoix)

1 Contributing Building

Completed in 1913 as the new home of the local Masonic order, this two-story, flat-roof building has exposed running bond brick walls and a built-up composition roof set behind a shallow parapet finished with a limestone coping. Situated on the corner of Bridge and Mason Streets, the building is defined by its chamfered corner at the prominent intersection, which historically and currently houses the primary entrance for one of the first-floor tenants. Presently, the single-leaf entry at this corner is occupied by a full-light anodized aluminum assembly. Flanking the entry on the north and east elevations are multi-part full-height display windows set flush at the street wall. The bulkhead below the eastern windows has been covered with wood paneling, the same material also covering the sign band above the storefront entrance and windows as well as the arched transom above the entry. The current material treatments likely date to c. 1980s. A second

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storefront occupies the east elevation. It is defined by a traditional three-part composition with recessed single-leaf entry with fixed transom flanked by angled display windows over paneled and brick bulkheads. This storefront featured a transom band, which is concealed behind a shallow pent roof added c. 1980s. A third storefront, featuring an anodized aluminum assembly with single-leaf entry flanked by flush display windows is located at the western end of the north elevation. While this storefront historically existed, the current configuration dates to the c. 1990s. To its east, a single-leaf anodized aluminum entry with full-height sidelights and transom provides access to an interior stairwell leading to the second floor, while a single-leaf entry with aluminum full-light door provides access to the rear of the first-floor retail space. The second floor retains its original fenestration and is characterized by three pairs of one-over-one, double-hung windows on the east elevation, a single one-over-one, double-hung window with arched transom (now infilled) at the chamfered corner, and tri-part assemblies with one-over-one, double-hung units on the north elevation, as well as two singly-located windows. All windows feature limestone lug sills, and windows on the east elevation are accented with splayed lintels featuring limestone keystones and end blocks. The arched opening at the chamfered corner features a segmentally arched header with limestone keystone. The building is finished with decorative corbel blocks on all elevations. Historically, corbeled beltcourses spanned the building at the chamfered corner and north elevation, but these were removed post-1950.

This building is shown on the 1912 Sanborn map as “from plans.” While Charlevoix Lodge No. 282 has historically used the second-floor space, the first floor has always been divided into retail space. Among other businesses, these street-level spaces housed a grocery store, hardware store, electric shop and pharmacy, the latter which remained from 1923 until almost the end of the twentieth century.

405-417 Bridge Street/104 Mason Street

Brown Motors, Inc.

1907 (altered c. 1917, c. 1930s, 1975, 1984, 1994)

CJK Properties, contractor (1994 remodel)

1 Noncontributing Building

The core of this building was constructed in 1907 as a two-story, three-bay concrete block building with brick veneer. Around 1917, the adjacent (to the south) building was built and incorporated into the property, unified as the salesroom and garage for Brown Motors, Inc., incorporated in 1937. In 1975, the building was converted into The Market, a new shopping arcade with street level access to multiple stores within the building. In 1984 it underwent additional renovations, and, in 1994, the building was substantially remodeled into its current form as the Beacon Center. At this time, the existing buildings were gutted, a third floor was added, and spaces were combined into a unified enterprise housing retail stores on the first floor and condominiums above. At street level, the building is clad in a cut stone veneer and features five storefronts, all exhibiting single-leaf entries flanked by flush display windows; assemblies are anodized aluminum. The second and third floors are clad in EIFS, and each is punctuated by five inset balconies with glass railings, access to which are provided by multi-part sliding glass door assemblies. A one-story appendage (104 Mason Street), historically part of the Brown Motors complex, lies at the rear (west) of the primary mass and opens onto a parking lot facing north toward Mason Street. Like the remainder of the building, it was substantially altered in

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1984 and again in 1994. Walls are finished with EIFS, and double-leaf pedestrian entries with aluminum and glass doors provide access on the north and west elevations. Because conversion of the property into a shopping arcade in the 1970s and subsequent renovations in the 1980s and 1990s have completely masked all historic features of the building, it no longer conveys its associations or design intent and is noncontributing.

The original building first appears on the 1912 Sanborn map, and the combined property first appears on the 1927 Sanborn map. It was constructed for Benjamin Brown, who originally operated a harness shop. He later moved into bicycle repair and then automobiles, forming Brown Motors, Inc., with garages installed at the rear. The building later housed various offices and retailers before being converted into a pedestrian mall.

421 Bridge Street

1 Contributing Building

S. M. See Building

1911 (altered c. 1960, c. 1980s, c. 1990s)

Constructed in 1911 for S.M. See, this building exhibits a flat roof and running bond brick walls. The first floor is defined by three storefronts; the southern two generally retain their historic configuration while the northernmost storefront was reconfigured c. 1960. From south to north, the street level features a recessed single-leaf entry with full-light wood panel door and transom accompanied by an angled display window over a brick bulkhead; a single-leaf entry with full-light wood panel door and transom accompanied by a boxed display window over a brick bulkhead; and a recessed single-leaf entry with full-light wood door accompanied by a multi-part angled display window. All windows historically extended to near grade, but they were shortened at an unknown date. Storefront framing and piers have been clad in a combination of vertical and diagonal wood siding, installed c. 1990s. Multi-part transom bands spanned the storefronts, but they have been concealed behind canvas awnings. The second floor is exposed running bond brick. Second-floor bays—set off by brick pilasters, limestone lug sills, and corbel tables—retain the original fenestration and are each occupied by a multi-part window assembly. While these assemblies maintain the original dimensions of the openings, the configuration has been changed. Original window units were defined by a single-light fixed sash flanked by one-over-one, double-hung windows, whereas the current units, installed c. 1980s, feature a single-light fixed sash between single-light casements with a full-width fixed transom above. Inset brick panels adorn the spandrel area; the center panel features “SEE 1911” in limestone relief. The south elevation, facing Antrim Street, features a secondary storefront toward the western end. This storefront includes two single-leaf entries and flat display window. Walls in this area are clad in diagonal and vertical wood siding. The storefront is sheltered by a canvas awning. The second floor is punctuated by thirteen window openings featuring a combination of single-light fixed units above awning windows and single-light fixed units. These windows continue onto the exposed rear (west) elevation, which also includes a single-leaf pedestrian entry with flush metal door accessed by a metal staircase.

The building first appears on the 1912 Sanborn map and was constructed as the home of the S.M. See & Sons Store. The second floor was occupied by the Charlevoix Mortuary until it was later converted into apartments. The storefronts also housed a clothing store, shoe store, ice cream

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shop, toy shop, and appliance shop, as well as the U.S. Post Office from 1935 to 1956. It has since served as various restaurants.

Bridge Park Drive

**103 Bridge Park Drive
Beaver Island Boat Company
1997**

1 Noncontributing Building

Completed in 1997, this building was constructed into the sloped terrain of the southern half of Robert Bridge Memorial Park, which was regraded to span the roof of the building. The building faces east, opening onto a parking lot that fronts the Beaver Island Boat Company dock. Exposed walls are a combination of running bond brick veneer and EIFS. Metal-framed, single-light fixed window units punctuate the building, as do double-leaf entries with metal and glass doors, single-leaf entries with flush metal doors, and an oversized storage bay with overhead door. Because the building was constructed outside the period of significance, it is noncontributing.

This building was constructed as part of a downtown development authority project to ensure the Beaver Island Boat Company had sufficient space for operations along the Round Lake waterfront. The building provides office space and passenger services and also houses a restaurant.

Clinton Street

**103 Clinton Street
Nettleton Building
1941 (altered c. 1980s)
Kit Carson Lumber Co., contractor (Charlevoix)**

1 Contributing Building

Constructed in 1941 as a dental office, this one-story, flat-roof building exhibits brick-veneered walls set in a running bond and a concrete foundation. The façade (south elevation) is accented with original ashlar stone quoining detail at either (west and east) corner and base of the primary entry, which is inset at the southeastern corner. The single-leaf pedestrian entry is preceded by a shallow flight of steps, houses a multi-light wood panel door, and is accentuated with a splayed stone header. To the west, on the primary plane, a single opening with single-light fixed window above a single-light awning sash is followed by tripartite assembly of the same character; openings have rowlock sills. Original window openings were multi-light, double-hung units, but they were replaced c. 1980s. The building was originally finished with a simple limestone coping and had a flat awning at the entry, but these were replaced with the installation of a ribbed metal cornice c. 1980s. Both the east and west elevations are punctuated by a combination of singly-located, paired, and triple windows matching the configuration of those on the façade. The east elevation also has a secondary single-leaf pedestrian entry.

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This building was constructed as the dental offices of Dr. D.C. Nettleton. It first appears on the 1942 Sanborn map and has housed a variety of medical, dental, and optometrist offices since its construction.

109 Clinton Street

1 Contributing Building

Charlevoix Public Library

1967

Jack Begrow, architect (Charlevoix); Apfel Construction Co., contractor (Bellaire)

Setback from the public right-of-way and fronted by a park-like lawn that distinguishes the building from its neighbors and helps to convey its community-oriented, civic use, this building was completed in 1967 as the new home of the Charlevoix Public Library. Described at the time as “neo-Bavarian” and Scandinavian, this one-story building exhibits a gable-on-hip roof with open, flared eaves accented with exposed rafter tails. Walls are generally clad in a dark wire-cut brick veneer set in a running bond, used to create broad wingwalls at either end of the building that frame the side elevations (east and west). Brick is also used to set off the distribution of bays on the façade (south elevation), with projecting brick piers distinguished against cream-colored stucco that finishes the recessed areas between. The façade is divided into seven bays, with the primary entry occupying the central bay. The single-leaf entry houses a metal and glass door with flanking full-height sidelights. Bays to either side feature boxed display windows flanked by full-height fixed lights. The outer two bays to the west each have three-part clerestory windows. Similar windows are present in the bay adjacent to the eastern display window, but the outermost eastern bay has a three-part, single-light assembly. Side (east and west) elevations are generally unadorned elevations lacking fenestration, clad in stucco, and accented with brick detailing. The east elevation, however, has a single-leaf secondary entry with flush metal door, which is concealed behind a brick framing wall that spans this elevation.

The city library moved into this building in 1967, relocating from the Carnegie library (now demolished) on the northwest corner of State and Clinton Streets. The library remained here until 2006, when services were moved to the renovated Charlevoix Middle School at Mason and Grant Streets. This building has since been occupied by the local arts organization.

110 Clinton Street

1 Noncontributing Building

Harbor Health and Fitness

2006

Constructed in 2006 on the site of a former residence, this one-story, four-bay building is constructed of concrete block and features a random coursed sandstone veneer as the primary façade (north elevation) material. Upper façade walls, as well as side (east and west) elevations, are clad in standing seam metal siding. The primary entry is offset to the west and characterized by an anodized aluminum and glass door with full-height sidelight. A secondary egress door with flush metal door lies to the immediate west. To the east, four single-light fixed aluminum windows are evenly spaced along the façade. Because the building was constructed outside the period of significance, it is noncontributing.

Charlevoix Central Historic District

Name of Property

112 Clinton Street

Saltonstall Building

1939 (altered c. 1970s)

Johnson and Bush, contractors (Flint)

Charlevoix County, MI

County and State

1 Contributing Building

This one-story, brick building employs a Moderne aesthetic, carried through its incorporation of a prominent curved façade (north elevation) wall with wraparound glass block windows on either side (east and west). Windows are slightly recessed from the primary plane, resulting in an articulated façade wall; bisected by a full-height brick span, which merges into the brick lower walls of the remainder of the building; and flanked on side elevations by one-over-one, double-hung windows. The primary entrance is setback on the façade at the northwest corner and inset within a shallow alcove. The single-leaf entry houses a replacement door. Upper walls are clad in stucco, and the building is finished with concrete coping. The west elevation is punctuated by a three-part window assembly with a large glass block assembly flanked by double-hung units, followed by another double-hung unit to the rear (south). A stucco-clad chimney emerges from the roofline at the rear.

The building was constructed in 1939 as the offices of Dr. Gilbert B. Saltonstall, who was a prominent physician in Charlevoix and statewide. The building served as his offices into the 1970s, later housing a variety of professional offices.

East Clinton Street

105 East Clinton Street

Dwelling

c. 1925 (altered c. 1990s)

1 Contributing Building

This one-and-one-half-story cottage form is situated on a concrete foundation and clad in beveled wood lap siding. The front-gabled roof is clad in asphalt shingles and punctuated by prominent shed-roof wall dormers on side (east and west) elevations. Access is provided via a single-leaf entry with half-light replacement door at the western end of the façade (south elevation). To the east, a three-part window assembly houses a central single-light picture window flanked by one-over-one, double-hung windows with affixed grids. All windows are replacements, likely installed c. 1990s. A three-part assembly also fronts the gable end, with a one-over-one, double-hung window with affixed grids flanked by single-light trapezoidal windows that follow the eave. The east elevation exhibits two three-part assemblies on the first floor and two three-part assemblies in the upper half-story.

The building first appears on the 1927 Sanborn map. It remained a dwelling through at least the mid-twentieth century before being converted for commercial purposes.

Charlevoix Central Historic District

Name of Property

Mason Street

Charlevoix County, MI

County and State

101 Mason Street

Charlevoix Coal & Ice Company

c. 1930s (altered c. 1980s, 2024)

1 Noncontributing Building

Constructed c. 1930s, this two-story, front-gabled frame building exhibits an asphalt shingle-clad roof, vinyl siding, and replacement windows. A shed-roof porch spans the façade (south elevation) and was partially enclosed to create boxed, wood-framed display windows filled with single-light fixed units. Bulkhead areas are clad in a cut stone veneer. The single-leaf store entry is set on the primary plane, recessed between the projecting display windows, and houses a half-light wood door. Flanking walls are vertical wood siding. A secondary pedestrian entry is inset under the shed roof to the east and provides access to the second-story living space. Here, the façade is punctuated by two one-over-one, double-hung replacement windows; similar windows front the second story of the side (east and west) elevations. A walk-up order window was added to the west elevation in 2024. While late twentieth and twenty-first century changes to the building have furthered its use as retail space, they have altered the composition and material treatment of the façade and exposed side (west) elevation. Thus, the building is noncontributing.

The building first appears on the 1942 Sanborn map and has historically been used for commercial space. The Charlevoix Coal & Ice Company occupied part of the building for several decades, and it was later occupied by various retailers.

106 Mason Street

Serenity House – Alano Club

2009

1 Noncontributing Building

This one-story building was constructed in 2009 by the Charlevoix High School building and trades class as the new home for the Alano Club of Charlevoix, following demolition of a former dwelling that served as their previous home. The building features an asphalt shingle-clad, hipped roof with a front-gabled projection. Walls are clad in vinyl siding, and windows are vinyl units. Because the building was constructed outside the period of significance, it is noncontributing.

107 Mason Street

Rose Cottage

c. 1880 (altered c. 1910s, 1984, c. 1991)

1 Contributing Building

This one-and-one-half-story converted dwelling exhibits an asphalt shingle-clad, front-gabled roof and is clad in clapboard. The façade (south elevation) is punctuated by a single-leaf entry housing a multi-light wood door with transom above; the entry is situated in a molded wooden surround. To the east, a three-part bay window exhibits a metal roof and two-over-two, double-hung wood sash windows over paneled bulkheads. Paired two-over-two, double-hung wood sash windows front the upper half-story. A secondary pedestrian entry opens off the west elevation and is abutted by a picture window; both are sheltered by a canvas awning. A third pedestrian

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Charlevoix County, MI

Name of Property

County and State

entry, as well as a single window opening, punctuate the east elevation of the rear (north) addition. The west elevation is punctuated by a small awning opening near the front (south), which now houses an air-conditioning unit, and two one-over-one, double-hung windows toward the rear.

This building first appears on the 1884 Sanborn map and had multiple additions by the 1920s. This was a private residence through at least the mid-1960s. The dwelling was going to be razed in 1984 but was purchased and rehabilitated for use as an antique store.

**Secondary Building
c. 1991**

1 Noncontributing Building

A large two-story, side-gabled building was added to the rear (north) of the property c. 1991 and is connected to the historic building via a shallow open breezeway. A gabled wing extends from each corner, punctuated on each elevation by a pedestrian entry and windows. A central passage spans the wings. The building generally mimics the character of the historic residence but features modern materials. Because this building was constructed outside the period of significance, it is noncontributing.

**108-112 Mason Street
Pemberton Building
c. 1940s (altered c. 1990s)**

1 Noncontributing Building

This two-story, flat-roof frame building is clad primarily in vinyl siding but features a split stone veneer on the façade (north elevation) at the second story and as a first-floor skirt. The building exhibits chamfered corners on the first-floor façade, each housing a single-leaf pedestrian entry with aluminum and glass door. In between, the primary plane is punctuated by two tripartite window assemblies housing four-over-one, single-hung vinyl replacement windows, installed c. 1990s. This area was historically characterized by a full-width band of boxed plate glass display windows. A metal-clad pent roof spans the first floor, wrapping onto the side (east and west) elevations, which also exhibit a tripartite window assembly housing four-over-one, single-hung vinyl replacements. Paired four-over-one, double-hung wood sash windows front the second story. The second stories of the side (east and west) elevations are punctuated by multiple window openings generally housing a combination of four-over-one, double-hung and single-hung replacement windows. A simple metal coping finishes the building. While the building generally retains its historic form and massing, the composition of the storefront was substantially altered in the late twentieth century and the building's character was further diminished through the installation of replacement materials and features elsewhere. Thus, the building is noncontributing.

This building first appears on a 1952 aerial. It has housed various professional offices, service providers, and retailers.

Charlevoix Central Historic District

Name of Property

109 Mason Street

U.S. Post Office Building

1956 (altered c. 1987)

Kit Carson Lumber Co., contractor (Charlevoix)

Charlevoix County, MI

County and State

1 Contributing Building

Constructed of concrete block, this one-story building features a random coursed Onaway stone façade (south elevation), which extends into an integrated planter spanning three wood-framed, single-light plate glass display windows at center. The windows and the primary entry, occupied by a full-light aluminum door, are recessed from the stone façade, with intermediate walls clad in original board and batten. A fourth single-light picture window lies at the western end, separated by a stone pier. A projecting stone belt course spans the façade, and a simple concrete coping finishes the stonework. Originally a flat-roofed building, a front-gabled roof was added c. 1987. The gable end is clad in vertical wood siding. A series of one-over-one, double-hung units historically punctuated side (east and west) elevations; the openings on the east elevation have been infilled with concrete block.

This building was constructed in 1956 as the new home of the U.S. Post Office. It remained the post office into the 2000s, when it became offices for the chamber of commerce following the relocation of services from East Park.

Park Avenue

101 Park Avenue

Commercial Building

c. 1930s (altered c. 1980s)

1 Contributing Building

This diminutive, one-story, flat-roof building is of brick construction, set in a running bond and now painted. The façade (south elevation) exhibits a single broad opening enframed with fluted pilasters and a flat entablature. The opening houses a single-leaf pedestrian entry with all-glass door and adjoining display window, likely installed c. 1980s. The building is finished with a flat wood cornice board and metal coping.

This building first appears on the 1942 Sanborn map. It has housed various retailers and cafés since its construction.

103 Park Avenue

Philo Beers House

c. 1865 (altered c. 1890s, c. 1910s, c. 1950s, c. 1970s, c. 1980s)

1 Contributing Building

Built as the home of early settler Philo Beers, this one-and-one-half-story upright and wing building began as the side-gabled western portion. The building was originally clad in clapboard siding, which was later replaced with asbestos shingles and then wood shingles, c. 1970. The roof is clad in asphalt shingles, and two brick chimneys penetrate the roof. Fenestration generally matches historic patterns dating to at least the early twentieth century, although individual

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features and materials have been replaced, with various iterations of windows, doors, and trim characterizing the building since the 1910s and particularly following its conversion to retail use. The first story of the side-gabled western portion is punctuated by a single-leaf entry with half-light wood replacement door, abutted to the west by a tripartite window assembly with a single-light fixed window flanked by one-over-one, double-hung replacement windows. The first floor of the front-gabled portion features a similar arrangement with a single-leaf entry and tripartite window assembly; above, the second floor is punctuated by two one-over-one, double-hung replacement windows. The west elevation is fronted by a three-part window assembly with one-over-one, double-hung units. A one-story addition, constructed c. 1910s, spans the rear (north elevation); its rear wall adjoins the concrete block addition of the adjacent building. The south elevation exhibits a single-leaf pedestrian entry, and the west elevation has a single window opening.

Philo Beers owned the entirety of what is now the 100 block on the west side of Bridge Street. His house was also the location of his drugstore and served as the community's first post office, with Beers as postmaster. In 1879, his landholdings were subdivided, and the house transferred hands several times into the early 1900s. Throughout the twentieth century, the former dwelling served various commercial uses, including as the drapery showroom of Hess Furniture, a bookstore, and several restaurants.

104 Park Avenue

1 Noncontributing Building

A.T. Burnett House

c. 1910 (altered c. 1980s)

This one-and-one-half-story frame dwelling was constructed c. 1910 and exhibits an asphalt shingle-clad pyramidal roof, the eaves of which are broken on the façade (north elevation) and side (east and west) elevations for gabled and shed-roof wall dormers. A brick chimney penetrates the western roof slope. Walls are clad in vinyl siding. The building is accessed via a single-leaf entry with half-light wood door, which is sheltered by a pent-roof porch. A large one-over-one, single-hung replacement window is to the east, and similar windows punctuate the first story of the side elevations. Wall dormers are each fronted by two one-over-one, double-hung replacement windows. Although the building retains its historic massing and form, renovations have stripped the building of its character and introduced all new materials, windows, and doors. Because of such changes, the building is noncontributing.

The building first appears on the 1912 Sanborn map and was constructed for A.T. Burnett. By the mid-twentieth century, the building was converted for commercial use. It has served as professional offices, retail space, and a bed and breakfast, among other such uses.

Charlevoix Central Historic District

Name of Property

106 Park Avenue

Jackson Ingalls House

c. 1870 (altered c. 1890, c. 1960s, c. 1980s)

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1 Noncontributing Building

This building is comprised of three front-gabled sections. The middle one-and-one-half-story section is the original dwelling; the rear (south) portion was constructed c.1890, and the front (north) portion was constructed c. 1960s. The entirety of the building is clad in vertical wood siding, and the roof is clad in asphalt shingles. Primary entry is through an inset entrance at the eastern corner of the façade (north elevation), which is fronted by a wooden ramp. A flush display window is to the west. The original central portion is punctuated at the upper half-story by three single-light sliding sash windows on the north elevation, and a single-light fixed window on the west elevation. A secondary pedestrian entry is located on the west elevation of the rear portion and houses a replacement door, which is sheltered beneath a shed-roof porch. The upper story is fronted by three one-over-one, double-hung replacement windows. A single window punctuates each floor of the rear (south) elevation. Because substantial additions and material alterations have significantly disrupted interpretation of the original building, it is noncontributing.

This building was constructed c. 1870, appearing on the 1884 Sanborn map. It remained a private dwelling through the mid-twentieth century before being converted for commercial use.

110 Park Avenue

Residence

c. 1870 (altered c. 1920s-1930s, c. 1950s, c. 1980s-1990s)

1 Noncontributing Building

Constructed c. 1870, this two-story, cross-gabled residence originally had Gothic Revival detailing such as pointed arch window hoods and decorative vergeboards, which have been removed. Rear (south) additions were in place by the 1880s. The building is clad in vinyl siding, and the roof is clad in asphalt shingles. The fenestration was changed in the early twentieth century to its current arrangement, which includes a single-leaf pedestrian entry to the east on the façade (north elevation), with one-over-one, double-hung replacement windows with affixed grids to the west. The entry was originally sheltered by a front-gabled hood, replaced c. 1930s with the current full-width, hipped-roof porch. This porch historically featured a porte-cochere to the east, and the roof was supported by full-height brick columns. The former was removed post-1970, and the latter were reconfigured as columns on brick piers. Side (east and west) elevations likewise exhibit altered fenestration with one-over-one replacement windows with affixed grids. Existing window trim and hoods were installed post-1970. An exterior brick chimney penetrates the eave on the west elevation, which historically also featured a hipped-roof porch. Although the building retains its general historic form, the building exhibits diminished integrity dating to both its original design and its c. 1930s renovations because of subsequent alterations that resulted in the removal of historic ornamentation, reconfiguration of the façade porch, and installation of new materials and features. As such, the building is noncontributing.

110 Park Avenue served as a private dwelling through the mid-twentieth century before being converted for commercial use. It has since served as professional offices.

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**Garage
c. 1940**

1 Noncontributing Building

A front-gabled, frame garage is located southeast of the dwelling. It was constructed c. 1940 and features a single stall fronted by vertical board doors.

Pine River Lane

**106 Pine River Lane
Weathervane Inn Restaurant
1954 (altered c. 1970s, 2015)
Earl Young, designer (Charlevoix)**

1 Contributing Building

The capstone project of local real estate agent and designer, Earl Young, who was known locally for his “mushroom houses,” the Weathervane Inn Restaurant opened in 1955 on the site of the former Argo Milling Company. Integrated into the embankment on the north side of the lower Pine River channel, the rambling building exhibits an organic architecture typical of Young’s designs, is 146 ft in length, and varies in width from 30 to 46 ft. The building employs a two-story form, but the lower level, which incorporates remnants from the former mill building, is exposed only on the south, facing the channel. Walls are clad in natural full-faced fieldstone, and the building is sheltered by a gently undulating roof—the shape of which was intended to mimic the wings of seagulls—clad in wood shakes and featuring broad, open eaves. The roof is punctuated by a frame cupola, also clad in wood shakes, as well as an interior and exterior chimney, each constructed of glacial field boulders. The façade (north elevation) is spanned by a fieldstone-veneered knee wall with concrete coping and end piers, the latter set with glacial boulders and finished with 1897 street lanterns imported by Young; this wall was constructed in 2015, replacing a shorter, more rustic fieldstone counterpart that historically fronted the building.

The primary entrance is offset toward the east on the façade and is demarcated by a projecting bay sheltered beneath a prowled hood, the latter added in 2015. The entry is occupied by a single-leaf commercial assembly with aluminum and glass door. A series of original wood-framed, single-light picture windows punctuate the remainder of the façade, extending to the western end, where a secondary single-leaf pedestrian entry is sheltered within an inset exterior vestibule. Here, a full-light glass door is flanked by angled full-height, single-light windows set above bulkheads clad in Onaway stone. To the east of the massive, tapered exterior chimney, a small addition was added to the north elevation, likely c. 1970s. This portion exhibits a combination of fieldstone-veneered and plaster walls and is sheltered beneath faux Mansard roofs clad in wood shakes. The curved eastern elevation flows into the rear (south) elevation, which opens onto a raised patio. Here, the undulating roofline carries from the façade and shelters a combination of singly-located and multi-part wood-framed windows and pedestrian entries, which look out onto the lower Pine River channel. Windows on the eastern part of the building are stacked between fieldstone buttresses, with spandrels clad in vertical board.

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The Weathervane Inn Restaurant was constructed on the site of the Argo Milling Company. After beleaguered conversations, Earl Young purchased the property in the 1950s. Argo's building was razed to street level, and portions of the lower level were salvaged for construction of the restaurant. Earl Young retained ownership of the building, which also contained his office and a couple of stores, until 1967, when it was sold to an investment group. The property has operated continuously as a restaurant since its construction.

111 Pine River Lane/104 Dixon Avenue

1 Contributing Building

Weathervane Terrace Inn

1965

Earl Young, designer (Charlevoix)

Completed in 1965, the Weathervane Terrace Inn is a two-story motel building, irregular in composition but employing a roughly "U"-shape, formed by the central lobby facing onto Pine River Lane and flanking wings, extending northerly toward the rear (north) of the property. The flanking wings enframe a courtyard housing a central parking lot, access to which is provided via a drive extending to the west of the lobby and passing beneath the western wing. The lobby section is characterized by an octagonal, flat-roofed, fieldstone-veneered core punctuated by three-part windows comprised of decorative wrought-iron windows, designed in 1897 and imported by Earl Young, flanked by single-light fixed sashes; each of these openings is demarcated by a splayed fieldstone lintel. To the east, a glass-enclosed area provides exterior access to an in-ground swimming pool.

Flanking wings house the individual lodging units and are sheltered by bitumen-clad flat roofs with broad, closed eaves. On the street-facing elevations, walls are clad in a combination of fieldstone and tongue-and-groove vertical wood siding and are punctuated by three-part window units with single-light fixed sashes flanking a central sliding sash and sliding door assemblies that open onto first-floor patios and second-floor balconies. Simple wrought iron railings span the balconies. On the courtyard-facing elevations, walls are clad in tongue-and-groove vertical wood siding and are punctuated by three-part window units with single-light fixed sashes flanking a central sliding sash and single-leaf pedestrian entries with flush metal doors. Within the courtyard, three fieldstone-veneered towers with flared conical metal-clad roofs conceal circular staircases leading to the second floor. Each is punctuated by a series of single-light fixed windows. Standards metal staircases are also provided at regular intervals.

Weathervane Terrace Annex

1 Noncontributing Building

1983

Jack Begrow, architect (Charlevoix); Richard Georgi, developer

In 1983, a detached, three-story secondary unit was added to the rear (north) of the original building; setback substantially from the original building, the annex, addressed as 104 Dixon Avenue, fronts onto Dixon Avenue with the rear facing the original Weathervane Terrace building. Generally exhibiting a subdued character that mimics that of the original building, the rectilinear mass exhibits walls clad in tongue-and-groove vertical siding and features paired single-light sliding sash windows and

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flush metal doors on the courtyard-facing (south) elevation, which is fronted by rectilinear balconies on upper floors. The street-facing (north) elevation has curved balconies with simple metal railings at each unit. Like the main building, the annex also features towers with conical roofs, but the towers are clad in tongue-and-groove vertical wood siding.

Construction on the Weathervane Terrace began in 1962, as the follow-up piece to Earl Young's vision for the northern shore of the lower Pine River channel, complimenting the completion of the Weathervane Inn Restaurant a decade earlier. It opened in 1965, as a 37-unit luxury hotel and was purchased by an investment group in 1967 alongside the restaurant. The annex building was completed in 1983 at a cost of approximately \$1.2 million and added 33 additional units, including 11 condominium units and 22 lodging units.

State Street

101 State Street

First Congregational Church

1885 (altered 1904, 1970)

J.T. Kirkpatrick, architect/contractor (Charlevoix)

1 Contributing Building

Situated at the intersection of State Street and Park Avenue, First Congregational Church faces east onto State Street. The core of the church employs a cross-gabled, frame form set on a fieldstone foundation; the steeply-pitched roof is clad in asphalt shingles. Walls are clad in clapboard siding, accented by decorative wooden diagonal siding, patterned shingles, and stickwork at windows, gable ends, and the tower. The square tower is situated to the northeast at the ell formed by the front- and side-gabled sections and is finished with a belfry and steeply-pitched pyramidal roof with flared eaves and decorative brackets. Primary entrance to the church is provided at the northeast corner through a double-leaf entry with wood panel doors set within a small, shed-roof vestibule constructed in 1904; a similar shed-roof appendage was added to the southeast corner at the same time, providing additional interior space along the southern edge of the narthex and nave. Both the front- and side-gabled sections of the core are defined by their large, multi-part stained glass window assembly, comprised of three rectilinear single-hung windows capped by a four-part rose window. Arched and square-headed windows with a combination of stained and clear glass are interspersed elsewhere. In 1970, a two-story fellowship hall was added to the rear (west) of the original structure. Intended to complement the original architecture, the addition employs a steeply-pitched cross-gabled form consistent with that of the primary mass but uses a lower roof line and series of dormers on the north and south elevations to distinguish this portion of the building. This section is also clad in clapboard and utilizes simplified interpretations of the window openings and decorative stickwork and shingling found on the original portion of the building.

The First Congregational Church was formed in 1882, with members originally meeting at the schoolhouse. The congregation purchased the lot at State Street and Park Avenue in 1883 for the site of a permanent facility. The church was dedicated in January 1885 at a cost of approximately \$5,500.00, and Reverend C.F. Van Auken served as the first minister. Small additions were

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added in 1904 to provide expanded space for a growing congregation, and a large fellowship hall was completed in 1970.

102 State Street

1 Contributing Building

Dwelling

c. 1895 (altered c. 1910, c. 1920s, c. 2020)

Facing west onto State Street, this two-story, cross-gabled frame dwelling rests on a fieldstone foundation. The core of the dwelling dates to c. 1895, and additions were in place by the 1920s, largely giving the dwelling its current form. The roof is clad in asphalt shingles and punctuated by one interior and one exterior brick chimney. Walls are clad in lap siding on the first floor with wood shakes above, installed c. 2020. Historically, the upper story was clad in decorative square-cut shingles. A full-width, hipped-roof porch spans the façade (west elevation), wrapping onto the south elevation; the current porch configuration was in place by 1912. The porch roof is supported by paired Doric columns on fieldstone piers set with concrete caps and spanned by a wooden balustrade. The dwelling's primary single-leaf entry is offset slightly to the south and occupied by a full-light wood door with decorative screen door. A variety of window types are found throughout the house, including double-hung, sliding sash, casement, and fixed units. With the exception of a three-part bay window to the north of the entry, which houses a central picture window with geometric border flanked by one-over-one, double-hung units, windows elsewhere exhibit diamond muntins.

The dwelling first appears on the 1896 Sanborn map. It has continued to serve as a residence since its construction.

103 State Street

1 Contributing Building

Horace Harsha House

1892 (altered c. 1920s, c. 1950, 1980, 1984, 1989)

Constructed in 1892, this two-story, frame dwelling exhibits a compound massed plan with Queen Anne detailing. The hipped roof is clad in asphalt shingles and punctuated by front-gabled extensions, two interior brick chimneys, and a polygonal corner tower with conical roof. Broad eaves are complemented by a wide frieze band with decorative brackets. Historically clad in clapboard, walls are primarily clad in vinyl siding, installed c. 1984, but accented with decorative hexagonal shingling at the second floor and within closed gables. The asymmetrical façade (east elevation) is spanned by a wraparound porch set on brick piers with lattice apron. The hipped porch roof is supported by turned posts, which are spanned by a wooden balustrade. The porch was partially re-constructed in 1984 from an 1892 photograph to return the façade to its original character as the original porch had been periodically altered into the mid-twentieth century. Two single-leaf entries open onto the porch, one on the projecting gabled extension to the south and one on the primary mass to the east. The former houses a half-light wood panel door with art glass, while the latter houses an unglazed wood panel door. The building exhibits a combination of fixed windows and one-over-one, double-hung windows, the latter commonly employing art

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glass borders. A hipped-roof garage addition with paired wooden carriage doors was constructed at the northwest corner c. 1900, and a rear addition was constructed in 1980.

This dwelling was constructed for the family of Horace Harsha. It remained a family residence until the 1930s. In 1939, it was used by the National Youth Administration as the site for an educational camp. Around 1943, the house was converted into apartment units by a member of the Harsha family. The Charlevoix Historical Society took ownership of the property in 1978 and began the process of establishing a museum, which remains today.

104 State Street

1 Noncontributing Building

First Methodist Church of Charlevoix

1878 (altered c. 1940s, 1997, 2003, 2024)

Completed in 1878, the core of the former First Methodist Church of Charlevoix was a front-gabled, frame building set on a fieldstone foundation with a small hipped-roof appendage and square tower. The church was substantially remodeled in 1997 and subsequent years following completion of a large fellowship hall and education wing to the south, which altered the original massing and composition. In its current form, the church employs a front-gabled and hipped roof clad in asphalt shingles. Walls are clad in vinyl siding, and the 1997 wing is accented with a brick veneer skirt. The original entrance to the church was inset within a small vestibule; this vestibule was substantially altered and expanded, likely in the 1940s, concealing original stained-glass windows on the façade (west elevation). Passage to the interior is provided via a double-leaf entry with wooden doors. Paired casement windows with fixed lights above flank the entry and are set within a Gothic arch frame. The tower at the northwestern corner of the building has been altered. Its original steeple was removed in the 1940s, and the belfry was reconstructed in 2003 with an alternate design accommodating a new steeple. The fellowship hall features a double-leaf entry with aluminum and glass doors and is punctuated by paired one-over-one windows with affixed grids. Due to the impact of the fellowship hall constructed in 1997, which is incompatible with the original building and significantly disrupts interpretation of its historic design and massing, and partial reconstruction of the tower with an alternate design in the early 2000s, the building no longer retains sufficient integrity to reflect its historic character and is noncontributing.

The First Methodist Church of Charlevoix was built on land provided by the Ladies' Aid Society at a cost of approximately \$4,000. It remained a church until recently and is undergoing conversion to multi-unit housing.

111 State Street

1 Noncontributing Building

Charlevoix State Savings Bank/Charlevoix State Bank

1969 (altered c. 1980s)

Jack Begrow, architect (Charlevoix); Apfel Construction, contractors (Bellaire)

Completed in 1969 on the site of Charlevoix's former Carnegie Library, this bank was constructed as a one-story concrete block building with a combination of EIFS-clad and brick-veneered walls. A second story was added to the southern half of the building c. 1980s, and the

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lobby core was substantially altered at this time to include an interior stairwell. In its altered form, the building exhibits a flat roof on the original northern section and hipped roofs with asphalt shingles on the modified two-story sections. Primary entry is via a double-leaf commercial entry with multi-part aluminum and glass doors, sidelights, and transoms located in the lobby core of the façade (east elevation). To the south, a narrow, stacked eight-light window demarcates the interior stairwell. Windows on the building are a combination of multi-part, fixed lights, one-over-one, double-hung windows, and paired single-light sliders. All are set in anodized aluminum frames. Cantilevered hoods shelter windows and doors on the first floor of the south elevation; hipped roofs were added to the hoods in the 1980s. Because of the changes to the building in the 1980s, including the addition of a second story to much of the building, it no longer conveys its original design and is noncontributing.

This building was completed in 1969 at a cost of approximately \$200,000 as the new home of the Charlevoix State Savings Bank, which relocated from its long-time home at 227 Bridge Street. Charlevoix State Bank, organized in 1994, now occupies the building.

200 State Street

1 Contributing Building

Christ Episcopal Church

1895 (altered 2004)

Jess Construction Co., contractor (Charlevoix) (addition)

Christ Episcopal Church was completed in 1895 at the southeast corner of State and Clinton Streets. Resting on a brick foundation, the frame church features a hipped-roof tower at the northwest corner. The tower houses double-leaf entrances set within Gothic arches on the façade (north elevation) and west elevation, each occupied by wood panel doors with fixed windows above set with decorative tracery. Above, the tower features three-part window assemblies set within Gothic arches, each featuring paired single-hung windows with art glass borders and a capping fixed window with tracery. The tower is finished with full-height wooden buttresses, dentiling at the cornice, and a shallow hipped roof. The narthex fronts onto Clinton Street and is defined by three bays framed with stepped buttresses; a large, six-part window assembly at center is set within a Gothic arch and comprised of five single-hung windows with art glass borders and a multi-light, stained glass window set with tracery. Outer bays are occupied by three-part assemblies matching those in the tower. An oxeye window occupies the gable end, which exhibits a cross on pinnacle at center and flanking pinnacles at the buttresses. Each was originally crowned, but the culminating features were removed at an unknown date. In 2004, a cross-gabled fellowship hall was constructed at the rear (south) of the building. The addition extends the original massing along State Street but uses a slightly different roofline and masonry palette for the foundation, establishing a visual break between it and the original building. Finishes are complementary to the original building, recalling the art glass borders and decorative tracery found in the historic windows. Access to the fellowship hall is through a double-leaf entry at the southern end, which is sheltered beneath a gabled hood.

The Episcopal Church was organized in 1883. The cornerstone for their first permanent home was laid in July 1894, and the first service was held in 1895.

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Name of Property

201 State Street

First State Bank

1992 (altered c. 2010)

Lonnie Zimmerman, architect (Farmington Hills)

Charlevoix County, MI

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1 Noncontributing Building

This two-story commercial building exhibits a steeply-pitched hipped roof clad in cedar shingles with a prominent gable at the northeastern corner, demarcating the primary entrance. First-floor walls feature a fieldstone veneer, and second-floor walls are clad in clapboard. The building originally featured details at the entrance inspired by Earl Young's organic architecture found in Charlevoix, but they were removed c. 2010. Windows throughout the building are a combination of multi-part assemblies with picture windows flanked by casements, paired casements, and singly-located casements; all windows have false muntins. A gabled extension on the south elevation shelters drive-through lanes for the bank. Because the building was constructed outside the period of significance, it is noncontributing.

The building was completed at a cost of approximately \$1.5 million in 1992 as the new home of First State Bank, formerly Charlevoix State Savings Bank, which relocated from their building across the road at 111 State Street.

209 State Street

Archibald Buttars House/Winchester Funeral Home

1869 (altered c. 1910, c. 1936, c. 1960s, c. 1990s)

1 Contributing Building

Constructed in 1869 as a private residence and adapted through the twentieth century after being converted for use as a funeral home, the core of the building is a two-story, cross-gabled frame structure situated on a fieldstone foundation. A one-story, rear (west) gabled addition was in place by the early twentieth century, and a flat-roof, three-bay garage was added to the rear by the 1940s. The roof is clad in asphalt shingles, and walls are clad in vinyl siding. The core of the building exhibits Greek Revival detailing in its inclusion of a wide friezeboard and cornice returns, and a one-story, flat-roof porch spans the front-gabled core. The porch roof is supported by paired Doric columns and accented with a dentil band. The porch shelters a single-leaf entry with half-light replacement door flanked by decorative sidelights. A secondary, double-leaf entry with wood panel doors opens off the north elevation and is abutted by a three-part, hipped-roof bay window. Windows throughout are generally a combination of six-over-six, double-hung wood sash windows, commonly found in pairs or triples, and one-over-one, double-hung replacement windows, most of which exhibit affixed muntins. Picture windows with flanking sashes are also found on the second floor of the façade (east elevation) and at a shed-roof dormer on the south elevation, and fanlights adorn the gable ends of the original two-story mass.

This dwelling was constructed as the home of Archibald Buttars, an early settler of Charlevoix, founder of Charlevoix County Bank, and Lieutenant Governor from 1885 to 1887. Glen See purchased the home in 1936 and began remodeling it for use as a funeral home. It became Winchester Funeral Home in 1957 and then part of Mortensen Funeral Home.

Charlevoix Central Historic District

Name of Property

210 State Street

Charlevoix City Hall

1940 (altered 1986, 2005)

G. Harold Thompson, architect (Chicago); Muskegon Construction Co., contractors (Muskegon); Fuller-Nichols Architects, architect (Harbor Springs) (addition); Jack Begrow, architect (Charlevoix) (Public Safety Building); Goodin and Bigelow Construction, contractors (Traverse City) (Public Safety Building)

Charlevoix County, MI

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1 Contributing Building

Partially funded by the Public Works Administration (PWA), Charlevoix City Hall employs a restrained Moderne architecture typical of relief agency construction of the period. Characterized by juxtaposed rectilinear masses, the flat-roof, two-story building is veneered with split-face Briar Hill sandstone block set in repeating 4-ft squares comprised of 43 pieces and finished with Indiana limestone accents, including a chamfered coping course. Primary entry is via paired single-leaf anodized aluminum and glass doors set within a one-story entry vestibule centered on the façade (east elevation) and accented with a stepped limestone surround inscribed with the words "CITY HALL." Above the entry vestibule, two metal-framed units with stacked fixed lights set over awning sashes punctuate the core. To the south, three identical windows are stacked on the first and second floors and set within a full-height honed limestone surround finished with stylized spandrel panels. Identical limestone surrounds are found on the projecting rectilinear mass at the northern end, but windows here are stacked multi-light fixed units, three on each floor. The surrounds and spandrel detailing also characterize the north and south elevations where windows are found in multi-light fixed compositions and fixed-over-awning sash arrangements, respectively. In 2005, an addition was constructed at the southeast corner, infilling what had been a parking area for the original emergency vehicle bays, which were no longer needed when the adjacent public safety was constructed. This addition uses a similar material palette in its limestone veneer and detailing but is distinguished by a slightly different color tone, elongated windows and narrower bays than those found elsewhere on the south elevation, a different stone arrangement, and a different roofline from the adjacent mass.

The city hall building is connected to the adjacent public safety building, constructed in 1986, by a hyphen at its northeast corner, setback approximately 40 ft from the primary façade to maintain visual distinction between the two masses. Intended to be complementary to the city hall building, this addition employs a tan brick veneer, set in a running bond, recalling the color tone of the sandstone used at the adjacent building. The façade (west elevation) is divided into eight bays. The northern seven bays exhibit a repeating pattern with an oversized garage bay with overhead door set within flanking brick-veneered wingwalls, which enframe narrow metal-framed, single-light, fixed windows. The southernmost bay houses a larger equipment bay with overhead door. Pedestrian entry is provided via a single-leaf entry adjacent to the southern equipment bay and at the hyphen, which house aluminum and glass doors. While the public safety building was constructed adjoining the city hall, it was specifically designed so that the two components of the property read as physically and functionally independent components. This is maintained to present day with the recessed hyphen and complementary but different material palettes and forms.

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The city first acquired this lot in 1918 for a future city building, but it did not become a reality until the 1930s following the passing of local bonds and the approval of a grant from the PWA. The cornerstone for the building was set in 1939, and the building was completed in 1940. It represented the first time that city offices were all located under one roof, with such offices previously scattered in various municipal buildings and leased private space. The public safety building was completed in 1986 to replace the integrated fire station at the city hall building, which no longer provided sufficient space for service vehicles, and to provide the city with expanded services for fire, police, and public safety.

301 State Street

Charlevoix County Building 1958 (altered 1971, 1995)

Contributing Building

R.S. Gerganoff, architect (Ann Arbor); Lake Construction Co., contractors; Comstock Construction, contractors (Traverse City) (addition)

The Charlevoix County Building is comprised of four distinct sections: a two-story, rectilinear core and a one-story southern wing, completed in 1958; an annex building, which previously housed the county jail, and was adapted as part of the complex in 1971; and a two-story northern addition constructed in 1995 to connect the original core and the annex. In its assembled form, the Charlevoix County Building is roughly an inverted “U”-shape, framing a central parking lot accessed via Antrim Street to the south. Constructed of concrete block and clad in a buff brick veneer set in a running bond, the two-story, rectilinear core is oriented east-west, facing onto State Street. Here, the building features a New Formalist-inspired full-height portico clad in limestone, which shelters the five-bay façade (east elevation) and its double-leaf primary entry housing anodized aluminum and glass doors. Flanking bays are filled with one-over-one, single-hung metal windows at each floor; spandrels are set with metal panels. Identical windows are found on the north and south elevations. Those on the former are stacked on the first and second stories and slightly recessed from the primary plane, with each bay set off by a brick pilaster. The one-story southern wing, which features a half-story raised section at the southern end, continues the material treatment of the two-story mass. The State Street frontage (east) is punctuated a series of singly-located and paired, one-over-one, single-hung metal windows framed by limestone beltcourses. The two-story rear (west) addition constructed in 1995 employs a compatible material palette but is distinguished from the original two-story mass by a different roofline and varying hues of brick veneer. Windows on the addition are likewise one-over-one, single-hung metal windows and are found in various groupings. Pedestrian access to this portion of the building is through entries on the west elevation, which feature anodized aluminum and glass assemblies. At its southern end, the addition connects to a two-story massed building, which was constructed in 1921 as the county jail and served as such until 1971 when it became an annex building for city offices. The annex exhibits a brick veneer, but its historic form and features have been altered to accommodate office use; it does, however, retain its prominent modillioned cornice.

The Charlevoix County Building was completed in 1958 on the site of the original county building. The two-story section was finished first, and the one-story wing was completed as additional funds became available. The former held various offices, while the one-story section

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housed the courtroom, judge chambers, and offices of the clerk, treasurer, and recorder. In 1971, county offices expanded into the former county jail building, which connected to the core via a two-story addition in 1995.

**302 State Street
Michigan Bell Operating Station
1948 (altered c. 1990s)**

1 Contributing Building

This one-story building is constructed of concrete block, clad in a running bond brick veneer, and comprised of juxtaposed rectilinear masses. The only fenestration on the west elevation is a single-leaf pedestrian entry with flush metal door. To the south, a full-height metal grate demarcates a ventilation shaft. The central core of the rear (east) elevation exhibits four bays: the southernmost bay houses a single-leaf pedestrian entry with flush metal door; the two central bays house stacked four-light window units; and the northernmost bay is occupied by a metal ventilation grate. Another ventilation grate punctuates the southern mass above an exterior stairwell leading to the basement.

This building was constructed by Michigan Bell Telephone in 1948 as part of a post-war expansion and improvement program. Construction of the building was accompanied by \$28,000 of special long-distance phone equipment, as well as other equipment essential to converting manually-operated service to dial service. The building continues to be used for utility service.

Van Pelt Place

**100 Van Pelt Place
Powers Plumbing/Christian Science Hall
1909 (altered c. 1950)**

1 Contributing Building

Constructed in 1909 for George Van Pelt, this two-story, rusticated concrete block (painted) building exhibits a truncated northeastern corner, which houses a double-leaf entry with half-light wood panel doors and four-light transom. The east and west elevations are divided into six bays, both the first and second floors housing two-over-two, double-hung wood sash windows with concrete headers and slip sills. The north elevation is likewise divided into six bays. The central bays on the first floor house a single-leaf pedestrian entry with wood panel door and a double-leaf pedestrian entry with half-light wood panel doors and transom, while outer bays house wood-framed flush display windows. Second-story bays exhibit one-over-one, double-hung wood sash windows. A two-story concrete block addition, likely constructed c. 1950, spans the south elevation.

This building was historically occupied by Powers Plumbing Company on the first floor and the Christian Science Hall on the second floor. It also included a heating plant in the basement for adjacent properties owned by George Van Pelt. It has served various retailers over time.

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101 Van Pelt Place

Warehouse

1910 (altered 2017)

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1 Contributing Building

This one-story, rusticated concrete block (painted) building exhibits a metal-clad front-gabled roof. Single-leaf entries punctuate the south and east elevation, the latter also featuring two window openings with double-hung units. A shed-roof addition clad in metal panels was added perpendicular to the rear (north) of the building in 2017.

Constructed for warehouse space, this building was historically used for storage before being converted for primary business use. It currently houses a restaurant.

108 Van Pelt Place

Charlevoix Courier Printing Office

1910 (altered c. 1990s)

1 Contributing Building

Constructed of exposed rusticated concrete block, this one-story, flat-roof building is finished with metal coping. A single-leaf entry with half-light wood panel door and single-light transom is located on the façade (east elevation) at the northeastern corner. Seven window openings of various sizes, each exhibiting concrete headers and slip sills, house one-over-one, double-hung metal-sash windows with affixed grids, likely installed c. 1990s. Identical windows are found on the north and west elevations, the latter also featuring a secondary pedestrian entry. A delivery bay with lighted wood doors is located at the southern end of the building, which is adjoined by a pent-roof storage enclosure.

This building served as the printing office for the *Charlevoix Courier* from 1910 to 1920 and was later home to a laundry and creamery before being converted for general retail use.

Parks

Robert Bridge Memorial Park

c. 1942 (altered 1996-1997)

McNamee, Porter, and Seeley, engineers (Ann Arbor) (1996 alterations)

1 Contributing Site

Robert Bridge Memorial Park is an approximately half-acre park situated on the western shore of Round Lake, just south of the lower Pine River Channel. It is bound on the west by Bridge Street and bisected by Bridge Park Drive. A roughly rectilinear section, oriented east-west, lies to the north of Bridge Park Drive and a rectilinear section oriented north-south lies to the south of Bridge Park Drive. Both sections are passive green space. The northern section, which slopes gently from Bridge Street and Bridge Park Drive down to the waterfront as it did historically, includes a concrete sidewalk and staircase at its western edge, running parallel to Bridge Street, and a winding concrete sidewalk that follows the topography to the east; both connect to a waterfront trail following the lower channel revetment. These sidewalks were added in 1996. Various historical markers and plaques dot this portion of the park. The southern section of the park was also originally subtly sloped toward the water, but the landscape was leveled in 1996 to

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ensure sufficient operational space for the Beaver Island Boat Company, whose offices are integrated into the terrain below the park (see 103 Bridge Park Drive). This portion of the park features a concrete and paver sidewalk with cast metal handrail along its eastern edge, as well as various tables and benches. Despite the 1996 leveling of the southern portion, the park generally retains its original dimensions and spatial organization and remains passive green space overlooking Round Lake and the Pine River channel, consistent with the original design and intent of the city park in this location.

Creation of this park was largely the result of efforts of Mayor Robert Bridge (1938-1948), who was instrumental in transforming the east side of Bridge Street into a recreational asset benefitting both citizens of and visitors to Charlevoix. While some citizens had urged for the creation of a waterfront park starting in the 1920s, the effort began in earnest in the mid-1930s along Bridge Street south of Clinton Street (East Park) and here with preparation work for the new bridge across the lower Pine River channel in 1941. As properties became available along Bridge Street, the city was proactive in acquiring them with the intent of converting them to public green space. At this location, the space was largely created through the demolition of buildings along the east side of Bridge Street to allow for a widened roadbed and alignment for the new bridge, which was planned before the war but not finished until 1949. The park was later named for Mayor Bridge because of his direction in community planning activities and the reimagining of the Bridge Street corridor. The park remained largely unchanged until the 1990s when the southern half was leveled, and sidewalks and related features were installed.

East Park

1 Contributing Site

1935 (altered c. 1955, 1982, 1990s, 2007-2008)

Hallmark Construction, contractors (Traverse City); Richard Hitz Consulting and Design, landscape architect (Harbor Springs); Mark Buday, architect (Harbor Springs) (2007-2008 alterations)

East Park is an approximately four-acre park occupying two city blocks. It is bound on the west by Bridge Street, on the east by Round Lake, on the north by Clinton Street, and on the south by Antrim Street. The landscape is shaped into three terraces, a feature dating to its original design and retained in a 2007-2008 park improvement plan that resulted in the park's formal elements. Most of the park is defined by manicured passive green space, which is used for a variety of community-based activities. Three concrete sidewalks running east-west roughly divide the park into thirds and provide passage from Bridge Street to the waterfront where a concrete walking path with brick paver border follows the undulating shoreline. The northern two sidewalks incorporate concrete stairs at the terraces, which are flanked by Onaway stone-veneered kneewalls with handrails, and exhibit brick paver plazas at Bridge Street, which are likewise accentuated with stone-veneered kneewalls. Sidewalks and related features date to the 2007-2008 park improvement plan. The park is interspersed with various signage, plantings, decorative gooseneck lampposts, benches, and tables, particularly along the waterfront. Beyond the passive green space, there are two formal areas within the park. At the north, situated between the curve of Clinton Street and Round Lake, is the Marina Building and Harbormaster Office. At the southern end is the Odmark Pavilion, a performing arts space with terraced outdoor seating. Both

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the Marina Building and Harbormaster Office and Odmark Pavilion were constructed in 2008 as part of the overall park improvement plan.

**Marina Building/Harbormaster Office
2008**

1 Noncontributing Building

This one-story building is integrated into the tiered landscape of East Park, with its rooftop terrace situated at grade along Clinton Street and pedestrian access located along the waterfront. The building, envisioned as comfort center, includes public restrooms, a boater's lounge and restrooms, laundry, and other facilities to support the city's adjacent marina. Complementing the design of the Odmark Pavilion, the undulating walls are finished with an Onaway stone veneer. Multi-part, metal-framed window assemblies with single-light fixed units provide view toward the water at pedestrian level. The building is complemented by a decorative trout pond with both deciduous and coniferous plantings, as well as a splash pad. Because the building was constructed outside the period of significance, it is noncontributing.

**Odmark Pavilion
2008**

1 Noncontributing Structure

Opening to the north, this open-air pavilion was inspired by the work of Earl Young and features Onaway stone-veneered walls and a cantilevered bandshell roof sheltering a polished concrete stage floor. The pavilion includes public restrooms, performer's restrooms, and various backstage areas, as well as a partial terrace with cast metal handrail overlooking the park. To the north of the pavilion, open-air seating with concrete formwork is integrated into the terraced landscape. Because the pavilion was constructed outside the period of significance, it is noncontributing.

**USS Escolar Memorial
1973**

1 Noncontributing Object

First erected in 1973 and later moved to its current location within the park, the USS Escolar Memorial is a glazed white brick-veneered memorial with affixed plaques recognizing those lost on the *USS Escolar* (SS 294) in the fall of 1944 near the Tsushima Strait, off the west coast of Japan. A single-mast flagpole is situated adjacent to the memorial. Because it was erected outside the period of significance, the memorial is noncontributing.

The roots of East Park date to the early twentieth century when citizens, summer residents, and city leaders began calling for the conversion of the Round Lake waterfront into a recreational asset befitting of a modern city. While piecemeal action was taken by the city at this time, calls remained substantially unrealized until the Hotel Charlevoix (constructed in 1881 as the Bridge Street House in the 300 block of Bridge Street) burned down in 1935, at which point the city acquired the property as the primary seed for the park. The city continued to purchase properties as they became available through the 1930s, largely giving the park the dimensions and

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configuration that exists today. However, two buildings remained until the 1990s on either side of Mason Street. Upon their acquisition by the city, they were demolished, and the portion of Mason Street east of Bridge Street was vacated and incorporated into the park. While largely comprised of passive green space for most of its history, as continues today, the park also featured shifting amenities over time from the 1930s to 1990s, including, for example, shuffleboard courts, a fishpond, hockey rink, chamber of commerce offices, a bathroom trailer, a harbormaster building, and bandshell. In 2008, a \$5 million park improvement plan was completed, which resulted in new pathways throughout the park, the completion of the Odmark Pavilion and Marine Building/Harbormaster Office, and infrastructure improvements such as new plantings, electrical upgrades, and more. While the plan resulted in infrastructure changes to the original landscape, the park continues to retain its overall relationship to Bridge Street and Round Lake and generally conforms to the original dimensions, spatial organization, and terraced composition of the park from the 1930s, which was completed, in part, by Works Progress Administration (WPA) labor. Moreover, while the 2007-2008 improvements introduced new landscape infrastructure, these generally conform to historic precedents within the park. For example, the park was historically and presently is divided by three east-west paths. Today's northernmost sidewalk is consistent with a sidewalk that historically existed in a similar location; the central sidewalk is located where Clinton Street originally passed eastward from Bridge Street; and the southernmost sidewalk, passing adjacent to the Odmark Pavilion, is generally consistent with a sidewalk that historically extended from the chamber of commerce building, dating to the 1950s. While the Odmark Pavilion and Marina Building/Harbormaster Office are sizeable constructions dating to the 2007-2008 improvement plan, they are situated at either end of the park and do not detract from the overall composition of the park, availability of passive green space that is central to the park's purpose, or views toward the waterfront. Functionally, they also represent the community's continued efforts to provide supporting services and activities within the park over time to accommodate the community's interests and needs.

Veterans Park
1896 (altered 1919, 1925, 1998)

1 Contributing Site

Veterans Park is an approximately 0.3-acre park situated at the southeastern corner of Bridge and Antrim Streets, across the latter from East Park. The park is roughly square in composition and characterized by passive manicured lawn interspersed with eleven maple trees, each representing a Charlevoix citizen that lost their life in World War I. A series of sidewalks, first installed in 1998, converge at the center of the park, where a memorial is surrounded by benches. Five cast aluminum flagpoles and a sign demarcating the park are located at its northwestern corner.

The eastern portion of Veterans Park was acquired in 1896 as the first small success in the city's burgeoning effort to establish an expansive waterfront park along east Bridge Street. The remainder of the area was acquired in 1919 and 1925, allowing for full establishment of the park and paving the way for future efforts that led to the development of the more expansive East Park to the north.

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DISTRICT INTEGRITY

Overall, the Charlevoix Central Historic District retains strong integrity of location, setting, feeling, and association, and collectively, resources therein retain sufficient integrity of materials, design, and workmanship to effectively convey their associative and historical relationships. The historic street grid largely remains intact, conveying the original development patterns set out in 1866 with the first plat of the community, and the district maintains its relationship with major organizing features of the landscape—for example, Round Lake and the lower Pine River channel—that influenced the district’s development over time, as well as the parallel stature of Bridge Street and State Street as the community’s primary commercial and civic arteries, respectively. While changes were implemented between Round Lake and Bridge Street through the creation of Robert Bridge Memorial Park and East Park, these changes were the product of coordinated city planning efforts starting in the early twentieth century that reflected the city’s evolving relationship with the waterfront during the period of significance as city leaders sought to replace industrial remnants of years past with recreational amenities that could long-serve the community with public space for daily reprieve, festivals, and community events. Moreover, the formal creation of the public parks reinforced the connecting threads between the community and civic resources on State Street and the commercial resources on Bridge Street, with the latter framed by public goods in a network of buildings and landscapes that form the commercial, civic, and social heart of the community. Excepting the creation of the parks and scattered parking lots created in the 1950s and 1960s—the latter purposely established by the city to combat parking issues downtown in the post-World War II era—there have been no major changes to the overall layout of blocks or density within the core of the district, and the overall scale of construction remains consistent, maintaining historic precedents reflecting successive periods of development as the community matured over time. Where infill has occurred within the district, particularly along Bridge and State Streets, it has generally maintained existing relationships with the street network, carried through in consistent massing, setback, and orientation. Even later construction—represented by the Weathervane properties and Olesons Shopping Center—that was critical to providing a stabilizing presence to a declining downtown district in the modern era respects the organization of the core and complements its framing rather than competing with it. While individual resources throughout the district evidence periodic design or material changes over time, such changes alone do not typically render a resource noncontributing so long as the overall composition and relationship of the resource remains intact. Moreover, many changes were completed during the period of significance and spurred by evolving or expanded building use or philosophies of design; the latter is particularly true for commercial resources along Bridge Street, which underwent successive periods of alteration to remain relevant to consumers, especially from the mid-twentieth century onward. Others are the product of recent rehabilitation efforts to undo changes of previous decades or to combat unforeseen events, such as fires, which required rebuilding campaigns. As a result, such buildings may commonly exhibit the alteration of storefronts or replacement of windows and doors; however, their overall massing, composition, fenestration, and relationship to the district remain intact. The same is true for Robert Bridge Memorial Park and East Park, which underwent changes in the late 1990s and 2000s, respectively. While individual elements therein were modified as part of these improvement programs, their overall composition and relationship to the district remain intact and continue to convey their associative

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context, which is critical to the existence of the historic district. Taken together, the intact setting and collection of resources lend the Charlevoix Central Historic District a high degree of integrity of feeling and association, which have been reinforced over time through efforts of the City of Charlevoix and the Downtown Development Authority, which have worked diligently in recent years to ensure that the community core—the Charlevoix Central Historic District—remains not only intact but active, continuing to provide continuity of commercial goods and public services to residents and seasonal visitors. The result is a cohesive district that continues to reflect both the importance and adaptation of the framing waterways—the Pine River channel and Round Lake—across the community’s history and the associated buildout of the community core and its evolution in response to changing social and economic trends from 1865 to 1970. Perhaps most importantly, this area still provides the framework for the commercial, civic, and social fabric of Charlevoix, and thus retains a high degree of feeling and association.

GENERAL STATEMENT OF ARCHAEOLOGICAL POTENTIAL

While the focus of this nomination is on the man-made physical landscape represented by the Charlevoix Central Historic District, it is important to recognize the potential for archaeological resources within the boundaries of the district. These include both resources associated with pre-European populations in the area prior to the mid nineteenth century and resources associated with industrial, commercial, and domestic activities within the district, particularly those that evolved during the late nineteenth and early twentieth centuries in the vicinity of the lower Pine River channel and along the western shore of Round Lake. The former are known to exist in the vicinity, as evidenced by various archaeological investigations in Charlevoix during the 1970s, and the latter may be present in archaeological deposits related to adaptation and build-out of the landscape by first- and second-generation settlers. Appropriate attention should be given to the potential for such archaeological resources as part of any future development activities within the boundaries of the historic district.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

COMMERCE

COMMUNITY PLANNING & DEVELOPMENT

ARCHITECTURE

Period of Significance

1865-1970

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Young, Earl

Kirkpatrick, J.T.

Mt. Vernon Bridge Company

Begrow, Jack

Bartholomew, F.L.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Charlevoix Central Historic District is significant at the local level under Criterion A for Community Planning and Development. As the commercial and civic core of the community, the Charlevoix Central Historic District—as defined by its collection of resources and its composition—was concurrently influenced by and influenced the development of the lower Pine River channel and Round Lake from the mid-nineteenth onward. This is particularly true of Bridge Street, which was not originally intended to be the heart of the community but rather evolved organically and then methodically in response to the waterfront. This codependent relationship drove the development and evolution of Charlevoix’s economic and physical stature, with particular consequence during the twentieth century as the community responded to the true potential of the waterfront as a community asset and remade the corridor through a decades-long planning initiative designed to provide complementary business services and community goods. The Charlevoix Central Historic District is also significant at the local level under Criterion A for Commerce as the city’s commercial hub and principal trade center, reflecting the economic boom of the community from the 1880s to 1920s as well as the subsequent conversion and adaptation of existing buildings—alongside introduction of new suburban-style development critical to stabilizing the district during a period of decline—from the 1940s to 1960s in response to changing economic trends and the pressures of an increasing tourism economy. Finally, the Charlevoix Central Historic District is significant at the local level under National Register Criterion C for Architecture for its embodiment of representative examples of commercial and public architecture from the late-nineteenth through mid-twentieth centuries, which are unified in visual continuity and development patterns. Most commercial buildings in the district are vernacular one- and two-part block Commercial Brick subtypes with minimal stylistic adaptations but also include high-style motifs that demonstrate national stylistic trends during the period of significance, 1865 to 1970, while public buildings trend toward high-style adaptations. The period of significance for the Charlevoix Central Historic District begins 1865 with the construction of the earliest extant resource and extends to 1970, marking the start of late-twentieth century changes in development processes in Charlevoix and the broader region in response to the first master plan by the Charlevoix Regional Planning Commission, which prompted zoning changes, formalization of planning bodies, and the eventual completion of the city’s first master plan in 1982.

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Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

HISTORICAL DEVELOPMENT AND CRITERION A: COMMUNITY PLANNING AND DEVELOPMENT/COMMERCE

Pre-European Settlement, -1840s¹

Before the arrival of Europeans, the area now known as Charlevoix County was inhabited over many seasons by indigenous groups across a long period of time, with archaeological evidence in the general vicinity of the Charlevoix Central Historic District showing periodic occupation of the lands during the Late Archaic (ca. 1500 B.C.), Middle Woodland (ca. AD 400 to AD 600), and Late Woodland (ca. AD 600 to AD 1000) periods. Like many places in Michigan, use of the land was generally tied to the area's waterways, with Lake Michigan and Lake Charlevoix (historically known as Pine Lake) serving indigenous groups that passed up and down the shoreline in concert with seasonal changes in their occupation of fishing and hunting camps. The resource-rich lands of northern Michigan drew the Anishinaabek (collectively the Odawa, Ojibwa, and Potawatomi) and particularly the Odawa, a migratory people who shifted the center of their lands from the straits of Mackinac west to the Lake Michigan shoreline. By the mid-eighteenth century, the Little Traverse Bands of Odawa occupied a broad stretch of what are now Emmett and Charlevoix Counties, with an extensive array of camps from present-day Cross Village to present-day Harbor Springs and seasonal encampments further south into present-day Petoskey and Charlevoix, the latter centered on *Shingwaksibing* or Pine River.²

Sweeping changes would come to the area beginning in the eighteenth century, however, as Catholic and Jesuit missionaries proliferated in the territory during French control of the Great Lakes region, followed by Protestant missionaries in the years after the War of 1812. Cultural changes followed alongside a shift in social and economic dynamics, which in turn began to alter settlement patterns across the region amidst the backdrop of European arrival.³ Increasingly, disruption followed, particularly in an era of expansionist and economic goals for the burgeoning United States government, which fueled a series of land treaties favoring the new interests.

¹ This summary is purposely brief and is not intended to diminish the importance of pre-European settlement activities, events, or indigenous groups in the vicinity of the Charlevoix Central Historic District. These activities and events represent an important facet of regional history, and indigenous groups continue to represent an important part of the regional population today; however, as pre-European settlement pre-dates the period of significance for the historic district, as defined in this nomination, this period is only discussed in brief.

² Jim Reus, "Charlevoix Area Inhabited 1500 Years B.C.," *Charlevoix Courier*, July 26, 1972, 7; James M. McClurken, "Wage Labor in Tow Michigan Ottawa Communities," in *Native Americans and Wage Labor: Ethnohistorical Perspectives*, ed. Alice Littlefield and Martha C. Knack (Norman, OK: University of Oklahoma Press, 1996), 66-99; Helen Hornbeck Tanner, ed., *Atlas of Great Lakes Indian History* (Norman, OK: The University of Oklahoma Press, 1986), 122-125, 130-132.

³ The convergence of economic and cultural interests at this time in the Charlevoix region is discussed in texts such as McClurken, "Wage Labor," and evidenced in the landscape by resources such as the Greensky Hill Mission (NRIS # 72000603), established in Charlevoix County in the 1840s by Peter Greensky, a Chippewa who converted to Christianity.

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Among these was the 1836 Treaty of Washington with the Odawa and Ojibwe, which ceded much of present-day Michigan to the United States.

Settling Pine River, 1840-1860

In 1840, Michigan's northern lower peninsula was laid out to create thirty new counties from the County of Michilimackinac.⁴ This included the establishment of Keskauko County (also referred to as Keskkauko or Reshkanko County in various texts), named after an Ojibwe chief.⁵ Just three years later, the Michigan legislature renamed the county Charlevoix, long purported to be derived from the name of Jesuit priest and French envoy Pierre Francois Xavier de Charlevoix or Father Charlevoix, who had spent a night on Fisherman's Island, approximately five miles south of modern-day Charlevoix, during a storm in 1721.⁶ No permanent European settlements existed in the area in the 1840s, when the legislature renamed the county. The county remained unorganized; the broader area was still wilderness, and tribes continued to occupy the land per the terms of the 1836 Treaty of Washington, with settlements continuing along the Lake Michigan shoreline and inland waterways before the surrounding woodland was substantially disturbed by European farmers and lumbermen. At this time, the future site of the city of Charlevoix was simply known to frontiersmen as Pine River, a small encampment frequented by nomadic fishermen who worked the area and are said to have named it for the "five pine trees that could be seen quite a distance from the lake [Michigan]," which were situated on a high bluff on the north bank of a shallow, meandering river.⁷

Dynamics would soon change at Pine River, however, prompted by the establishment of the first permanent European settlement in Charlevoix County at Beaver Island, approximately 20 miles northwest of Charlevoix, in 1848. In this year, James Jesse Strang led a branch of Mormons from Voree, Wisconsin, to the island and declared himself king.⁸ Much to the frustration of the

⁴ The pace of settlement in the lower peninsula was such that by 1840, smaller units of organization for the state's lands were necessary to promote efficient management of growth. Thus, thirty new counties were created in the lower peninsula and land within the County of Michilimackinac was confined generally to the upper peninsula.

⁵ State of Michigan, *Acts of the Legislature of the State of Michigan* (Detroit, MI: George Dawson, 1840), 196-200; Perry Francis Powers, *A History of Northern Michigan and Its People* (Chicago, IL: Lewis Publishing Co., 1912), 95; Michigan Historical Commission, *Pioneer Collections: Report of the Pioneer Society of the State of Michigan, Together with Reports of County, Town and District Pioneer Societies*, Volume 1 (Lansing, MI: W.S. George & Co., 1877), 144, 213; William H. Hathaway, "County Organization in Michigan," *Michigan History Magazine*, Volume II (1918): 587-588.

⁶ Michigan Historical Commission, *Pioneer Collections*, Volume 1, 144.

⁷ *The Traverse Region, Historical and Descriptive: With Illustrations of Scenery and Portraits and Biographical Sketches of Some of Its Prominent Men and Pioneers* (Chicago, IL: H. R. Page & Company, 1884), 173; Archibald Butters, "Memories of Northern Michigan," *Michigan History Magazine* vol. II, no. 2 (April 1891): 388-389. The river was labeled as "Green River" on government maps of the period, but, like the community, became known as Pine River. The names of fishermen that worked the river in the 1830s and 1840s aren't known to be recorded, with the earliest references generally being those that arrived in the 1850s, such as Jack Papineau (also spelled as Papinaw), who "came to 'Pine River' in the employ of Alva Cable, of Mackinaw, a pioneer fisherman of the Straits," occupying a "shanty located where Lewis Grand Opera House now stands [now demolished, southwest bank of the present-day U.S. 31 bridge]." See "An Old Timer," *Charlevoix Sentinel*, March 23, 1893, 2.

⁸ Don Faber, *James Jesse Strang: The Rise and Fall of Michigan's Mormon King* (Ann Arbor, MI: University of Michigan Press, 2016), 72-73 and 101-104.

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seasonal fishermen and traders who had benefited from the island's fishing opportunities and cordwood reserves, Strang's followers remade the wilderness island, clearing land, laying out a network of roads, and erecting a growing village. More severe, Strang often asserted authority over other settlers on Beaver Island, with the situation "becoming serious between the Gentiles and the Mormons" in the early 1850s.⁹ As later recounted by Elizabeth Whitney Williams, whose family lived on the island at the time:

Peter McKinley had moved his family to Mackinac Island, not considering it safe to carry on business any longer. Mr. Cable had also left and gone to Indiana. His uncle, Mr. Alva Cable, came with his vessel, taking C. R. Wright and family, with several others, to Charlevoix, then called 'Pine River.' All the Ohio, Canada and Detroit fishermen had gone home.¹⁰

Not deterred and desiring to expand his empire beyond Beaver Island, Strang coalesced his following of more than 2,000 Mormons into political power and was elected to the Michigan legislature in 1852. Here, Strang made a deliberate move in leading the legislature to reorganize political boundaries in the area to Mormon advantage by enlarging Emmet County through the annexation of the nearby Beaver Island archipelago and the elimination of Charlevoix County, which was absorbed into Emmet County and became Charlevoix Township.¹¹ Strang's followers were quickly elected to leadership positions in the new township, exacerbating tensions under Strang, including at Pine River, where "quite a colony was collected... not simply bachelors' homes, but contained families of women and children."¹² Enumerations of the population of Pine River vary, but Strang himself described that there are "seventy-five men at Pine River."¹³ Elizabeth Williams described the population at Pine River in more detail: "There were twenty-five families of Gentiles, and two Mormon families had stolen away with the fishermen, claiming their protection, which was freely promised them. One was a Mormon elder and his family, the other a young man living with his widowed mother."¹⁴

In July 1853, issues came to a head at the growing village of Pine River when the Mormon sheriff of Emmet County and thirteen others arrived from Beaver Island to issue calls for jury duty. While detailed accounts of the ensuing events differ depending on the person recalling them, the consensus is that a group of mainlanders met the party, refused to provide access to the individuals requested, and advised the party to leave Pine River. Someone opened fire, with parties on both sides injured. The sheriff's party retreated, with the Pine River settlers in pursuit. A passing steamer rescued the Mormons, who returned to Beaver Island, while the Pine River pursuers returned to shore.¹⁵ Later known as the "Battle of Pine River," a plaque now identifies

⁹ Elizabeth Whitney Williams, *A Child of the Seas; and Life Among the Mormons* (Harbor Springs, MI: Elizabeth Whitney Williams, 1905), 141.

¹⁰ Williams, *A Child of the Seas*, 143.

¹¹ Roger Van Noord, *Assassination of a Michigan King: The Life of James Jesse Strang* (Ann Arbor, MI: University of Michigan Press, 1997), 186-187; *The Traverse Region*, 173. While the township was formally named Charlevoix, the village of Pine River would also sometimes be informally referred to as "Charlevoix" during this time.

¹² Powers, *Northern Michigan*, 277.

¹³ "Murderous Assault—Attack on Sheriff Miller—Six Men Wounded!" *Northern Islander Extra*, July 14, 1853, 1.

¹⁴ Williams, *Child*, 145-146.

¹⁵ "Murderous Assault," 1; Williams, *Child*, 149-154.

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the presumed location of the event, about 600 feet west of the Charlevoix Central Historic District at Grant Street and Park Avenue.

Following the conflict, the village of Pine River was largely abandoned:

Mr. Alva Cable called the people together and consulted about what was best to be done. Some wanted to remain and fight the Mormons if they came again, but the women all wanted to go. About that time a Mormon that had left the island and never intended to go back, advised us all to go. So it was decided we should get away as soon as possible, as news kept coming that it was not safe for us to remain longer.¹⁶

The itinerant fishing population left Pine River alongside them, and new settlers were largely deterred by the reputation of Strang's sect. Taking advantage of the opportunity, Strang saw it "of considerable consequence to make a good beginning in the settlement of Pine River early this spring [1854]," noting that "they are all gone, and there is no prospect that any of them will return" and that "Pine River is the best location in this region for building up an extensive farming community."¹⁷

George Preston and his family were the first to arrive from Beaver Island, taking possession of one of the houses on the north side of Pine River before constructing their own dwelling. They were followed by Galen Cole, who arrived from South Fox Island; Medad and Phoebe Thompson, who established a farmstead on Pine Lake; and the families of Adam See and Daniel Alvord in 1855.¹⁸ That spring also brought the return of non-Mormons with the arrival of John S. Dixon, his prospective business partner, a Mr. Wilcott, and his assistant, Frank May; however, their stay was short-lived. Dixon had already delayed his arrival at Pine River by about a year following his purchase of more than 200 acres of land in the area in 1854, having received word of hostilities with the Beaver Island population, but hoped that issues had subsided. For a short time, this appeared to be the case, but as he continued to establish a homestead for his family on the north side of Pine Lake, Dixon found considerable difficulty with some of Strang's followers, who were reported as stealing from Dixon and making threats on his life.¹⁹ Fearing his efforts futile, Dixon left for Northport in Leelanau County.

With Dixon departed, the Mormon population retained occupation of Pine River, but this too would change, due primarily to four events. First, the winter of 1855 was harsh for the mainland Mormon population who had not secured enough supplies. Several local men, including George

¹⁶ Williams, *Child*, 154.

¹⁷ "New Settlements," *Northern Islander*, April 13, 1854, 2.

¹⁸ *The Traverse Region*, 175.

¹⁹ *The Traverse Region*, 175-178; Buttars, "Memories of Northern Michigan," 389-390. It should be noted that, according to Strang, he had originally planned to purchase the lands bought by Dixon in 1854, where a "Mormon settlement had been projected at Pine River." Per Strang's accounts, A.S. Wadsworth of Grand Traverse realized his plans and purchased the lands for the benefit of himself and C.P. Bush of Lansing, the latter eventually selling to Dixon. This was but one of many disputes between Strang and Dixon. See "Dixon's Case," *Northern Islander*, December 6, 1855, 2.

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Preston, secured a small ship to retrieve goods from the general population on Beaver Island, but they were lost at sea, resulting in the loss of some local leadership as well as morale.²⁰ Second, some of the Mormon branch under Strang had become disenfranchised, frustrated with his tactics and efforts to exert control. Third, John Dixon, who had recently fled Pine River, and Theodore Wendall of Mackinac City, sensing a growing lack of tolerance for Strang's actions at the state level, succeeded in working with the legislature to pass an act reorganizing Emmet County, cutting off the Beaver Island population from broader control in the area. Finally, Strang died in 1856, following an assassination attempt by some of his disgruntled followers, and the larger Mormon population was forced from Beaver Island, leading most on the mainland to voluntarily leave the area as well. Only Medad Thompson's family remained at Pine River.²¹

Following Strang's death, the site of Pine River was opened back up, its pioneer wilderness awaiting long-term settlement.²²

Pine River was a shallow and rapid stream, filled with fallen cedars, and overhung with branches... The level plateau where Charlevoix now stands was covered with brambles and bushes, and was unadorned by any human habitation. The shores of Round Lake were as rude nature formed them, and upon the bosom of the beautiful little lakelet only the smallest sail-boats were ever seen, and at rare intervals.²³

John Dixon returned to the village, once again took up development of his property, and quickly ascended in reputation. He was followed by numerous others, including John Newman and Archibald Buttars, who arrived in 1856; J.F. May, S.F. Mason, John Mason, M.J. Stockman, and William Stockman, who arrived in 1857; and Hugh Miller and Captain Alanson G. Aldrich, who arrived in 1858. While others also came to the area during these formative years, stopping at Pine River, "best known to themselves, several of them saw fit to leave the following summer and fall for other localities, where they thought they would do better than by staying in the wilderness around the lake."²⁴

Opening Up the Charlevoix Waterfront, 1860-1876

Early settlement in the area primarily revolved around agricultural pursuits amidst the largely uncleared land along the lakeshore; others went to work manufacturing hoops and staves for barrels. As later recounted by an early settler, presumed by many to be John Dixon, "the summer of [18]60 presented no great improvement in the situation of affairs. But few came to the settlement, and most of those who had been there occupied the greater part of their time about

²⁰ "Facts and Fancies of the Early Settlement of the Pine River Region, No. 5," *Charlevoix Sentinel*, October 16, 1870, 3.

²¹ Powers, *Northern Michigan*, 122 and 296; Faber, *James Jesse Strang*, 134-140.

²² This was also broadly true for the whole of the Pine Lake region, with settlement beginning or expanding in other regional centers, such as Horton's Bay, Boyne City, and Advance, following Strang's death.

²³ *The Traverse Region*, 179.

²⁴ "Facts and Fancies of the Early Settlement of the Pine River Region, No. 8" *Charlevoix Sentinel*, November 6, 1870, 3; *The Traverse Region*, 178-180.

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something that would bring the quickest returns, in order that their families might not suffer.”²⁵ Such modest opportunities perpetuated the perception with many early visitors that the settlement at Pine River was not a viable option, prompting them to relocate, their departure making “many of those who remained dissatisfied with their home in the woods.”²⁶ Going further, it was noted that “there was much to discourage timid settlers, there being no way to get out except by small boats, and as they thought, but little prospect of any other way.”²⁷

Yet, despite initial concerns, new settlers continued to arrive, including those who would serve a key role in the formative growth of Charlevoix. Such individuals included Philo Beers, who came to own the block of land on the southwest side of the lower Pine River channel, where he built his house in 1865 (103 Park Avenue), in which he also operated a drugstore; Amos Fox, who, in partnership with Hiram Rose of Petoskey, opened the Mammoth Store of General Merchandise southeast of the channel (now demolished, site of Robert Bridge Memorial Park) and constructed lakeside warehouses, spurring development of the Round Lake waterfront; William Laister, who opened a general store, Little Mammoth Store, on Bridge Street (now demolished); Archibald Buttars (residence at 209 State Street), who had been in Charlevoix in the 1850s but came back in the 1860s to assist with the Rose & Fox establishment and quickly rose to prominence; Richard Cooper, hotel proprietor; Major E.H. Green, who was the city’s first attorney (228 Bridge Street); and master wagonmaker David Nettleton.²⁸ By 1868, the village had an estimated population of 630 persons.²⁹

Population growth, even if limited, spurred improvements necessary for the well-being of the settlers. In 1861, the first school was held in a log cabin on Pine Lake south of the village proper; in 1868, a dedicated school building was opened at Antrim and Bridge Streets, just south of the Charlevoix Central Historic District. Religious services followed in kind, holding services in the home of John Dixon and others.³⁰ The Charlevoix post office was established in 1867, at the house of Philo Beers (103 Park Avenue), who served as the first postmaster.³¹ In 1869, the first newspaper, *Charlevoix Sentinel*, was established, publishing the first issue on April 24, with “food for the soul, and with Truth on her wing” to provide information to a “region now rapidly filling up with a hardy, industrious and intelligent population, where a properly conducted paper may be of great service.”³² Such advances were complemented by formal movements that helped legitimize the burgeoning community, including the relocation of the Emmet County seat of

²⁵ “Facts and Fancies No. 8.”

²⁶ “Facts and Fancies No. 8.”; *The Traverse Region*, 180.

²⁷ “Facts and Fancies No. 8.”

²⁸ *The Traverse Region*, 188-189; Peter Donald Campbell and Julia Anne Campbell Bandfield, *A History of Bridge Street: And Harbor of Charlevoix “the Beautiful” Michigan* (Charlevoix, MI: Charlevoix Historical Society, 2007), 11; “The Growth of Our Village,” *Charlevoix Sentinel*, January 13, 1872, 1.

²⁹ United States Army, Office of the Chief of Engineers, *Report of the Chief of Engineers to the Secretary of War, for the Year 1869* (Washington, D.C.: Government Printing Office, 1870), 79.

³⁰ Powers, *Northern Michigan*, 286; Bob Miles, *Bob Miles’ Charlevoix: A Century in Pictures, Volume 1* (Charlevoix, MI: Charlevoix Historical Society, 1976), 20.

³¹ *The Traverse Region*, 188.

³² “Salutatory,” *Charlevoix Sentinel*, April 24, 1869, 1. During its formative years, the newspaper was published with its location noted as both “Charlevoix” and “Pine River,” in reference to the unofficial, yet long-lasting name by which the community was known.

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government from Little Traverse (Harbor Springs) to Charlevoix in 1865; the first platting of the village in July 1866, by John Dixon, who laid out eighteen blocks encompassing the land between Pine River on the north, Antrim Street on the south, Round Lake on the east, and Lake Michigan on the west; and the creation of Charlevoix County, with Charlevoix as the county seat, in 1869.³³

Growth during the period also spurred the realization that physical improvements were necessary to truly support long-term investment in the area. Chief among these was capitalizing on access to Lake Michigan, which was vital to capturing part of the growing maritime portfolio on the Great Lakes. In this, the first major infrastructure project in Charlevoix was initiated in 1864, when, at the urging of John Dixon, Amos Fox and Hiram Rose began construction of a 900-foot dock extending into Lake Michigan on the north side of the lower Pine River channel. The dock was intended as a wooding stop, where steam-powered vessels traveling between Chicago and Buffalo could refuel with wood harvested from the region.³⁴ Completed in spring 1865, the venture proved exceedingly prosperous for its proprietors, particularly after the opening of the Redington, Nelson & Company sawmill on the north bank of Pine River (now the site of the Edgewater Inn, just east of the Charlevoix Central Historic District), where logs from the interior of Charlevoix County were processed into cordwood and then transferred along what is now Pine River Lane (where sits the Weathervane Inn Restaurant, 106 Pine River Lane) via tram cars to the shoreline. Accordingly, lake access boomed Charlevoix's lumber industry, with thousands of cords of propeller wood and shipping wood distributed throughout the region, which drove the first distinct period of economic growth in the city.³⁵ The completion of the dock had a larger effect, though, giving name recognition to Charlevoix and opening the whole of the village to a broader economy. Perhaps most importantly, the dock also brought many visitors to the

³³ Powers, *Northern Michigan*, 278; *Biographical History of Northern Michigan, Containing Biographies of Prominent Citizens* (Indianapolis, IN: B.F. Bowen & Company, 1905), 490-493; Bob Miles, *A Century in Pictures*, 23. The county seat remained at Charlevoix until 1885, when it was temporarily transferred to East Jordan and then Boyne City during a regional struggle for power. It returned to Charlevoix in 1898.

³⁴ Campbell, *A History of Bridge Street*, 10; *The Traverse Region*, 188-189; Powers, *Northern Michigan*, 280; *Biographical History of Northern Michigan*, 498.

³⁵ The lumber industry was tremendously important to Charlevoix County broadly during this period and into the late nineteenth century, including for burgeoning communities such as Charlevoix, East Jordan, and Boyne City, which reaped the benefits as centers of population. While the full extent of the industry's relationship to the period is beyond the scale of this nomination, it's important to recognize the impact on the local economy and growth of the Charlevoix Central Historic District during this period, particularly following the establishment of the Redington, Nelson & Company mill, which later became the Charlevoix Lumber Company and ran an extensive business—shipping approximately 40 million board feet of lumber—through about 1915, when the industry began to flounder due to over-logging of the area's resources, particularly the pine forests. Such is evidenced by changes in employment at the factory, which employed 38 persons in 1904 but just 9 persons in 1920. Even despite diminished business, the company remained a fixture along the lower Pine River channel through the mid-twentieth century, ultimately being demolished in the 1950s as the community's development patterns changed in response to access to the waterfront. See Michigan Department of Labor, *Twenty-Second Annual Report of the Bureau of Labor and Industrial Statistics* (Lansing, MI: Wynkoop Hallenbeck Crawford Co., State Printers, 1905) and Michigan Department of Labor, *Thirty-Seventh Annual Report of the Department of Labor of the State of Michigan* (Lansing, MI: Wynkoop Hallenbeck Crawford Co., State Printers, 1920).

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community for the first time, foreshadowing future trends, as many steamers would stop long enough to refuel that passengers could disembark and travel into town.³⁶

With the Fox and Rose dock completed, attention was turned inward, with focus placed on improving connections between Lake Michigan and Pine Lake (now Lake Charlevoix) via Pine River to open up Charlevoix to further economic activity. While previous efforts had been made to improve the upper and lower channels of the river—attempting to clear, widen, and deepen it to provide a towpath for maritime traffic—they were largely piecemeal and unsuccessful. To be certain, when Archibald Buttars arrived in the mid-1850s, he found only very minor improvements as “the mouth of the river was very shallow, with a swift current, and the river choked with fallen timber from either bank, with a narrow channel cut through the center for the passage of boats.”³⁷ Hoping to undertake a more substantial effort on the belief that improvements in Charlevoix would be good for the entire region, the people of Charlevoix sought to solicit assistance from the United States government. Calls were successful, leading Brevet Colonel J.B. Wheeler of the United States Corps of Engineers to make a survey of a proposed harbor improvement at Charlevoix in June 1868. However, local hopes were dashed. Noting the presence of other nearby ports at communities such as Traverse City and Petoskey and the complicated nature of Pine River, Wheeler indicated that an improved channel would cost nearly \$200,000 and thus, “from the location of this harbor, and the width of channel that we are obliged to adopt in improving it, I am of the opinion that the interests of commerce do not require this place to be made a harbor of refuge.”³⁸

Disappointed but undeterred, the citizens of Charlevoix responded in action. In June 1869, the Charlevoix Harbor and River Improvement Company, under the direction of Redington, Nelson & Company, began accepting public subscriptions to raise funds for “deepening and straightening said [lower] channel, and by constructing cribs to protect the same,” estimating the cost at just \$5,000.³⁹ Citizen support pervaded in contemporary issues of the *Charlevoix Sentinel*, as evidenced by correspondence of June 26:

Some may look on the movement as one altogether in the interest of the property owners in and around the village. It will, no doubt, be greatly to their advantage to have the river deepened so that vessels can pass into the lakes; but it will be of equal, if not greater advantage to the property owners all around Pine Lake; and not only to those in the immediate vicinity of the lake, but in the towns further back ... therefore we expect to see every property-owner in Charlevoix county come forward on that day and subscribe for at least one share of the stock of the river improvement company.⁴⁰

³⁶ “Facts and Fancies of the Early Settlement of the Pine River Region, No. 9” *Charlevoix Sentinel*, November 30, 1870, 3; “Wood,” *Charlevoix Sentinel*, January 14, 1871, 2; Campbell, *A History of Bridge Street*, 21; *The Traverse Region*, 189.

³⁷ Buttars, “Memories of Northern Michigan,” 389-390.

³⁸ Office of the Chief of Engineers, *Report of the Chief of Engineers*, 1869, 79.

³⁹ “Notice, *Charlevoix Sentinel*, June 19, 1869, 3.

⁴⁰ “Correspondence,” *Charlevoix Sentinel*, June 26, 1869, 2.

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Another public comment went so far as to proclaim, “let us hope that those who *refuse* to contribute *anything*, will rid the country of their presence as soon as possible.”⁴¹

By July 10, the company had raised \$1,600 in subscriptions, with more promised if both channels were included in the project. The company obliged, and work began in earnest, supported both by the company and a large mass of volunteers.⁴² Work proceeded on the upper channel in late July, and, by September, work also included the lower channel, with the *Charlevoix Sentinel* noting “the improvement of the lower river... has surpassed our most sanguine expectations.”⁴³ By October, work was finished, establishing an unimpeded connection between Lake Michigan on the west and Pine Lake on the east, providing unparalleled opportunities for not only Charlevoix but also other growing communities along Pine Lake, including Boyne City and East Jordan. Not shy about their accomplishment, the citizens of Charlevoix boasted the feat upon completion:

It will be seen that the money thus far expended is \$1,423.92. This of course does not include the work done by the ‘bees,’ and other voluntary labor, which added to the \$1,423.92, would not equal two thousand dollars. We call the attention of our home readers to these facts for the purpose of showing what has been accomplished with a small amount of money, and also for the purpose of disproving the arguments advanced by those who profess to be skilled in the art and science of digging canals...⁴⁴

The opening up of Charlevoix led to a “great many strange faces on our streets—an indication that people are on the move” as both visitors and settlers increased.⁴⁵ These new arrivals were greeted by an increasingly developed village as a steady portfolio of buildings emerged, including several general stores, a printing office, a blacksmith shop, clothing and shoe stores, and more, causing “imports and exports [to] have increased more than ten-fold [since the improvements at Pine River].”⁴⁶ Whereas Charlevoix was previously noted as being home to “a post-office, 2 stores, 2 hotels, a school-house, 1 saw-mill, and about a dozen houses,” the community boasted “8 stores, about 60 houses, and a printing-office, and 4 saw-mills on Pine Lake tributary” in the years following the channel improvements.⁴⁷ Of particular note was the aforementioned Mammoth Store of General Merchandise, which became the primary mercantile operation in the entire county and was said to sell “more goods than all the other stores in the county together,” as well as early enterprises such as the drug store of Dr. George Crouter (212-214 Bridge Street), who witnessed a “marked advance in prosperity.”⁴⁸ These were accompanied by early community landmarks such as the Fountain City House (now demolished, site of the

⁴¹ “Correspondence” *Charlevoix Sentinel*, July 3, 1869, 2.

⁴² “The Harbor Bee,” *Charlevoix Sentinel*, July 17, 1869, 3.

⁴³ “Harbor Improvement,” *Charlevoix Sentinel*, September 18, 1869, 3.

⁴⁴ “Cost of Our Harbor Improvement” *Charlevoix Sentinel*, October 23, 1869, 3.

⁴⁵ “Village Items,” *Charlevoix Sentinel*, May 8, 1869, 3.

⁴⁶ “Our Harbor,” *Charlevoix Sentinel*, May 24, 1873, 3.

⁴⁷ United States War Department, *Report of the Secretary of War, Volume II* (Washington, D.C.: Government Printing Office, 1873), 283.

⁴⁸ “New Goods,” *Charlevoix Sentinel*, November 18, 1871, 3; *The Traverse Region*, 197.

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Weatherwane Terrace Inn and Suites, 111 Pine River Lane), which had started as a boarding house for men working on the Fox & Rose dock but was converted to a general boarding house by Richard Cooper in 1867 and quickly amassed profit alongside the genesis of Charlevoix's tourism economy as visitors frequented the community.⁴⁹

With such development came an unexpected trend—the emergence of Bridge Street as the principal commercial artery in the village. Indeed, Main Street (now Park Avenue), which was wider than any other street and led to the Lake Michigan waterfront, was anticipated to be Charlevoix's main thoroughfare at the time of the community's platting in 1866.⁵⁰ However, the community-driven improvements to the lower channel took development in a different direction as the completion of this work prompted build out along the western shoreline of Round Lake, which was soon dotted with businesses, docks, and warehouses. This was accompanied by the first set of infrastructure improvements to Bridge Street, including, for example, Redington, Nelson & Company, owner of the sawmill, improving the roads by covering them with sawdust and Fox and Rose taking up the effort of laying a plank road between their store on Bridge Street and the Lake Michigan dock.⁵¹ The transformation of Bridge Street into the main throughfare was perhaps best represented by the belief bestowed in it by Egbert Carpenter, who, in 1872, built a store “quite a distance out of town” at the southern end of Round Lake, then beyond the limits of Bridge Street's terminus, which was still heavily wooded (general site of the Odmark Pavilion in East Park). Within the year, however, trees would be cleared between present-day Clinton and Antrim Streets, opening up the area for the extension of Bridge Street, and the number of buildings in the village doubled, leading the *Charlevoix Sentinel* to declare “this most favored portion of the ‘Garden of Michigan’ is fast rounding up into a region of wealth, and its capital (Charlevoix) into a spired city” and that “a village of goodly appearance is now nestled in the quiet valley beside the great lake.”⁵² Outside visitors noticed, too, as evidenced in the experience of Alexander Winchell, state geologist, who noted upon his visit in the 1870s that “the village improved rapidly during the past season, and the prospect for the future is encouraging.”⁵³

Despite the progress of the last decade, however, the local appetite for improvements was not suppressed. In particular, efforts were further directed at Pine River and the associated harbor; this time, the goal was further deepening and consistent widening of the channel to allow for passage of larger vessels, which leading citizens had recognized was intrinsically tied to the success of the village. The Charlevoix River and Harbor Improvement Company again went to the government, with more than 300 citizens petitioning the state legislature in recognition that the entire area “would be immensely benefited, in fact, opened to settlement, by a small

⁴⁹ *The Traverse Region*, 189.

⁵⁰ “Local News,” *Charlevoix Sentinel*, August 29, 1905, 1. As described in the paper, “When the village was platted about forty years ago, it was named so because, on paper, it looked as if that might be the principal business street. Instead of that, it has become a strictly residence street and the dwellers thereon want the name changed and will have it changed.”

⁵¹ “Village Items,” *Charlevoix Sentinel*, May 8, 1869, 3.

⁵² *The Traverse Region*, 197; “Our Growth,” *Charlevoix Sentinel*, August 24, 1872, 3; “The Growth of Our Village,” January 7, 1872, *Charlevoix Sentinel*, 3.

⁵³ “Charlevoix,” *Charlevoix Sentinel*, January 1, 1870, 2.

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appropriation [of state swamplands] needed to straighten and deepen the Pine River.”⁵⁴ Initially, the legislature responded favorably and made an appropriation, but the offer was subsequently rescinded amidst complaints that it was too small to accomplish anything meaningful. Again, Charlevoix’s citizens went to work themselves, initiating the necessary work on their own as a show of determination. By 1871, an offer was re-extended and expanded, recognizing, as put by the United States Corps of Engineers, “the commendable spirit and energy of the people, who seem to be thoroughly in earnest.”⁵⁵ Support in hand, the Charlevoix River and Harbor Improvement Company moved forward, securing local subscriptions for additional work and ordering the first official dredging of the channel, to be set at thirty-five feet in width and from ten to twelve feet in depth. Contracts were let with Carkin and Stickney of Cheboygan, and work proceeded into 1873, much to the praise of locals as the work helped get Charlevoix “out of the woods”:⁵⁶

Charlevoix has never known the bustle and activity that now prevails on its streets and waters. The roar and rattle of the ponderous steam dredge, as it digs its way into Round Lake, the shrill whistle of the tugs, the beautiful chime whistle of our lake steamer, and the all the hurry and eager expectancy attendant on the transit from a dull inactivity to the dawn of the new era, is seen and heard on every hand. Everybody has taken a new supply of courage and energy, and our village begins to show the effects of it.⁵⁷

Recognizing the importance of seeing through the work following the 1873 dredging, the Charlevoix River and Harbor Improvement Company implored the state government to seek federal assistance for the project to support the “people of Charlevoix county [who] have, by voluntary labor, private subscriptions, local taxations, and issue of bonds, expended upwards of twenty thousand dollars, in removing obstructions, dredging, and improving the navigation of said river.”⁵⁸ Unlike in 1868 when the first request was made, the federal government granted the assistance, providing an appropriation of \$10,000 for improvements and maintenance, including dredging the channel to a consistent depth of twelve feet, protecting its sides via pile revetments, and extending the crib piers.⁵⁹ The first dredging under the federal government was soon ordered, and Charlevoix was now officially made a port of entry, with consistent passage from Lake Michigan to Lake Charlevoix. For many, it was the fulfillment of a decade’s worth of community planning efforts rooted in the perseverance of the citizenry:

⁵⁴ *Journal of the House of Representatives of the State of Michigan, 1869* (Lansing, MI: W.S. George & Co., 1869), 260.

⁵⁵ United States Army, Office of the Chief of Engineers, *Annual Report of the Chief of Engineers to the Secretary of War, for the Year 1873* (Washington, D.C.: Government Printing Office, 1873), 282.

⁵⁶ “Pine River to be Dredged,” *Charlevoix Sentinel*, June 28, 1873, 3.

⁵⁷ “Busy Times,” *Charlevoix Sentinel*, July 26, 1873, 3.

⁵⁸ *General Acts and Joint and Concurrent Resolutions of the Legislature of the State of Michigan* (Lansing, MI: W.S. George & Co., 1874), 297-298.

⁵⁹ United States Army, Office of the Chief of Engineers, *Annual Report of the Chief of Engineers, United States Army, to the Secretary of War for the Year 1894, Part IV* (Washington, D.C.: U.S. Government Printing Office, 1894), 223.

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It [the harbor improvements] means iron-works, furniture factories, tanneries, grist-mills, and manufactories of all kinds; a ready market for wood, bark, cedar, rock-elm, hemlock and pine. That the farmer should receive from 10 to 40 per cent more than he now does for his produce and that those who are now struggling for a mere subsistence shall be well fed and warmly clad; plenty of money, instead of orders and 'maple slivers.' It means \$3.00 for wood, instead of \$1.75; that the farmer shall have his land cleared for the timber and a handsome profit besides. It means that our merchants will be able to sell for cash, and pay cash for all the farmer produces; that the farmer may deal with outside parties direct; that localities now valueless for business purposes shall sell for piles of greenbacks; fifty miles of inland navigation instead of stoppage at the mouth of the river. It means streets filled with loaded teams and a busy throng of the reverse of poverty stricken people; for Charlevoix broad walks and paved streets; our vacant lots filled with stores, offices, handsome dwelling houses, and stately hotels; the filling of our lovely little lake with deep draught vessels, and freights from the head of Pine Lake or the South Arm direct to any port in the United States and Europe; a carriage way on the broad beach of Pine Lake; for the farmer a neat framed house filled with happy smiling faces, instead of the dark forest, broad fields and well-traveled highways. It means that our doors are thrown open to those who wish to share our prosperity. It means, Mr. Editor, that your prediction made years ago, that Charlevoix would take the lead in the Grand Traverse Region, shall be fulfilled and that 'God helps those who help themselves.'⁶⁰

The Rise of the Tourism Economy and the Maturation of Central Charlevoix: 1877-1905

By the late 1870s, Charlevoix was a vastly different place than it was just ten years earlier, largely because of citizen directive, and word had spread. Beyond those that permanently settled in the community, visitors to the community swelled as Charlevoix became a summer destination for many in an era defined by an influx of wealthy downstate Michiganders and Chicagoans, in particular, to northern Michigan.⁶¹ Requests for accommodations outpaced available space at

⁶⁰ "What It Means," *Charlevoix Sentinel*, April 4, 1874, 3.

⁶¹ Such trends were part of a broader pattern in which wealthy city dwellers, confronting the aftermath of the Civil War and still in the midst of the Industrial Revolution, began to increasingly seek respite from the realities of life. Locations grounded in natural beauty and outdoor activities were particular beneficiaries, with a generation of travelers finding their ways to communities that offered a chance to "summer" in a distinctive location that offered a contrasting reality to home. In Michigan, such trends resulted in extensive numbers of visitors to the upper lower peninsula and the upper peninsula, which benefited from ample natural beauty, recreational amenities, and a moderate climate. Such offerings attracted wealthy citizens from communities like Detroit, Grand Rapids, and Kalamazoo as well as metropolises like Chicago, who found their way to the region amidst the growth of travel by watercraft and rail. Recognizing the benefits of the burgeoning tourism economy, communities engaged in early advertising campaigns in newspapers, magazines, and promotional pieces that espoused the merits of each area's offerings, further spurring large numbers of visitors. This was boosted by campaigns organized by entities such as the rail companies, whose business expanded alongside the pervasiveness of the summer traveler, and others who took up the charge of promoting the region in publications such as *Detroit and the Pleasure Resorts of Northern Michigan*, published in 1883, and *Northern Michigan: Handbook for Travelers*, published to "aid him [the traveler] in deriving the utmost pleasure and profit from his tour in this fascinating region." In recognizing the perseverance

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landmarks such as the Fountain City House and the Ingleside Hotel (now demolished, site of Central Drug Store, 301 Bridge Street), the latter which became a hotspot for businessmen who preferred the downtown location at Bridge and Clinton Streets.⁶² Year on year, the *Charlevoix Sentinel* captured the boom, repeated in annual statements such as “the number of city people stopping in Charlevoix during the warm weather is larger than that of any previous year” and this detailed account of July 1880:⁶³

Never in the history of Charlevoix has the flood of summer travel been so great as now. Every boat brings a crowd. On Thursday the *Clara Belle* landed over fifty here with their mountain of baggage and the other boats, the *Grand Rapids* and *Fountain City*, swelled the number to about or over one hundred on that day, and still they come. The Fountain City House is full to overflowing, the large dining room not being capable of seating the guests at one sitting. The Belvedere and Ingleside are running over and private houses are in great demand. Advice from abroad tell us that they are still coming. All this proves that Charlevoix possesses attractions superior to those of any resort in Northern Michigan.⁶⁴

The cheery view of the summer season was complemented by a general optimism that pervaded Charlevoix into the new decade:

Can the most ambitious complain of our progress within the past decade? Four mail routes center at Charlevoix, mail is received daily, and but about thirty-six hours from Chicago or Detroit. Four tugs do the business of our harbor and vessels of 350 tons pass our way with full cargoes. Two passenger steamers are required to convey travelers between Charlevoix and points on our inland lake. Charlevoix, in the place of one store, now has sixteen business establishments, all of which are gradually but constantly enlarging their capacity and increasing their trade. From the insignificant nucleus of eleven years ago, we have builded [sic] well. We have a prosperous, thriving village, well built, neat, supplied with nearly three miles of sidewalks. Eleven years ago a stranger was stared at as we would a Kangaroo [sic] in a menagerie. Now our summer guests are numbered by hundreds and our streets are full of business and life from morning to evening.⁶⁵

of early settlers in Charlevoix in coordinating improvement of the Pine River channel and eventually securing funding from the government for harbor improvements, the importance of their role in the future growth of Charlevoix should not be underestimated. Certainly, if Charlevoix had not invested itself in such improvements, it is likely that the community would have missed out on the first substantial wave of tourism into northern Michigan and might not have developed into the population center, regional business center, and tourist destination it eventually became. Detroit, Lansing & Northern Railroad, *Detroit and the Pleasure Resorts of Northern Michigan* (Detroit, MI: J.F. Eby & Co., 1883); James Gale Inglis, *Northern Michigan: Handbook for Travelers* (Petoskey, MI: G.E. Sprang, 1898), 5.

⁶² “A Summer Hotel,” *Charlevoix Sentinel*, July 29, 1879, 1.

⁶³ “Local News,” *Charlevoix Sentinel*, July 26, 1878, 1.

⁶⁴ “Summer Travel,” *Charlevoix Sentinel*, July 24, 1880, 1.

⁶⁵ “Local News,” *Charlevoix Sentinel*, July 6, 1880, 1.

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Key to the long-term prospects of Charlevoix and growth of the central core during this period—even more so than the boom of daily tourism—was the rise of summer resort communities, which ushered in a second economic period that quickly outpaced its counterpart spurred by the lumbering industry of years past. The first such community came in the late 1870s, when a group of Charlevoix businessmen, influenced by the recent establishment of Bay View, a Methodist camp meeting ground, in Petoskey in 1875, set out to promote a similar arrangement within the growing village. Identifying a 25-acre tract on the south side of Round Lake, the group offered the site to a Baptist group from Kalamazoo for \$625, with the stipulation that improvements would be made to the land. Within a year, the offer was accepted, and the Charlevoix Summer Resort (now the Belvedere Club) was established in 1878 under the leadership of the Charlevoix Summer Resort Association.⁶⁶ This was followed in 1880 by Charlevoix's second resort community, the Chicago Resort (now the Chicago Club), established by the Chicago Summer Resort Association, a group of wealthy Chicagoans associated with the First Congregational Church, who had "visited all of the prominent resorts of Northern Michigan, and pronounce[d] Charlevoix far superior to any of them in the number and variety of its attractions."⁶⁷ Purchasing land across the street from the Baptist property, the group began making arrangements "for the purpose of establishing thereon a retreat to which during the heated term, they could take their families and enjoy the cool breezes and beautiful scenery of Lake Michigan and Pine Lake."⁶⁸ Their clubhouse, complete with twenty-seven rooms, opened in summer 1881.

The summer resorts—particularly as they continued to expand into the mid-1880s—and their associated members and guests spurred large increases in Charlevoix's seasonal population. Excluding day visitors, by 1884, more than 8,800 summer visitors stayed in Charlevoix, including more than 1,000 at the Belvedere and Chicago Clubs, more than 6,700 at the various hotels, and more than 900 at cottages scattered throughout the village. The next year, the number rose to nearly 10,000 persons, or nearly seven times the year-round population.⁶⁹ Visitors continued to proliferate into the late 1880s as visitors arrived via stage or steamer, but more important was the arrival of passenger rail service in 1892, with the completion of the Chicago and West Michigan Railroad's line between Traverse City and Petoskey, which connected the expanding stretch of tourist accommodations along Lake Michigan. Served by passenger stations near the Chicago Club (Chicago and West Michigan Railroad Charlevoix Station, NRIS # 95001393) and the Belvedere Club (depot now demolished), the rail line, which by 1900 was

⁶⁶ *The Traverse Region*, 205-206. Both the Charlevoix Summer Resort and Chicago Resort were widely advertised via period publications during the late nineteenth and early twentieth centuries, particularly those distributed by rail companies offering passage to the resorts either directly or through connected lines. Such publications lent quick credence to the village of Charlevoix as a tourist destination rivaling others across northern Michigan. See, for example, Grand Rapids and Indiana Railroad Company, *A Guide to the Health, Pleasure, Game, and Fishing Resorts of Northern Michigan Reached by the Grand Rapids and Indiana Railroad* (Chicago, IL: Cameron, Amberg & Co., 1880); Detroit, Lansing, and Northern Railroad Company, *Detroit and the Pleasure Resorts of Northern Michigan* (Detroit, MI: J.F. Eby & Co., 1883); James Gale Inglis, *Northern Michigan: Handbook for Travelers* (Petoskey, MI: G.E. Sprang, 1898); "Northern Pere Marquette Railroad, Charlevoix (Detroit, MI: Richmond & Backus Co., 1910); Pere Marquette Railroad, *Michigan Summer Resorts: A Guide to the Summering Places in the Lake and River Region of the State of Michigan* (Detroit, MI: Pere Marquette Railroad, 1912).

⁶⁷ "Another resort," *Charlevoix Sentinel*, Aug 17, 1880, 1.

⁶⁸ "The Chicago Resort," *Charlevoix Sentinel*, July 19, 1881, 1.

⁶⁹ "Our Summer Visitors," *Charlevoix Sentinel*, October 14, 1885, 1.

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part of the Pere Marquette Railroad system, catered to the tourist economy with a prolific schedule:

Charlevoix and other northern Michigan resorts were actively promoted by the Pere Marquette with an increased schedule and summer specialty fares. The railroad operated a night train, the 'Resort Special,' with both coach and sleeping cars. Resorters arrived from Chicago, St. Louis, Detroit, and points beyond. In addition, a two-car train affectionately dubbed 'The Dummy' made four round trips daily between the Belvedere Club and Bay View. By 1910, the Dummy was making seven round trips daily.⁷⁰

The summer resorts, railroad, and bustling tourist industry, which contributed countless dollars to the community's economy, marked an important accomplishment for the young village and hastened the establishment of commercial enterprises and other ventures necessary to accommodate increased numbers of people, particularly within the Charlevoix Central Historic District.⁷¹ Into the 1880s, new businesses opened along Bridge Street and docks and warehouses were expanded along Round Lake as merchants found "more favorable conditions for supplying their outflowing currents of trade" both regionally and in Milwaukee and Chicago markets, firming up Charlevoix's stature as "the wholesale and retail market for the entire Pine Lake region."⁷² Indeed, the 1880s witnessed the "beginning of a boom to build up Bridge Street with something substantial and permanent" and, by 1890, nearly the full length of Bridge Street south of the lower Pine River channel and north of Mason Street was occupied with a variety of one- and two-story buildings providing services and goods to a growing permanent and seasonal population.⁷³ This included more than twenty stores, inclusive of general stores (e.g., 115 Bridge Street), millineries, furniture stores (e.g., 91-103 Bridge Street), jewelry stores (e.g., 107 Bridge Street), hardware stores, groceries/bakeries/meat markets/confectionaries (e.g., 111 Bridge Street), and more; community ventures such as the Lewis Grand Opera House (demolished in the 1940s for construction of the Memorial Bridge); and a variety of professional services, such as the legal services offered by E.H. Green (228 Bridge Street), Charlevoix's first lawyer, and real estate services offered by Archibald Buttars (216-218 Bridge Street).⁷⁴ The period also witnessed the founding of the first local banks in Charlevoix, a critical piece that reflected the economic maturation of the community in an age of widespread spending and investment. The first of

⁷⁰ Robert O. Christensen, "Chicago and West Michigan Railroad Charlevoix Station," National Register of Historic Places Registration Form, 1995, 4, 8.

⁷¹ Beyond the boundary of the Charlevoix Central Historic District, new hotels opened in the years following the arrival of the railroad to serve incoming visitors in proximity to the business core, including the Inn, completed in 1898 on Dixon Avenue by the Chicago & West Michigan Railway as an 800-guest hotel, second in size only to the Grand Hotel on Mackinac Island; the Elston Hotel, opened in 1898 on the present site of Oleson's [Shopping Center plaza](#), ~~adjacent-within~~ the Charlevoix Central Historic District; and the Beach Hotel, opened in 1899 on the north side of the lower Pine River channel, just northwest of the historic district.

⁷² "Charlevoix—Its Advantages as a Trading Center—Its Business Establishments," *Charlevoix Sentinel*, September 27, 1881, 9; "Local News," *Charlevoix Sentinel*, November 15, 1881, 1.

⁷³ "Local Notes and News," *Charlevoix Journal*, March 26, 1885, 5.

⁷⁴ For a more comprehensive list of businesses and services located in Charlevoix during the period, see P.A. Myers and J.W. Myers, *Plat Book of Charlevoix County, Michigan* (Minneapolis, MN: Consolidated Publishing Company, 1901).

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these, the Bank of Charlevoix, was organized by W.P. Brown of Livingston County and Lewis Reynolds of Gratiot County in 1882 (opened in 1885 at 230 Bridge Street); the second followed in 1884, with Archibald Buttars and A.R. Upright founding the Farmer's & Merchant's Bank, which was incorporated the following year as the Charlevoix Savings Bank (opened in 1889 at 213 Bridge Street).⁷⁵ The effect was a period marked by the most substantial building activity since the start of the community almost four decades earlier and assertion that "Charlevoix was never more prosperous."⁷⁶

Yet, for some, it was not enough. As asked in the *Charlevoix Sentinel*, many wanted to know "to what shall Charlevoix turn its attention? Or shall we set down contented with what has been accomplished? By no means has Charlevoix reached the fullness of her destiny. There is yet much to be accomplished for Charlevoix."⁷⁷ Going further, others worried about the impacts of so much focus being placed on summer activity in the community and the potential for the village to rest on its recent laurels as a tourist destination as was broadly advertised in newspapers and booster pieces such as "A Charlevoix Vacation," published in 1899, which noted "the many natural advantages as a place for a summer home" and "Charlevoix the Beautiful," published in 1906, which boasted of the "scores of tourists" that had chosen to enjoy the village for a brief reprieve from everyday life.⁷⁸ As captured by one collective critic of the constant narrative:

But we serve notice of protest in this matter of being cloused as a community that is compelled to subsist nine months of the year upon what it can make the other three... This is only a stale joke of our suburban exchanges, of which we are very, very tired.

We shall bend our energies toward making Charlevoix something more than a summer-blossoming geranium, that has to be put under cover as soon as the autumn frosts come, not forgetting our good summer friends...⁷⁹

⁷⁵ The Charlevoix Savings Bank was again reorganized in 1899, this time as the Charlevoix County Bank by John Nicholls, Harry Nicholls, Fremont Lewis, and Archibald Buttars. Buttars, "Memories of Northern Michigan," 392; "Local News," *Charlevoix Sentinel*, June 29, 1882, 1.

⁷⁶ "Our Improvements," *Charlevoix Sentinel*, May 15, 1889, 8.

⁷⁷ "Well, What Next," *Charlevoix Sentinel*, July 13, 1892, 1.

⁷⁸ "Charlevoix the Beautiful" continues to serve as the community's primary slogan today. The origins of the slogan are unknown. A former mural in Charlevoix claimed that the phrase had been used by 1882, but there has been nothing identified that substantiates that date. The phrase was being used by at least 1891, when the Chicago & West Michigan Railway announced its new route to Petoskey, declaring it the "only rail route via Charlevoix the beautiful." It began to be used commonly into the mid-1890s in advertisements and booster pieces intended to attract visitors, businesses, and new residents to the community; *A Charlevoix Vacation* (Kalamazoo, MI: Ihling Bros. & Evard, 1899), 1; Charlevoix Board of Commerce, *Charlevoix the Beautiful* (n.p., 1906), 5; *The Official Railway Guide: North American Freight Service Edition* (New York, NY: National Railway Publication Company, 1891), 360; Dave Miles, "Looking Back... Charlevoix the Beautiful," *Petoskey News-Review*, June 15, 2018, <https://www.petoskeynews.com/story/news/local/charlevoix/2018/06/15/looking-back-charlevoix-the-beautiful/44421687/>.

⁷⁹ "We Observe That We Are Getting Too Much of One Thing in the Way of Outside Advertising," *Charlevoix Sentinel*, March 18, 1891, 10.

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To be certain, there was much positive news afoot beyond the backdrop of seasonal arrivals as the core of Charlevoix entered a period of maturation as citizens looked to the future of the community. Beyond the aforementioned business development during the period, this maturation was found in three spheres. First, community services and goods boomed during the period, particularly within the boundary of the Charlevoix Central Historic District along State Street between Park Avenue and Antrim Street, which emerged as the civic heart of the community, paralleling commercial interests on Bridge Street. Improvements included the completion of a new village hall, firehouse, and jail in 1884 at Antrim and State Streets (demolished, site of Charlevoix County Building, 301 State Street); the establishment of various houses of worship, including the Methodist Episcopal Church at State and Clinton Streets (104 State Street, completed 1878) following on support from the Ladies' Aid Society, the First Congregational Church at State Street and Park Avenue (101 State Street, completed 1885), the First Baptist Church at State Street south of Clinton Street in 1889 (now demolished, site of Charlevoix Fire Department, 210 State Street), and the First Episcopal Church at the corner of State and Clinton Streets (200 State Street, completed 1895); and other services such as the first dedicated library building, completed in 1909 at the northwest corner of State and Clinton Streets (now demolished, 111 State Street).⁸⁰ Such public goods on State Street were also complemented by others in the vicinity (but beyond the boundaries of the Central Historic District), including, for example, the new elementary school constructed in 1890 on Grant Street and McKinley High School, constructed adjacent to the elementary school in 1901-1902.

Secondly, community planning efforts were directed at the formalization of city services necessary to sustain a growing population, which had risen to 2,200 persons. Perhaps chief among these was the village's securing of a new waterworks, which "every town of any importance in Northern Michigan, except Charlevoix," already had, and the provision of electric lights, which were deemed an "emphatic demonstration of public spirit" and necessary to prove that Charlevoix is "fully up to the standard of a wide-awake, 19th century town."⁸¹ The former went into operation in 1894, and the latter in 1895, following the completion of the electric light plant, which ran on steam from the waterworks boilers, with the community boasting of its progress in becoming a "beautiful and thrifty incorporated village" complete with "perfect and extensive system of water-works, and our well equipped and equally well managed electric lighting system."⁸² On the back of such advances, by the end of the decade, the impacts were clear:

For a place of its size Charlevoix is very metropolitan in appearance and enjoys all the conveniences to be found in most places many times its sizes. Electric

⁸⁰ "Church Project," *Charlevoix Sentinel*, July 4, 1874, 3; "Church Dedication," *Charlevoix Sentinel*, January 14, 1885, 1; "The First Baptist Church," *Charlevoix Journal*, February 14, 1889, 1; *The Traverse Region*, 190-192.

⁸¹ "The Electronic Lighting Project," *Charlevoix Sentinel*, May 15, 1895, 1; "Electric Lights," *Charlevoix Sentinel*, June 29, 1895, 1.

⁸² "Water-Works Resolution," *Charlevoix Sentinel*, Feb 11, 1892, 1; "Charlevoix Water Works," *Charlevoix Sentinel*, November 16, 1892, 1; "Electric Lights," *Charlevoix Sentinel*, June 29, 1895, 1; "Our Business Growth," *Charlevoix Sentinel*, December 23, 1896, 4. Note that the electric plant was privately built at the encouragement of the village but was then purchased by the village as a matter of civic progress so that it could be a publicly-owned utility alongside the waterworks. See, "Municipal Ownership," *Charlevoix Sentinel*, Oct 19, 1898, and "The Electric Lighting Plant," *Charlevoix Sentinel*, Nov 2, 1898, 8.

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lights, water works, fine churches, good schools, numerous well stocked stores, several excellent physicians, a bank, livery stables with good rigs, W. U. [Western Union] telegraph offices, long distance telephone connections...⁸³

The third critical piece in the maturation of the community was village council's realization of the need for modern road infrastructure, which had languished in an era of exponential growth. This was particularly true of Bridge Street, which had emerged victorious as the main artery through town but exhibited a physical character that failed to reflect its stature. As noted by the *Charlevoix Sentinel* in the late 1870s, the road was the "only forbidding or unpleasant aspect of Charlevoix" to visitors.⁸⁴ While grading by the county was periodic, the path was still irregular and dusty, finished with loose gravel. To counter the appearance, a group of businessmen came together to establish a subscription for the establishment of a street sprinkler in 1884 to tamp down dust, which was viewed as "a valuable addition to the businesses of Bridge Street."⁸⁵ Into the 1890s and 1900s, wooden sidewalks were replaced with cement counterparts, complementing sidewalk work that had been started in residential areas of Main (Park Avenue) and State Streets the previous decade.⁸⁶ The most impactful work came between 1902 and 1905, with a concerted effort by village council to correct the "horrible spectacle—mud, ruts, gulches, and pitch-holes" that led the *Charlevoix Sentinel* to call it "about the toughest looking street in Michigan."⁸⁷ At this time, a surface sewer system was installed, a bitulithic pavement was laid, and curbs were set, transforming the "disgrace" of Bridge Street into something to be proud of.⁸⁸

To the ears of the old settler who waded in the mud, the clack of the horses [sic] feet upon the clean, smooth surface is music; and as he crossed the street where the notion strikes him, he is proud of himself, proud of his town, and proud that we had a council that could and did so successfully grapple with the vexing problem.⁸⁹

Road improvements also included addressing the overland crossing at the lower Pine River channel, which was critical to both traffic through and into Charlevoix. The channel itself had continued to be improved during the period, with community leaders advancing efforts in the late nineteenth century to increase its width and depth, allowing for increasingly larger ships to enter the harbor from Lake Michigan; however, the crossing at the channel had not kept pace, with city leaders recognizing the need for a new bridge had reached an "acute stage."⁹⁰ To be certain, the

⁸³ *A Charlevoix Vacation*, 1.

⁸⁴ Editorial, *Charlevoix Sentinel*, July 29, 1879, 1.

⁸⁵ "Local News Brevities," *Charlevoix Sentinel*, June 5, 1884, 5.

⁸⁶ "Sidewalks," *Charlevoix Sentinel*, August 12, 1879, 1; "Local News," *Charlevoix Sentinel*, June 20, 1901, 1.

⁸⁷ "Local News," *Charlevoix Sentinel*, September 3, 1903, 1.

⁸⁸ "Local News," *Charlevoix Sentinel*, May 29, 1902, 4; Sept 7, 1903; "The Pavement Question, *Charlevoix Sentinel*, July 2, 1903, 1; "A Model Street," *Charlevoix Sentinel*, June 16, 1904, 1; "Street Improvement," *Charlevoix Sentinel*, May 4, 1905, 1.

⁸⁹ "A Model Street," *Charlevoix Sentinel*, June 16, 1904, 1.

⁹⁰ By late summer 1882, an uninterrupted area of water twelve feet deep was made available in the lower and upper channels, as well as the harbor, which expanded interior access to new types and sizes of vessels. Such is evidenced by the much-heralded arrival of the *Fountain City* in 1882, which entered the harbor without difficulty and marked "an event in the history of Charlevoix which was the fruition of long years of hope, and the culmination of more

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then-current crossing—an iron swing bridge constructed in 1878 and operated by hand—was outmoded, requiring an inconvenient manual operation that hindered increased traffic flows in Charlevoix following arrival of the automobile and failing to provide a sufficient draw for the larger ships now entering the harbor.⁹¹ To remedy the situation, local leaders mobilized, and efforts were coordinated through the issuance of local bonds to secure erection of a new bridge, complete with new abutments and revetment improvements; the old one was sold to South Arm Township to the southeast. Completed in July 1901, the new swing bridge provided the necessary draw for larger vessels entering the harbor and provided easier operation, particularly following its conversion to steam power later that year.⁹²

Such improvements throughout Charlevoix, and particularly within the core as represented by the Charlevoix Central Historic District, did not go unnoticed. Neither did the planning efforts of municipal leadership, which were instrumental in the maturation of the community's infrastructure and resources during a period characterized by pervasive attention driven by the community's rising status as a premier tourist destination. Recognizing the scale of work accomplished in just a short period, the *Charlevoix Sentinel* proclaimed that "no [village] council has ever been more faithful to the interest of Charlevoix" and that councilmembers had more than adequately taken up the charge of improving the community, with "the policy that what is worth doing is worth doing well" having "taken full possession of the minds of our people."⁹³ It was on the back of such systematic work and development—complementing the organic, citizen-led efforts of the formative years—that the community grew rapidly during the period as an influx of new residents began to call the maturing community home, represented by a population increasing from just over 500 persons in 1880 to more than 2,000 persons by 1900 (a more than 300% increase). Most importantly, it was amidst the backdrop of this work that the community attained a milestone, achieving incorporation as a city in 1905. Proclaiming it as the start of a new era, the *Charlevoix Sentinel* summed up the reaction: "We have, by this act, simply proven that we are progressive and that we have unbounded faith in the future growth and prosperity of Charlevoix. That it will be abundantly justified by future events there is no room for doubt."⁹⁴

than a decade of progress." See, "Local News," *Charlevoix Sentinel*, July 6, 1882, 1; "An Event," *Charlevoix Sentinel*, July 13, 1882, 1; "Local News," *Charlevoix Sentinel*, July 26, 1900, 1.

⁹¹ The village was told by the U.S. government that a wider draw channel was required before additional dredging would be completed to further widen the channel, which was critical to the ongoing efforts of the community to bolster its harbor activities. See "Local News," *Charlevoix Sentinel*, July 26, 1900, 1. In brief, it should also be noted that this was the fourth formal crossing at the lower Pine River channel. The first bridge, constructed at an unknown date, was a pedestrian crossing "about four feet wide and some two feet above the water, leaving a few planks loose for the passage of small boats" (Charlevoix Historical Society, "Photos (All)," Charlevoix Historical Society, April 11, 2024, <https://chxhistory.com/charlevoix-historic-photos/photos/>). The second bridge was completed following the dredging of the Pine River channel in 1873 and had a hinged central portion, operated by a "force of six men" who used a series of logs and a pulley system to raise the bridge when needed ("The Bridge," *Charlevoix Sentinel*, August 31, 1875, 1). The third, as discussed in the text, was an iron swing bridge constructed in 1878, which was maneuvered via a manually-operated turntable.

⁹² "Local news," *Charlevoix Sentinel*, March 7, 1901, 1; "Local News," *Charlevoix Sentinel*, July 18, 1901, 8; "Swing Bridge Erected in 1901 with City's \$20,000 Bond Issue," *Charlevoix Courier*, February 19, 1947, 2.

⁹³ "Local News," *Charlevoix Sentinel*, February 4, 1904, 1; "Street Improvement," *Charlevoix Sentinel*, May 4, 1905, 1.

⁹⁴ "Some Errors Corrected," *Charlevoix Sentinel*, June 1, 1905, 1.

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By the early twentieth century, Charlevoix had evolved into a substantially different place. The small, isolated settlement at Pine River, which “consisted of little more than a dock, a rude store and a boarding house,” had been replaced by a modern city now connected to a rapidly developing state and region via one of northern Michigan’s top harbors, an improved regional road network, and regular rail service.⁹⁵ In place of rudimentary structures and community infrastructure, residents and visitors now found a brand-new bridge and modern city utilities and that “its [Charlevoix’s] retail and wholesale trade is large; its stores, public buildings and residences are substantial and attractive; its streets broad and finely paved; its sidewalks well built and well kept, and its industries firmly established and growing.”⁹⁶ The latter, in particular, had continued to support the local economy through the late nineteenth century and first years of the twentieth century, both through established trades such as fishing, lumbering, and shipping and recent establishments such as the West Michigan Sugar Company, organized in 1905, and Standard Cement and Lime Company, organized in 1909, as well as a variety of machine shops, ship yards, boiler works, and roller mills.⁹⁷ Added to this were expanded ventures in the rising tourism industry, such as the establishment of Beaver Island Transportation Company, which provided continuous runs between Charlevoix, East Jordan, Boyne City, and Beaver Island for the first time starting in 1916 as part of an effort to support a “bigger, better, and more prosperous Charlevoix.”⁹⁸

Perhaps most noticeable amongst the changes that had come to Charlevoix was the transformation of Bridge Street, spurred in large part by the municipal-led efforts to support improvement of the Pine River channel and Round Lake waterfront, the combination of which had the effect of cementing Bridge Street as the community’s primary commercial artery. This was represented by trends such as visiting salesmen coming to prefer Bridge Street lodging establishments such as the Noble Hotel (formerly the Ingleside Hotel, now demolished, site of Central Drug Store, 301 Bridge Street) to those further afield such as the Fountain City House because they were more centralized within the business district.⁹⁹ More formally, the ascension of Bridge Street was reflected in the community’s acknowledgement that Main Street, running perpendicular to Bridge Street along the Pine River channel, was no longer worthy of its name as it had “become a strictly residence street” in the face of Bridge Street. As such, in 1905, the community formally ceded the name “Main Street” and renamed the once-competing road Park Avenue.¹⁰⁰

Tangible evidence of Bridge Street’s place in the community was also substantial, reflected in a wave of new buildings constructed for incoming businesses and services as well as second-

⁹⁵ Powers, *Northern Michigan*, 267.

⁹⁶ Powers, *Northern Michigan*, 286.

⁹⁷ “Industries,” *Charlevoix Sentinel*, May 10, 1906, 1; “New Cement Mills to Be Built,” *Cement and Engineering News* 22, no. 1 (January 1910): 24.

⁹⁸ “Beaver Transportation Co.,” *Charlevoix Courier*, February 21, 1917, 1.

⁹⁹ Charlevoix Historical Society, *Bob Miles’ Charlevoix II* (Charlevoix, MI: Charlevoix Historical Society, 2002), 188.

¹⁰⁰ “Local News,” *Charlevoix Sentinel*, August 29, 1905, 1

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generation buildings that replaced earlier counterparts. The former was particularly pervasive and represented by a generation of finely detailed masonry buildings that stood in contrast to the wooden and, often, smaller buildings of years past.¹⁰¹

The last few years has seen a remarkable development of Charlevoix's business section beginning with the erection of the [George] Van Pelt buildings, which are a credit to the city, as well as to Mr. Van Pelt. The improving of Bridge street [sic], by new buildings, which had been at a stand still for years, has been going forward, and the business section of the city has began to keep pace with the residence section in improvements. The See building, the Brown and State Bank buildings have all been erected in the last year or two and this year Van Pelt is building on Bridge street [sic] and the [J.A.] Vought and [M.B.] Hooker buildings, being erected just around the corner on Antrim, are all evidences of the faith which their owners have in the city.¹⁰²

Indeed, business owners, investors, and others practically remade the length of Bridge Street in an age of continued growth and prosperity for Charlevoix, with both sides of the road between the lower Pine River channel and Antrim Street filled out with a new generation of commercial properties, particularly in the 200 and 400 blocks. Such properties also began to spill onto secondary roads connecting Bridge and State Streets, a trend that continues today. This included the intersection of Bridge Street and Van Pelt Place, which was transformed into "one of the prettiest and busiest little places" in the city at the hand of George Van Pelt, a wealthy Chicagoan who had a summer residence in the nearby village of Norwood and recognized the economic importance of Charlevoix as a regional center of trade and commerce. Between 1909 and 1910, he substantially renovated an existing building (221 Bridge Street) and constructed no less than five buildings (217 and 229 Bridge Street and 100, 101, and 108 Van Pelt Place) housing the United States post office, the *Charlevoix Courier* printing office, and various retailers and service providers. Added to these were substantial blocks constructed for leading businessmen such as S.M. See (421 Bridge Street) and enterprises such as the Blanchard Hardware Company (211-215 Bridge Street), as well as for community organizations, as reflected in the completion of the Charlevoix Masonic Temple (401 Bridge Street), which also provided first-floor retail space for a variety of businesses at the southern end of the business district.¹⁰³ New ventures

¹⁰¹ In 1894, the village council had passed an ordinance requiring that all new buildings on Bridge Street be constructed of a material other than wood to minimize the risk for quick-spreading fires. In 1898, the ordinance was amended to provide council with the authority to permit wooden buildings in certain circumstances, while still maintaining the original intent of the ordinance. See, "Common Council," *Charlevoix Sentinel*, December 12, 1894, 1; "Common Council," *Charlevoix Sentinel*, 8; March 17, 1897; "Asks for an Injunction," *Charlevoix Sentinel*, June 24, 1908, 4.

¹⁰² "Would Increase Value of Charlevoix Property," *Charlevoix Courier*, June 5, 1912, 1.

¹⁰³ George Van Pelt, known affectionately as "Uncle George," was a prominent and noteworthy presence in Charlevoix, and his work in the business district was widely credited as a catalyst that inspired others in the community during the period. His activities were well covered in local press, particularly given their transformative effect at this prominent intersection in the heart of the business district. See, for example, "New Postoffice [sic] Outfit," *Charlevoix Sentinel*, October 18, 1906, 1; "Van Pelt Will Build," *Charlevoix Sentinel*, January 14, 1909, 1; "In New Quarters," *Charlevoix Courier*, July 28, 1909, 4; "Local News Briefly Told," *Charlevoix Courier*, August 4, 1909, 5; "Local News Briefly Told," *Charlevoix Courier*, September 8, 1909, 5; [no title], *Charlevoix Courier*,

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during the period also led to a diversification of the business economy as Charlevoix sought to keep pace with a rapidly evolving world, as represented by the introduction of automobile services into the Charlevoix Central Historic District in the establishment of sales agencies (e.g., 405-417 Bridge Street), garages (e.g., 113 Bridge Street), and service stations (e.g., 117-121 Antrim Street) and new recreational amenities such as movie theaters (e.g., 220-222 Bridge Street). Equally important was the retention of long-term business interests and community institutions, particularly in the face of adversity as Charlevoix's business district, like many others of the period, witnessed devastating fires. Perhaps the most significant were those of 1924 and 1925 that resulted in the destruction of the Charlevoix County Bank (233-237 Bridge Street) and Oddfellows Building (205-209 Bridge Street). However, in neither instance did the proprietors or Charlevoix succumb to the negative circumstances. Rather, both buildings were quickly rebuilt on the same sites, a testament to the community-driven spirit that had long propelled Charlevoix.

Amidst the rampant buildout along Bridge Street, other changes came that would have long-lasting impact on the character of the corridor. The influx of visitors into the community was substantial, particularly in an age marked by the Good Roads Movement, boosted by local proponents such as George Van Pelt, who recognized the value in having modern roads capable of withstanding heavy traffic loads and providing a good introduction to the community.¹⁰⁴ As captured by the *Charlevoix Sentinel*, traffic into Charlevoix increased year on year, with record numbers of visitors into the 1920s:

More and more people are finding their way into Charlevoix and Northern Michigan and no small percentage of the whole are traveling by automobile. Many individuals make the trip by either train or boat but by far the greater proportion are making the trip over public highways. New faces and new

September 22, 1909, 4; "Nearing Completion," October 6, 1909, *Charlevoix Courier*, 1; "Praise for Van Pelt," *Charlevoix Courier*, January 19, 1910, 1.

¹⁰⁴ In addition to his contributions to the business district of Charlevoix, Van Pelt was one of the most vocal proponents of the Good Roads movement locally, with some crediting him as the first such advocate in this part of the state. See, for example, "Should Build Roads That Are Permanent" *Charlevoix Courier*, June 28, 1916, 9; "Road Question a Serious One," *Charlevoix Courier*, July 19, 1916, 1; "Heed the Errors' Profit by Success," *Charlevoix Courier*, July 26, 1916, 10; "Do We Need Good Roads," *Charlevoix Courier*, September 13, 1916, 3; "'Uncle George' as Road Builder," *Chicago Commerce* X, no. 26 (1914): 26; and "Shoddy Roads, Like Shoddy Clothes, Soon Show Wear," *The Highway Magazine*, Dec 1918, vol 9, no. 11, 7. It's also important to note that the Good Roads Movement and its push in Charlevoix County overlapped with substantial projects of the period such as establishment and improvement of the West Michigan Pike, a tourist road connecting travelers with amenities along its route, including in communities such as Petoskey, Charlevoix, Traverse City, Muskegon, Grand Haven, and Holland ("West Michigan Pike—Touring Along Michigan's Shores—Triumph of Good Roads Movement," *Charlevoix Sentinel*, September 9, 1915, 1). While beyond the scope of this nomination to detail its full impacts, the West Michigan Pike project was substantial and critical to the growth of the tourist industry in Michigan. Contemporary guidebooks such as the Tourist Guide of the West Michigan Pike, published in 1922, espoused the benefits of "a land of countless lakes and streams, of endless beaches swept by cool breezes of Lake Michigan the summer through" and led countless travelers to shoreline communities such as Charlevoix. Louis H. Conger, editor, *Tourist Guide of the West Michigan Pike* (Muskegon, MI: West Michigan Pike Association, 1922).

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automobiles are to be seen at all points, while the strangers in Charlevoix this season exceed by far the number in former years.¹⁰⁵

With traffic rampant, city council passed an ordinance for the first time in 1916 to control parking so that automobiles would “not be the menace to traffic and business that they are at present.”¹⁰⁶ This was followed in 1927 by the adoption of parallel parking on both sides of Bridge Street, which continues today, as a means to addressing the “summer traffic problem.”¹⁰⁷ That same year, to complement the infrastructure improvements of recent years, council undertook a substantial project to remove visual nuisances from the corridor to “present a far more attractive appearance to our thousands of summer visitors when they arrive.”¹⁰⁸ As part of this effort, council installed boulevard lighting along both sides of Bridge Street for the first time and worked with Michigan Bell to remove all telephone, telegraph, and electrical poles fronting Bridge Street and relocate them to the alleys behind businesses. Added to this, calls were made for the first time to alter the road network by extending Park Avenue east across Bridge Street to the shore of Round Lake, with the goal of providing additional space for automobiles, improving secondary access to businesses, and more dock space for small boats.¹⁰⁹ This change, however, would wait.

As the city worked toward addressing the challenges of a growing community to ensure it was presenting itself as well as possible, a serious question rose to the foreground—in an age dominated by the City Beautiful movement, was the city maximizing the potential of the Round Lake waterfront? Certainly, improvements to the harbor had been critical to the success of activities of the lumber and shipping industries as well as commercial water travel during Charlevoix’s formative years of the mid-to-late nineteenth century; however, changes were afoot, particularly within the lumbering and shipping industries following the arrival of the railroad in 1892 and improved road networks in the early 1900s, which changed the dynamics by introducing alternative means of transport. Combined with dwindling prospects in the lumber industry, which was all but done into the 1910s, this led many to see that Charlevoix was at a crossroads in determining its future character and whether a waterfront full of wharfs, docks, and warehouses was in the city’s best interest.¹¹⁰ Amidst the discussion, a consistent suggestion rose to the forefront—the city should establish a city park along the waterfront.¹¹¹ Characterized as a “golden opportunity,” the park idea was bolstered by many, including summer residents who went so far as to state that such a park would trump all of the city’s work of the previous

¹⁰⁵ “New Resorters Plentiful,” *Charlevoix Sentinel*, August 16, 1923, 1.

¹⁰⁶ “Pass Ordinance Regulating Parking Autos,” *Charlevoix Courier*, August 9, 1916, 1.

¹⁰⁷ “New Parking System Will Go Into Effect,” *Charlevoix Courier*, April 6, 1927, 1.

¹⁰⁸ “Remove All Poles from Main Street,” *Charlevoix Courier*, September 28, 1927, 1.

¹⁰⁹ “Park Avenue Extension Needed,” *Charlevoix Courier*, October 3, 1928, 1.

¹¹⁰ “Lumber Company Office, Alhambra Area Landmarks of Heyday of Lumbering,” *Charlevoix Courier*, August 20, 1947, 4. While the lumber industry would limp along for subsequent decades, the Great Depression ultimately did in the industry, with the *Charlevoix Courier* declaring in 1937 that the “industry is now history as far as Charlevoix county is concerned.” See, “Channel Opening Progressive Step,” *Charlevoix Courier*, June 2, 1937, 11.

¹¹¹ It’s important to recognize that the city had already acquired a small area along the Round Lake waterfront in 1896 with the first land set aside for what would become Veterans Park. However, this small acquisition did not reflect the full breadth of what the city hoped to accomplish through its vision for an expansive park system on the east side of Bridge Street, calls for which proliferated in the early twentieth century.

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decades: "Such a park in the proposed location will be the best thing that Charlevoix has yet done; and I believe it will do as much or more to appreciate the value of all the adjoining property than have your paved streets, good sidewalks, and new buildings."¹¹² Such sentiment was reinforced by Emerson Price, one of the community's "best known summer residents" of 20 years:

Charlevoix needs a park in just such a location and needs it badly—a shady, restful, inviting spot in the heart of the business section and on the shore of Round Lake. A place where those who are tired may find a cheery, attractive place to rest, read or visit.

If I have ever heard a single criticism often repeated and urged it has been that Charlevoix has never provided a comfortable 'out-of-doors' resting place in its business center. This place is a logical site—in fact, it is ideal. The stores, post office, banks, telephone and telegraph offices on one side, and the ferry and boat-landings, with all the activity of Round Lake on the other. Shady, cool, inviting, accessible.¹¹³

Conversations about the need for a public park on Round Lake were particularly bolstered by the removal of the E.H. Green residence from the east side of Bridge Street (approximate location of 220-222 Bridge Street) in 1911, with many envisioning the lot as the seed for a waterfront park. Hearing the calls, the city temporarily transformed the lot "so as to make a breathing place in the heart of the city," but citizens pushed for a permanent acquisition and park set aside.¹¹⁴ Local support, and perhaps more broadly, civic pride, was pervasive, with "prominent citizens and Charlevoix boosters show[ing] practically unanimous sentiment in favor of the prompt fulfillment of this plan," which would "establish even more firmly our reputation as a 365-day-in-the-year business center—with all the advantages of larger cities and none of their shortcomings."¹¹⁵ This was deemed particularly critical during World War I, with Charlevoix seeing itself in competition with other northern resort communities as wealthy tourists optioned to stay more local during the war.¹¹⁶ Yet, the Green property was given over for other development interests, and conversations about a waterfront park on Round Lake were largely deferred until the 1920s so that an informed decision could be made based on a consistent plan of action.¹¹⁷

Such discussions would come with the election of Arthur Bergeon as mayor. Having previously served on the city's public building, parks, and bridges committee, Bergeon was well familiar with the calls for a park but placed value in tackling the goal systematically. The task was put to

¹¹² "Would Make a Beautiful Park," *Charlevoix Courier*, May 15, 1912, 1; "Would Increase Value of Charlevoix Property," *Charlevoix Courier*, June 5, 1912, 1.

¹¹³ "Charlevoix's Opportunity—Will She Grasp It?" *Charlevoix Courier*, May 22, 1912, 1.

¹¹⁴ "Improving Green Property," *Charlevoix Courier*, July 10, 1912, 5.

¹¹⁵ "For New Park and Rest Room," *Charlevoix Sentinel*, September 7, 1916, 4.

¹¹⁶ "Charlevoix Boosters, Wake Up!" *Charlevoix Sentinel*, May 24, 1917, 5; "Municipal Park for Charlevoix," *Charlevoix Sentinel*, June 14, 1917, 1.

¹¹⁷ "Charlevoix to Have 'Midway,'" *Charlevoix Courier*, March 13, 1918, 1.

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city council and organizations such as the Charlevoix Commercial Association, which recognized the challenges in a one-time, large-scale acquisition of a strip of property along Bridge Street and instead outlined an alternative:

... the ultimate conversion of the entire east side of Bridge street [sic] from the pavement to the lake and from the channel to Belvedere avenue [sic], according to a definite and uniform plan of construction; the property to be acquired in parcels, bit by bit, year after year and developed in accordance with the engineer's detailed drawings. This plan, of course, will take somewhat longer but, at the same time, the expense will be distributed over a greater period of time and rest more lightly, therefore, on the shoulders of each generation enjoying its benefits. And in the end we shall have a real park which will prove one of the city's greatest drawing cards... The much-discussed extension of Park avenue [sic] to the lake can be made part of this plan and fitted into it in a way that will not look like piece work but a portion of the city's intelligent development.¹¹⁸

Yet, despite Charlevoix positioning itself as best as it could to expand its progress in the mid-to-late 1920s, trouble lingered in the background as the country entered the period defined by the Great Depression, and plans stalled as other concerns rose to the forefront. Initial claims were that Charlevoix was avoiding some of the downward economic trends experienced in other localities, such as bank closures, even into the early 1930s as business leaders proclaimed "Charlevoix banks are sound. They will continue to be as long as they have public confidence."¹¹⁹ However, cracks in the local economy were evident. For example, tourist inquiries into Charlevoix dropped off precipitously, from a high of nearly 1,700 annual in-person inquiries in 1929 to approximately 1,100 such inquiries in 1931, and institutions such as the Beach Hotel suffered given that "money was scarce and as a result the rooms remained empty and so did the coffers and the resort business on such a luxurious scale went into a decline."¹²⁰ Those banks that had initially expressed confidence also increasingly faced pressure, and both the Charlevoix County Bank and Charlevoix Savings Bank were eventually forced to close their doors for months due to their inability to meet the obligations of depositors until they could reorganize under state charters.¹²¹ Faced with the reality of the era, the city took measures to protect citizens by lowering tax rates and electric light rates and also sought to reduce its own

¹¹⁸ "Plan Big Projects for '25," *Charlevoix Courier*, December 24, 1924, 1, 4. See similar support for a systematic plan advanced by the *Charlevoix Courier* in "Favors A Lake-Edge Park Plan," *Charlevoix Courier*, February 18, 1925, 1.

¹¹⁹ "Keeping Faith with the Bank," *Charlevoix Courier*, October 28, 1931, 1. Even upon the calling of a statewide banking holiday in February 1933 upon which all banks closed for seven days, it was noted that "Charlevoix bankers were surprised... Not one of them had any intimation that a condition existed in Michigan to warrant such action. Charlevoix banks have no need for such a holiday and were in perfectly sound condition." See, "Confidence is Necessary," *Charlevoix Courier*, February 15, 1933, 1.

¹²⁰ "Tourist Bureau Reports Work," *Charlevoix Courier*, September 24, 1930, 1; "Tourist Bureau Annual Report," *Charlevoix Courier*, October 7, 1931, 1; "Famous Beach Hotel at Charlevoix Being Razed," *Petoskey News Review*, September 20, 1967.

¹²¹ "County Bank Seeking State Charter," *Charlevoix Courier*, November 1, 1933, 1; "County Bank Opened Last Saturday," *Charlevoix Courier*, February 28, 1934, 1; "State Savings Bank Opening Fri," *Charlevoix Courier*, January 16, 1935, 1.

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costs by reducing staff salaries year-on-year and deferring improvements, which, among other things, left the Round Lake shoreline in the Charlevoix Central Historic District a “decayed, stinking, and dangerous mess” as many wharfs and docks gave way to the water.¹²² Supported by the Charlevoix Association of Commerce, businesses likewise did what they could to provide relief to Charlevoix’s citizenry, such as hosting “dollar day” events to “put away the grief and distress of our war against want and economic stagnation,” but problems persisted.¹²³ The effect of the depression on Charlevoix was that, by November 1933, “business is at a standstill. Citizens of means have been forced to a hand-to-mouth existence. Those who ordinarily would have made their own way have been thrown unto welfare. The Christmas season approaches upon a city ‘broke.’”¹²⁴

With substantial citizen- and municipal-funded efforts curtailed during this period, Charlevoix, like most communities throughout the country, looked to New Deal-era relief programs of the state and federal government intended to mitigate the effects of the Great Depression to not only support local citizenry through activities like unemployment programs but also to continue to advance municipal needs and community improvements. While the former was met largely through government-sponsored projects such as improving M-75 between Boyne City and Boyne Falls and rerouting U.S. 31 entering Charlevoix from the south, the latter took various forms.¹²⁵ For example, in 1930, the federal government completed the replacement of deteriorated timber piers with concrete piers on the south side of the upper and lower Pine River channels; in 1933, the city secured government funds through the Reconstruction Finance Corporation (RFC) to support construction of a municipal sewage treatment plan on Round Lake, plans for which had been previously prepared but not implemented due to municipal constraints; and, in 1934, the city secured a Public Works Administration (PWA) grant to start construction of a steel and concrete municipal dock on Round Lake, replacing the timber versions of years past that were prone to quick deterioration.¹²⁶ Out of all the publicly-funded projects during the period, perhaps the most symbolic of faith in the city’s future was the completion of a new combination city hall, fire, and police station (210 State Street) at the corner of State and Antrim Streets in 1939, following issuance of PWA funds for approximately 50 percent of the cost. Bringing all city offices together at the same site for the first time in the community’s history, the modernistic sandstone building represented a forward-facing break from the traditional architecture of the

¹²² “Council Adopts Budget for Year,” *Charlevoix Courier*, June 10, 1931, 1; “City Will Lower Taxes and Lights,” *Charlevoix Courier*, May 18, 1932, 1; “Council Adopts Reduced Budget,” June 8, 1932, *Charlevoix Courier*, 1; Charlevoix Historical Society, “Photos (All),” Charlevoix Historical Society, April 11, 2024, <https://chxhistory.com/charlevoix-historic-photos/photos/>.

¹²³ “Dollar Day,” *Charlevoix Courier*, October 11, 1933, 1.

¹²⁴ “An Editorial,” *Charlevoix Courier*, November 29, 1933, 1.

¹²⁵ There were various employment program activities through Charlevoix County during the period, conducted by various agencies in support of the federal government’s initiative to support the unemployed. The full-scale of such programs and their impact is beyond the context of this nomination. As such, only representative examples have been included. See, for example, “Welfare Workers Discuss Problems,” *Charlevoix Courier*, December 30, 1931, 1; “U.S. 31 Re-Routing Bids Opened Today,” *Charlevoix Courier*, January 27, 1932, 2; “Over Hundred Men on Relief Project,” *Charlevoix Courier*, March 1, 1933, 1.

¹²⁶ “Concrete Pier Work Completed,” *Charlevoix Courier*, September 17, 1930, 1; “Civic Projects Aim of Council,” *Charlevoix Courier*, August 30, 1933, 1; “Council Approves Plans City Docks,” *Charlevoix Courier*, July 25, 1934, 1; “Commence Sewage Disposal Monday,” *Charlevoix Courier*, November 23, 1934, 1.

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city's previous municipal buildings, was proclaimed as the "finest in northern Michigan," and helped place Charlevoix in "an enviable position in view of its municipally owned public works."¹²⁷

The elusive waterfront park question (see Figures 1-2 showing changes during the period) also returned during the period. It had never gone away in its entirety as the city council and organizations such as the Charlevoix Association of Commerce and Charlevoix Business Men's Club had continued to discuss long-term waterfront improvements such as the park and the extension of Park Avenue to Round Lake, even during the early years of the depression, but action was generally absent.¹²⁸ New opportunities presented themselves in the midst of the depression, however, with two properties—known then as the Washburn and Boal properties—coming available in 1934 on the east side of Bridge Street. The availability of these properties left the city council to decide whether to take a chance on the park plan given the uncertainty of the current economic situation or to continue to defer the systematic plan of acquiring property started under Mayor Bergeon. With "a large number of progressive citizens, realizing the success of a resort town depends upon its scenic appeal to tourists," at their back, council decided to put the plan of incremental acquisition into action and coordinated an arrangement to lease the properties for one year, the cost of which would be offset against their future purchase by the city.¹²⁹ More substantial action followed in 1935, when the Hotel Charlevoix, occupying a substantial lot mid-block between Clinton and Mason Streets (across from present-day Hoop Skirt Alley), succumbed to a fire. Recognizing that purchase of the property would bolster their "program of landscaping the Boal and Washburn properties" and "transform the greater portion of the block between Clinton and Maon Streets into a park," the city quickly moved to secure the lot.¹³⁰

From this point, the city began to move with expediency, desiring to take advantage of opportunities made available through government relief programs. In August 1935, the city retained Raymond Faulkner, landscape architect, to provide plans for a citywide beautification project, including a complete plan for the shores of Round Lake, which summer visitors and local citizens had come to refer to as an "eye-sore."¹³¹ Accompanying this, the city put a request into the Works Progress Administration (WPA) to support completion of the beautification

¹²⁷ The property on which the new city hall was constructed had been purchased by the city approximately 25 years prior for municipal construction, but funds for the endeavor had alluded any such projects until the city made the request to the PWA fund in 1935. The remainder of the funds were provided via city bonds following the approval of a proposition by Mayor Robert Bridge (1938-1948) to issue bonds to cover the city share. See, for example, "Charlevoix Bids for Relief Fund," *Charlevoix Courier*, February 13, 1935, 1; "Citizens Urged to Inspect Public Buildings," *Charlevoix Courier*, February 28, 1940, 2; "Dedication Program was Monday," *Charlevoix Courier*, March 6, 1940, 1.

¹²⁸ See, for example, "Commerce Body Held Fall Meet," *Charlevoix Courier*, November 12, 1930, 1; "Business Men's Club Organized," *Charlevoix Courier*, January 28, 1931, 1.

¹²⁹ "Council Votes Improvements," *Charlevoix Courier*, May 9, 1934, 1; "Doug Nuisance to Be Given Action," *Charlevoix Courier*, June 27, 1934, 1 "Council Votes to Acquire Property," *Charlevoix Courier*, August 1, 1934, 1.

¹³⁰ "Hotel Charlevoix Destroyed Friday," *Charlevoix Courier*, June 12, 1935, 1; "City May Acquire Winder Property," June 12, 1935, *Charlevoix Courier*, 1.

¹³¹ "Plan City Beautification Program," *Charlevoix Courier*, August 21, 1935, 1; "Communication," *Charlevoix Courier*, September 22, 1937, 8.

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project, inclusive of the park, as a matter of civic need.¹³² Into 1937, additional properties were acquired along Bridge Street as they became available and buildings were, as necessary, demolished, incrementally adding land to what was declared as “East Park,” comprising all parcels east of Bridge Street between Clinton and Antrim Streets except for two buildings at the Mason Street intersection. Notably, such acquisitions, which would not have been possible explicitly via municipal funds during the depression, were also supported by “voluntary contributions by citizens and summer residents,” including members of the Belvedere and Chicago Clubs, and represented in the efforts of prominent citizens such as Earl Young, real estate agent and builder, and Robert Bridge, banker and future mayor, who secured support and funding for the effort.¹³³ With parcels acquired, the city also received confirmation of WPA support for the project, and work was soon underway on what some considered “one of the most progressive moves taken [by council] here in many years.”¹³⁴ At this time, the shoreline was straightened out, sixteen docks were constructed, the park landscape was graded into three terraces, a concrete walkway was established along the waterfront, and concrete steps and walkways connecting Bridge Street to Round Lake were constructed. Plans were also made for potential future improvements, including shuffleboard courts, tennis courts, sandboxes, and more, as well as seasonal facilities such as a hockey rink.¹³⁵

In total, the project, which had been envisioned decades earlier, represented a substantial and purposeful community-driven redesign of the Bridge Street corridor into a combined commercial-recreational asset befitting of a modern waterfront community. With Bridge Street now flanked on one side by the city park at Round Lake and State Street on its other—complete with a library, churches, and city offices—the Charlevoix Central Historic District truly became the heart of the community, the urban core in which citizens and visitors defined their impression of the community, did business, received services, and, now, found respite and entertainment. While this achieved vision would be on display daily as East Park became the home for both basic recreational activities and special events such as concerts and exhibitions, the importance of this community space was immediately demonstrated when, in 1935, just months after the city

¹³² “Plan City Beautification Program,” *Charlevoix Courier*, August 21, 1935, 1.

¹³³ “Council Votes East Park Improvements,” *Charlevoix Courier*, February 24, 1937, 4; “Citizens Provide Money for Parks,” *Charlevoix Courier*, September 15, 1937, 1; “Communication,” *Charlevoix Courier*, September 22, 1937, 8; “East Park Continuation Approved,” *Charlevoix Courier*, September 22, 1937, 1. A brief note is warranted regarding Earl Young, who became one of Charlevoix’s most prominent citizens during the period. Young came to Charlevoix with his family as a child in 1900; he briefly left town to seek a degree in architecture from the University of Michigan but returned to Charlevoix without finishing his coursework and began assisting his mother with the family’s insurance business. Young obtained his real estate license around 1915, opened an office, and began buying and selling property across town. Most notable, however, was his design work. While never completing his degree, Young would find steady business in Charlevoix for his unique architecture, which often employed an organic architecture inspired by natural forms and materials. This is most evidenced in his residential work in Boulder Park, where his homes became affectionally known as the “mushroom houses.” He would later design and build the Weathervane Inn Restaurant and Weathervane Terrace in the Charlevoix Historic District, also employing a similar aesthetic. For more information on Young’s work, see City of Charlevoix, “The Earl Young Buildings Historic District,” Local Historic District Study Committee Report, 2015.

¹³⁴ “Municipal Playgrounds Started,” *Charlevoix Courier*, May 13, 1936, 1.

¹³⁵ “New Yacht Slips Fine Improvement,” *Charlevoix Courier*, July 21, 1937, 1; “Municipal Playgrounds Started,” *Charlevoix Courier*, May 13, 1936, 1; “Facilities Ready for Winter Sports,” *Charlevoix Courier*, December 7, 1938, 1.

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acquired the Hotel Charlevoix property, the park became home base for the Charlevoix County homecoming and Charlevoix's state centennial celebration. Chief among the associated activities was the "real spectacle" of a Venetian boat parade, with watercraft adorned with glowing lanterns, and fireworks display on Round Lake. Initially a one-time activity marking the inauguration of the park, the parade eclipsed all other events in Charlevoix and was repeated annually, evolving into a weekend water carnival that attracted ten thousand visitors to the community by 1938. Significantly, while events were curtailed between 1942 and 1945 because of concerns and restrictions resulting from World War II, they resumed in 1946 and have been held consistently since, continuing today as the Venetian Festival, a week-long event centered on the Charlevoix Central Historic District and East Park.¹³⁶

A Changing Charlevoix: 1946-1970

While Charlevoix had been able to capitalize on the availability of relief programs for public work during the Great Depression, the economic impacts of it and World War II had stymied much growth and progress within the community, particularly within the private sector as incomes were reduced, retail sales declined, and material limitations ensued. Little substantial private work had occurred in the Charlevoix Central Historic District during the period, with building activities generally limited to the waning years of the depression and years bookending the war. Such work included, for example, renovations at properties such as the Martin Block Building (206 Bridge Street) and Brown Motors, Inc. (405-417 Bridge Street), conversion of the Archibald Buttars House (209 State Street) for use as a funeral home, and a handful of new buildings represented by the Dahlquist Store (335 Bridge Street), two medical offices (Saltonstall Building, 112 Clinton Street, and Nettleton Building, 103 Clinton Street), and the New Palace Theatre (220-222 Bridge Street), rebuilt after a fire in 1945. With the end of World War II, however, visions of progress returned, with Mayor Robert Bridge (1938-1948) proclaiming that "now that the war is over, we can soon settle down to post-war work in earnest." The sentiment was echoed by city superintendent A.G. Lietch, who boasted the "many projects planned just as soon as the materials are available."¹³⁷ The anticipated return of throngs of tourists and summer residents in the post-war era also spurred optimistic overtones within the community, with the Charlevoix Board of Commerce predicting "the 'Greatest Season' for Charlevoix Tourist [sic] trade for many years."¹³⁸

Chief among the most anticipated of projects was the completion of a promised new bridge across the lower Pine River channel. The bridge constructed in 1901 had well-served the community amidst a period of growth, but it was showing its age. Further, the draw afforded by

¹³⁶ "Homecoming Plan Processing Fine," *Charlevoix Courier*, May 8, 1935, 1; "Water Carnival A Successful Event," *Charlevoix Courier*, August 3, 1938, 1; "Venetian Board Parade Date Set," *Charlevoix Courier*, May 29, 1946, 4. It should be noted that other water-based events had occurred on Round Lake prior. For example, regattas on Round Lake were first held by the Charlevoix Boat Club in 1926, which influenced some of the subsequent activities associated with the venetian boat parade and water carnivals. See, for example, "New Boat Club Now Organized," *Charlevoix Courier*, August 4, 1926, 1.

¹³⁷ "Along the Avenue," *Charlevoix Courier*, May 9, 1945, 1.

¹³⁸ "Charlevoix Welcomes Vacationers," *Charlevoix Courier*, June 27, 1945, 1; "City Welcomes Tourists, Guests," *Charlevoix Courier*, June 26, 1946, 1.

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the bridge didn't yet align with the city's full vision for the channel and its passage of watercraft into the harbor. As such, the city had attempted to secure relief funding from the government for a new bridge in 1933, but approvals could not be secured amidst the wave of other civic projects happening in the city.¹³⁹ Conversations continued through the 1930s, and construction of a new bridge was finally approved by the State Highway Commission in 1940. Plans were drawn in anticipation of a 1941 building program, and preliminary planning activities were initiated, including the demolition of five buildings on Bridge Street—one on the west side (channel embankment north of 91-103 Bridge Street) and four on the east side (site of Robert Bridge Memorial Park, first leveled and seeded in 1942 following demolition)—to facilitate embankment improvements, alignment and construction of the bridge, and road widening.¹⁴⁰ Yet, as the reality of World War II hit the country, material restrictions had gone into place, and plans for the bridge were shelved as the community was forced to wait. Finally, in December 1946, the city received clearance for the project to proceed. Contracts were issued the following year, and the double-leaf bascule bridge was constructed over a period of two years, a massive undertaking including channel excavation and widening, cofferdam erection, and concrete and steel work. Dedicated in July 1949 as the Memorial Bridge, in commemoration of those who had lost their lives during the war, the bridge was declared as being "more than steel and concrete... it is man's ideas and labor in visible form" and a testament to the tenacity and "enterprise of the community and its officials" in making Charlevoix the best that it could be.¹⁴¹

The new bridge was the capstone on a period of dramatic change for Charlevoix, the culmination of a dedicated effort starting in the 1920s to redefine and enhance Bridge Street and the central core. Yet, it also represented something else—the reality that more change was to come in the post-war era and that the community needed to face it head on, particularly in a period marked by the rise of the suburban/automobile culture.¹⁴² Certainly, replacement of the bridge itself was originally promoted to facilitate such coming changes, particularly during the summer when "traffic is tied up for blocks."¹⁴³ Such traffic problems were exacerbated in the post-war era as tourist travel via automobile increased, with as many as 15,000 summer visitors expected in the first year after the war, leading to widespread concerns about the impacts on the city. This was particularly of concern for parking in the Charlevoix Central Historic District, which remained the focal point of the community and served as the traveling visitor's first introduction to

¹³⁹ "Civic Projects Aim of Council," *Charlevoix Courier*, August 30, 1933, 1.

¹⁴⁰ "Highway Bridge Given Approval," *Charlevoix Courier*, October 30, 1940, 1; "New Bridge Plan Awaits Approval," *Charlevoix Courier*, January 8, 1941, 1; "Remove Old Stores in New Bridge Path," *Charlevoix Courier*, September 24, 1941, 1; "Two Projects Add to Auto Parking Space," *Charlevoix Courier*, May 27, 1942, 4.

¹⁴¹ "State Awards Two Contracts for New Bridge," *Charlevoix Courier*, February 12, 1947, 1; "Rites Saturday Morning to Dedicate New Bridge," *Charlevoix Courier*, July 27, 1949, 1; "Ziegler Praises Charlevoix at Bridge Ceremony," *Charlevoix Courier*, August 3, 1949, 1.

¹⁴² Change in travel into and through Charlevoix during this period had broader impacts on the community than those discussed briefly in this nomination. For example, the Pere Marquette rail line, which was acquired by the Chesapeake and Ohio Railroad in 1947, discontinued its long-standing "resort special" in 1957 due to declining ridership as automobile travel reached record numbers. Just five years later, the line discontinued all passenger service, with the last passenger train leaving the Charlevoix station in September 1962. See Robert O. Christensen, "Chicago and West Michigan Railroad Charlevoix Station," National Register of Historic Places Registration Form, 1995.

¹⁴³ "Seek Improvement on Highway US-31," *Charlevoix Courier*, February 10, 1936, 1

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Charlevoix. Repeated calls were issued for a “parking project that would allow our guests and residents to shop and enjoy the hospitality that only Charlevoix-the-beautiful can offer,” but coordinated efforts would wait.¹⁴⁴ In the interim, the city initiated the first installation of parking meters downtown “for alleviating congestion on Bridge street [sic] during the summer months,” with removable meters annually placed throughout the downtown during peak visitation.¹⁴⁵ City council also took up establishment of the city’s first substantial parking area in downtown in 1949, which resulted in a 60-car lot at Bridge Street and Bridge Park Drive—essentially establishing the modern character for this area and Robert Bridge Memorial Park—and the widening of Clinton Street from Bridge Street to Round Lake to provide additional street parking.¹⁴⁶ Attempts to manage change in automobile travel also impacted State Street, starting in 1956 when traffic islands that had been installed in 1910 were removed and an extensive canopy of maple trees was cut down to facilitate the flow of increased traffic branching from Bridge Street and to provide additional on-street parking.¹⁴⁷ A few years later, similar improvement campaigns were carried out along Park Avenue and Clinton Streets between State and Bridge Streets, which were widened to accommodate parking.¹⁴⁸ The total of such projects during the period not only physically strengthened automobile connections between Bridge Street and ancillary roads in the Charlevoix Central Historic District, but also blurred any lingering distinctions between them in a unified urban character, which remains today.

The city also sought to address more broad-scale needs amidst a landscape in which managed change was critically important. Having spent considerable effort and money in making the central core what it envisioned—particularly following the acquisition and development of land along Round Lake for city parks—the city wanted to protect its investment and ensure that future changes respected these previous efforts, provided stability for citizens and their property, and continued to build on the aesthetic that was so critical to Charlevoix’s tourist economy. The mechanism by which this managed change occurred was the formalization of city planning processes that started just before World War II with the hiring of the first city superintendent (precursor to city manager) to centralize management of the city’s daily activities and the enactment of the city’s first comprehensive zoning ordinance in 1941, to combat trends in which “Charlevoix has been threatened periodically by the misuse of land in vital parts of the city.”¹⁴⁹ Through this ordinance, the city was divided into five distinct zones—residential, commercial, industrial, agricultural, and scenic reserve—and council set parameters for the types of construction allowed in each such area, providing the first substantial tool for proactively

¹⁴⁴ “Why Not A Planning Committee,” *Charlevoix Courier*, February 27, 1946, 3.

¹⁴⁵ “City Council Authorizes Installation of Parking Meters,” *Charlevoix Courier*, May 8, 1946, 1.

¹⁴⁶ “City’s Free Parking Lot Proves Valuable to Many,” *Charlevoix Courier*, August 17, 1949, 1.

¹⁴⁷ Traffic islands on State Street had originally been installed c. 1910, once it was clear that Bridge Street was going to be the primary thoroughfare through town and that State Street would be a secondary artery bordering residential areas. However, the urgency of the automobile era necessitated their removal, particularly as State Street was increasingly viewed as a part of the central core during the period. “State St. Paving Completed After Island Removal,” *Charlevoix Courier*, August 16, 1956, 15; “Remove Two More State St. Islands,” *Charlevoix Courier*, October 4, 1956, 1; “Council Votes to Remove Last Two ‘Islands,’” *Charlevoix Courier*, October 18, 1956, 1.

¹⁴⁸ “City Superintendent Reviews Projects Completed In 1962,” *Charlevoix Courier*, December 27, 1962, 1.

¹⁴⁹ “Council Employs Department Supt.,” *Charlevoix Courier*, May 18, 1938, 1.

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coordinating future development in Charlevoix.¹⁵⁰ Yet, while the ordinance was enacted before the war, it was not immediately used to a great degree given the limited development activities occurring during the war years. Thus, it was in the postwar era in which economic activity returned in earnest and construction resumed—with Mayor Dean Davenport (1953-1955) declaring that Charlevoix entered a “period of development which might be referred to as growing pains,” with “more applications for building permits than ever before over a comparable period of time”—that the city had to wrestle with the ordinance and carefully consider its decisions and their impact on the changing community.¹⁵¹ This was particularly true as automobile culture pushed development outward from the core, which resulted in tensions over what types of development should be allowed in areas such as south Bridge Street and along Michigan Avenue, with repeated discussions occurring as to the appropriate mix of commercial and residential construction in such areas.¹⁵² The ordinance also had a direct impact in the central core as properties used for now non-conforming uses of years past—such as light industry—were problematic for property owners seeking to redevelop or invest in their businesses, as represented by the Charlevoix Dairy, which failed to find a “location that agrees with both our pocketbook and the zoning ordinance.”¹⁵³ Added to this, the city also enacted other regulations to further cement the defined vision for the corridor, such as the city’s first sign ordinance, intended to reduce visual clutter and signage considered inconsistent with the projected image of “Charlevoix the Beautiful.”¹⁵⁴

It was amidst this evolving planning framework that Charlevoix worked through what type of community it wanted to be in the modern era and how best to support a changing local economy. This occurred on multiple fronts, including confronting the reality that much of the city’s traditional industrial base had fallen out during the Great Depression and into the war years, represented by the decline of prominent businesses such as the Charlevoix Lumber Company and Argo Milling Company on the north shore of the lower Pine River channel. Recognizing the threat to the community and encouraged by the Michigan Department for Economic Development, the Charlevoix Business Men’s Association and others came together to establish the Charlevoix Development Corporation as a non-profit organization in 1950, charged with providing a “shot in the arm” for industrial development to support the broader economy, including retail and service businesses on Bridge Street. Quickly amassing interest, the corporation—represented by more than 200 persons, including sixty-four merchants—established a development fund to help build or support development costs for projects with the

¹⁵⁰ “Public Hearing on Zoning Scheduled,” *Charlevoix Courier*, April 30, 1941, 1; “Council Adopts Zoning Ordinance,” *Charlevoix Courier*, October 8, 1941, 1. The comprehensive zoning ordinance of 1941 built upon more narrowly focused ordinances that had come prior, including, for example, a 1939 ordinance that had restricted future gas stations, garages, coal yards, wood yards, and other such land uses from certain parts of the city.

¹⁵¹ “A Report to the Citizens of Charlevoix by the Mayor,” *Charlevoix Courier*, May 19, 1955, 8.

¹⁵² “Zone Change is Proposed on Bridge Street,” *Charlevoix Courier*, March 17, 1948, 1; “Council Sticks to Ban on Shops in House Areas,” *Charlevoix Courier*, August 18, 1948, 1; “City Council Votes Not to Alter Zoning Ordinance,” *Charlevoix Courier*, December 8, 1949, 1.

¹⁵³ [Advertisement], *Charlevoix Courier*, September 29, 1948, 10.

¹⁵⁴ “Zoning Law Keeps Councilmen Busy,” *Charlevoix Courier*, March 5, 1947, 1; “Council Passes Sign Ordinance,” *Charlevoix Courier*, June 16, 1948, 1.

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goal of incentivizing industries to locate in Charlevoix.¹⁵⁵ Completing its first project in 1953, the corporation supported projects throughout the 1950s and 1960s and was instrumental in helping to “bring about a better understanding of the benefits and responsibilities associated with the location and expansion of industry” and working through the question of whether a new generation of industry could exist unobtrusively alongside the resort community.¹⁵⁶ While concerns around light industry were generally short-lived, more contentious were the development of the Big Rock Point Nuclear Plant in 1961 and Medusa Cement Plant in 1967 on the outskirts of the community. These facilities were critical for local employment and the flow of income into Charlevoix, which would be used to purchase local goods in the business district, but many uncertainties lingered about the long-term impacts on the community. Speaking at the dedication of the Medusa plant, board chairman spoke to the situation at hand, which coincidentally astutely summed up the sentiment of the period: “few of us welcome change, particularly when the effects are difficult to foresee.”¹⁵⁷

Concerns around change also carried into Charlevoix’s long-standing tourist and resort industry. Specifically, the industry was becoming increasingly complex in the post-war era. First, while summer communities such as the Chicago Club still remained and generations of “summer families” continued to live in town for an extended period, a new generation defined not by resorters but vacationers increasingly made up a large portion of summer visitors. These visitors did not “summer” for a season but rather traveled with convenience, staying a week or less and many times simply overnight as they visited other locales in the region. This shift held implications for the local resort industry and formal hotels of the past, with vacationers often seeking modern, family-friendly accommodations in motels, hotels, and lodges that were “fast catching the fancy of the traveling public” as “fewer and fewer people sought out the big hotel.”¹⁵⁸ While some properties such as the Beach Hotel on Lake Michigan attempted to retool for a new generation—albeit with limited success—long-time accommodations such as the Fountain City House on the north shore of the Pine River channel closed, and resorts such as the Belvedere Club went into a period of decline amidst changing travel patterns, with their Belvedere Hotel falling “out of popularity in a time of mass and cheap travel” and entering a

¹⁵⁵ “To Form Group Promoting Industry Here,” *Charlevoix Courier*, October 5, 1950, 1; “Turnout for Industrial Meet is Encouraging,” *Charlevoix Courier*, October 12, 1950, 2; “New Industry Fund Campaign is Over Top,” *Charlevoix Courier*, February 19, 1953, 1.

¹⁵⁶ “Hoskins Celebrates First Anniversary of New Plant Here,” *Charlevoix Courier*, January 10, 1963, 1; “Planners Find More Parking Space Needed,” *Charlevoix Courier*, January 22, 1969, 7. Data showed that trends were clear, with employment and payroll gains nearly doubling between 1958 and 1963 on the back of light industry. Fifteen industries were identified in the region at this time, with employment in traditional industries (e.g., agriculture, forestry, and fisheries) decreasing during the period, from 963 employed persons in 1950 to 387 persons in 1960, while employment in light industry increased from 735 employed persons to 1,166 persons.

¹⁵⁷ “Readers Defend Medusa Plant,” *Charlevoix Courier*, July 19, 1967, 15; “Romney Hails Area Progress,” *Charlevoix Courier*, August 23, 1967, 1; “Medusa Chief Tells Why Charlevoix Picked,” *Charlevoix Courier*, August 30, 1967, 1; “Medusa Bought Plant Site from Pioneer Families in 1936,” *Charlevoix Courier*, August 30, 1967, 7. Notably, Medusa had been specifically courted by regional leaders in the years following World War II with the hopes that they would establish a plant at Charlevoix. In this instance, the plant was eventually built-out on land south of the city that the company had purchased in 1936.

¹⁵⁸ Fran Martin, “Famous Beach Hotel at Charlevoix Being Razed,” *Petoskey News-Review*, September 20, 1967.

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period of deferred maintenance, ultimately leading to its demolition.¹⁵⁹ To some benefit, however, the era of a more free-flowing population of vacationers also had the compounding impact of extending the local tourist season beyond traditional summer weeks as regional and statewide travel became easier at nearly all points in the year, with roads and automobiles “such that a good many visitors from southern Michigan cities seem to be finding their way to Charlevoix for one-day visits, returning home by nightfall.”¹⁶⁰ With a longer season came greater sales for local businesses, particularly those in the service industry that provided food and gas. Expansion of the tourist season was buoyed by the diversification of regional amenities, particularly following the opening of Boyne Mountain at the eastern end of Lake Charlevoix in 1949, which brought many people to Charlevoix County during what was previously the winter off-season.¹⁶¹ Finally, the period was also marked by a rise in conventions as trade shows proliferated with the return of disposable income and advancing technologies and professional organizations grew at accelerated rates. Communities increasingly courted such events, which would bring large groups into town in a concentrated area, who would in turn stay in the community, patronize local businesses, and take advantage of local amenities such as the city’s parks, beaches, and golf course.¹⁶²

Locally, some had foreseen such trends coming in the tourist industry, even before World War II. For example, in recognizing the importance of a new bridge at the lower Pine River channel in facilitating travel into and through Charlevoix, Mayor Robert Bridge and architect Earl Young envisioned a transformational project that would have redefined the north bank of the channel, much like the city initiative that recast the east side of Bridge Street into East Park a decade earlier. Here, the land had generally been dominated by industrial use since the community’s founding; however, with the decline of traditional industry in the 1920s and 1930s, it no longer made sense to Bridge and Young—as well as other city leaders—to use such valuable land in a prominent location in this way. Thus, the mayor and Young crafted a plan to capitalize on the changing tourist industry by replacing industrial uses with a sixty-unit hotel-marina-restaurant complex on the Charlevoix Lumber Company property, which could both serve routine vacationers and provide a location for regional conventions that would draw large crowds to Charlevoix. Desiring to start construction of the complex concurrent with the planned bridge in 1941, Young developed a model, proponents of the project traveled to the Midwest and states

¹⁵⁹ Charlevoix Historical Society, “Photos (All),” Charlevoix Historical Society, April 11, 2024, <https://chxhistory.com/charlevoix-historic-photos/photos/>.

¹⁶⁰ “City Rings Up Good Season,” *Charlevoix Courier*, September 8, 1965, 1; “Who Says the Season’s Over?” *Charlevoix Courier*, September 15, 1965, 13. Data on visitors into and through the Charlevoix region during the period showed extensive travel patterns through the 1960s and into the 1970s, particularly for vacation travel. For example, a Michigan Department of State Highways and Transportation study of 1974 showed that on an average August weekday, almost 20,000 vehicles passed through six locations that had been set up to track traffic patterns. Of the approximately 11,000 vehicle operators passing the two stations on U.S. 31 near Charlevoix, nearly 4,200 of them (approximately 37%) were traveling for vacation. State Highway Commission, *Charlevoix External Origin Destination, Factual Data Report* (Lansing, MI: State Highway Commission, 1974).

¹⁶¹ “Rooms Needed for Skiers Expected at Boyne Lodge,” *Charlevoix Courier*, December 1, 1948, 1; “New Ski Resort to be Dedicated,” *Charlevoix Courier*, January 5, 1949, 1.

¹⁶² Charlevoix historically had two golf courses, one each belonging to the summer resort communities of the Chicago and Belvedere Clubs. Amidst the Great Depression, the Chicago Club’s course, designed in 1896 by golf course architect Willie Watson, was sold to the city for one dollar in 1937, with the city maintaining it as a public course since then.

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like Florida to secure interest in the project, anticipated to cost \$300,000, and negotiations were begun for the purchase of the lumber company property.¹⁶³ Yet, with the pausing of the bridge project until after the war, conversations about the project site stalled. When they resumed in 1946, the lumber company was no longer interested in selling its property.¹⁶⁴

Frustrated but undeterred, city leaders—and particularly architect Young—continued to identify prospects for capitalizing on a changing tourist market. In this, they turned their attention to the property across Bridge Street (to the west) from the Charlevoix Lumber Company, which had been the location of a rolling mill since 1885 (Charlevoix Rolling Mill, then Argo Milling Company) and had likewise witnessed a decline during the first half of the twentieth century. Seeing an opportunity, Young engaged in prolonged negotiations with the owners, ultimately taking seven years and a commitment to help sell the company's coal business to secure the property. With land procured, Young began construction on the first phase of a modified vision for his complex befitting of the alternate location. In this, he demolished the upper levels of the mill and left much of the ground floor as the starting point for a new restaurant, the Weathervane Inn Restaurant, employing an organic architecture and described as being set “closely to the contours of the surrounding terrain and hugging the bank of the Pine River where it flows into Lake Michigan at Charlevoix, a rambling native stone structure... a slightly addition to the business area.”¹⁶⁵ Opened in 1954, this suburban-style restaurant—replete with its own dedicated parking, a divergence from the traditional business core south of the bridge—was followed by the second phase of Young's vision in 1965, when construction was completed on the Weathervane Terrace, a two-story, thirty-seven-unit motel with courtyard parking up the hill from the restaurant. Open year-round and intended to cater to “ski week groups, conventions, and honeymooners” in the off-season, its financiers proclaimed, “it's a costly project, but we have confidence in Michigan and in tourism.”¹⁶⁶ Certainly, in juxtaposition to the more formal lodging options of years past that had declined amidst shifting trends in travel in the mid-twentieth century, the Weathervane Terrace was not only prompted by the emergence of the “vacationer” and their preference for alternate accommodations but has also continued to be sustained by it to present day.

While confidence in the tourism industry was critical in the establishment of the Weathervane properties—much-celebrated hallmarks of the period and tangible evidence of the changing dynamics and suburban influence at play in Charlevoix—the complexities of the tourist industry also held implications for the traditional business district south of the Pine River channel. Just as

¹⁶³ “Express Optimism Regarding Hotel Plans,” *Charlevoix Courier*, April 2, 1941, 2.

¹⁶⁴ “Sea Gulls Soar in the Fireplaces,” *Petoskey News-Review*, July 28, 1967. It is not known why the lumber company was no longer interested in selling its property for the proposed project after World War II. It is possible that the company was temporarily sustained with orders during the war period and thus no longer wanted to immediately sell. However, while the whole of the property was not sold at this time, the lumber company did sell a portion of the property at Dixon and Michigan Avenues about a decade later for construction of The Lodge, completed in 1959 (now the Hotel Earl, substantially redeveloped), with a portion of the larger property retained by the lumber company.

¹⁶⁵ “Sea Gulls Soar in the Fireplaces,” *Petoskey News-Review*, July 28, 1967; K.C. Clapp, “Old Mill Becomes Restaurant,” *Grand Rapids Herald*, December 5, 1954.

¹⁶⁶ “Ultra-Modern, 2-Story Motel at Charlevoix Will Be One of Michigan's Finest,” *The Grand Rapids Press*, July 26, 1959. Talk about how spurred others in area... north of pine River channel.

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in the late nineteenth and early twentieth centuries, a reoccurring conversation emerged regarding much the community should cater to seasonal visitors versus year-round residents. Tensions were high, with some boasting that “Charlevoix has much more to offer” travelers but that “advantage is lost if every merchant” and city leaders didn’t make a strong case to support Charlevoix as an emerging convention site and destination for an evolving generation of travelers. Others, however, feared that too much emphasis was being placed on seasonal business in the post-war era to the disadvantage of the city’s core citizens: “We must have businessmen who are willing to help our townspeople, and not just wait for the ‘easy money’ of the summer resident.”¹⁶⁷ Such concerns were borne in local discussions about a lack of quality, selection, and competitive prices for daily goods in Charlevoix’s business district, with repeated editorials of the period noting that “a steady stream of dollars have been pouring out of this town” and calling for a “greater effort to get people to do their shopping at local stores instead of encouraging them to shop in other cities.”¹⁶⁸ Yet, while downtown merchants participated in various “buy at home” and “shop local” campaigns into the 1950s with the goal of stabilizing local sales to year-round citizens, the force of continued tourism in the region was undeniable, particularly as tourist spending increased on average 10-15% annually into the 1960s. Indeed, with Charlevoix continuing to “increase retail sales at a faster rate than remaining portions of the county,” statistics showed that the most significant gains in business sales continued to be for goods related to daily necessities and travelers—food and gas—while household staples such as furniture, appliances, and apparel decreased during the same period.¹⁶⁹

The wrestling of such questions, combined with increasing suburban development and shopping opportunities elsewhere, left downtown in a bit of a precarious situation into the 1960s as some began to worry about the long-term viability of the business corridor outside of the tourist season. The city again attempted to combat some perceptions of the area as outmoded or unfavorable by examining ways to accommodate increased numbers of automobiles, with Park Avenue, Clinton Street, and other roads within the Charlevoix Central Historic District widened during the period and new sidewalks laid on roads such as Antrim and Clinton Streets to facilitate pedestrian access from parking areas on the periphery of the corridor.¹⁷⁰ Parking itself was perhaps viewed as the most critical need to ensuring patrons would continue to find the business district amenable, with the efforts of the 1940s and 1950s to address parking on a piecemeal basis deemed insufficient. After prolonged local discussions about whether it was the city’s responsibility to address perceived deficiencies or the responsibility of businesses, the city began a more comprehensive effort to establish permanent parking lots at the rear of businesses along the west side of Bridge Street. Through this effort, the city acquired multiple properties between Park Avenue on the north and Antrim Street on the south and created a series of mid-

¹⁶⁷ “What’s in the Future For Charlevoix,” *Charlevoix Courier*, February 27, 1946, 3; “Let’s Make Charlevoix a Convention City,” *Charlevoix Courier*, July 12, 1951, 2.

¹⁶⁸ “‘Buy at Home’ Drive Will Be Launched Here,” *Charlevoix Courier*, November 10, 1949, 1; “Let’s Try to Buy it in Charlevoix First,” *Charlevoix Courier*, November 10, 1949, 2.

¹⁶⁹ “Michigan Tourist Business Exceeds \$680 Million in 1962,” *Charlevoix Courier*, January 24, 1963, 1; “Tourist Business Up 15% Chamber Finders,” *Charlevoix Courier*, October 31, 1963, 1; “Tourists Boost Charlevoix Retail Store Sales,” *Charlevoix Courier*, February 19, 1969, 5.

¹⁷⁰ “City Superintendent Reviews Projects Completed in 1962,” *Charlevoix Courier*, December 27, 1962, 1.

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block parking lots in the 1960s, sometimes demolishing properties to create sufficient space.¹⁷¹

This program of action essentially gave the three blocks between State and Bridge Streets their current character and, alongside the 1950s efforts to provide for parking along State Street, formalized the unified urban landscape of the Charlevoix Central Historic District, with a band of central parking lots flanked by corridors of commercial and civic uses to the east and west, respectively.

Parking in the central core was an improvement, but it was not the most celebrated of efforts to improve the situation. Such was reserved for a boost from an unlikely source—new suburban-style commercial development on the south end of the business district. Spurred by increased automobile usage in the post-war era, the first iteration of suburban-style commercial development in the downtown business district had been constructed in this area in 1948 with the conversion of a small service station to a commercial strip development with auto services and a restaurant (117-121 Antrim Street), foreshadowing trends to come in the 1960s as automobile usage swelled locally and throughout the region and state.¹⁷² It was at this time that Gerald Oleson of Traverse City acquired various properties just down the street at the Bridge/Antrim Street intersection for construction of a shopping center to be anchored by Olesons Food Store, the sixth such of Oleson's supermarkets in northern Michigan. Clearing the land, Oleson built out a \$300,000 shopping center, anchored by his 10,000-square-foot supermarket and fronted by an expansive parking lot with enough room for 100 vehicles.¹⁷³ The completed project—which, in combination with the Weathervane properties on the north side of the lower Pine River channel, bookended the traditional business district with suburban-style counterparts that helped stabilize the core—was much celebrated, particularly because the supermarket could have easily located elsewhere in Charlevoix, further pulling business traffic from the core. Indeed, while certainly not all retailers in the traditional business district celebrated increased competition for dollars, the overall reaction was one of relief, with the Charlevoix Chamber of Commerce proclaiming that the shopping center would “turn the tide for Charlevoix's downtown business district” and eliminate the threat of “businesses scattering out of town and local people shopping

¹⁷¹ “Council Reduces Parking Penalty,” *Charlevoix Courier*, July 19, 1962, 1; “Council Takes Option on Lake Front Property,” *Charlevoix Courier*, January 10, 1963, 1.

¹⁷² Certainly, automobile usage was reshaping commercial development locally and regionally, as well as across the state and nation. Such usage prompted the establishment of countless numbers of new commercial strips and shopping centers on the fringes of communities as expanded automobile usage stretched development beyond the limits of traditional development patterns. Both commercial strips and shopping centers were direct beneficiaries, increasing rapidly in numbers during the period. While such commercial strips and shopping centers were often located alongside new suburban clusters beyond the limits of the traditional business district (which would also come to pass in Charlevoix), the compact nature of Charlevoix and sustained density of single-family residences within the immediate vicinity of the core played to the favor of the establishment of the commercial strip at 117-121 Antrim and later the development of Olesons Shopping Center at 100 Antrim Street, which, while introducing a different character to the district, followed trends in which “shopping centers, in particular neighborhood shopping centers, are usually located in proximity to their customer base and single-family housing.” National Academies of Sciences, Engineering, and Medicine, *Postwar Commercial Properties and Section 106: A Methodology for Evaluating Historic Significance* (Washington, D.C.: The National Academies Press, 2023), 10-12.

¹⁷³ “Oleson Near Accord on Property for Super Market,” *Charlevoix Courier*, November 14, 1963, 1; “Oleson Completes Purchase to Build Super Market Here,” *Charlevoix Courier*, February 20, 1964, 1; “Shoppers Throng to Greet Oleson,” *Charlevoix Courier*, August 13, 1964, 1-2.

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outside.”¹⁷⁴ Going further, the chamber, admitting “the fears of Charlevoix businessmen that the downtown area has been on the verge of disintegration due to lack of inducement to shoppers,” noted that “our businessmen are not asleep, but instead are in tune with the times, [which] is immediately proved by their welcoming competition of the Olsen Food Store and Shopping Center.”¹⁷⁵

The shot in the arm provided by the opening of the Olesons Shopping Center was complemented by other endeavors. This included substantial activities such as the redevelopment of the southwest corner of Bridge Street and Park Avenue by summer resident and investor Henry Hogan in the 1960s, but more pervasive was the quick-spreading idea that something needed to be done to improve the appearance of the business district, with some questioning whether isolated new construction in the post-war years and recent improvements to individual buildings were enough.¹⁷⁶ Certainly, by the 1960s, the business district was wholly built out, occupied by generations of buildings dating back decades. New construction during the period was limited, represented by small-scale endeavors such as construction of the new Central Drug Store (301 Bridge Street) and Sears Catalog Store (311 Bridge Street). More extensive were the renovations taking place during the period to catch up on the deferred maintenance that had prevailed during the 1930s and 1940s, accommodate expanded services for certain businesses, and meet the latest fashions. Such were represented by basic remodels (e.g., 321 and 323 Bridge Street), incorporation of modern façades (e.g., 113 Bridge Street), and expansion campaigns (233-237 Bridge Street). Added to such building-level improvements were the seeds of downtown beautification efforts, with organizations such as the Charlevoix Garden Club working with property owners for the first time to place flower baskets throughout the downtown along sidewalks and in store windows.¹⁷⁷ For some local critics, however, this was not enough, and calls began to pervade local conversations for creating a “progressive appearance” and giving “dignity to the downtown district with uniform and unique storefronts” that could compete better with shopping districts in communities such as Petoskey and Traverse City, located approximately 20 miles northeast and 50 miles south of Charlevoix, respectively.¹⁷⁸

These calls for change would have significant consequences for the character of the business district. Taking inspiration from other nearby small communities, such as Gaylord—which had also witnessed a decline in its downtown during the same period and sought to recapture interest through a widespread effort to engage in theming much of its downtown in an Alpine village aesthetic—a vocal group in Charlevoix called for a “facelift” for Bridge Street through which buildings would be recast in an aesthetic classified at the time as “contemporary renaissance,”

¹⁷⁴ “Charlevoix Businessmen Hail Oleson’s Food Store,” *Charlevoix Courier*, June 11, 1964, 1.

¹⁷⁵ “Businessmen Keenly Aware of Need for Competition,” *Charlevoix Courier*, June 18, 1964, 8.

¹⁷⁶ “Downtown Building Eyed for New Shops,” *Charlevoix Courier*, October 8, 1964, 1. Hogan remodeled the Oddfellows Building at 205-209 Bridge Street and was originally going to remodel the adjacent block at 203 Bridge Street, but he discovered structural damage during the work. This led Hogan to ultimately demolish the latter building in favor of the Charlevoix Properties Building, which currently occupies the corner.

¹⁷⁷ “Garden Club Urges Downtown Beautification,” *Charlevoix Courier*, May 21, 1964, 1.

¹⁷⁸ “Oleson’s Opens Door for New Opportunity,” *Charlevoix Courier*, August 13, 1964, 15; “Where is Our Confidence in Charlevoix,” *Charlevoix Courier*, January 28, 1965, 11.

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“neo-Bavarian,” and “neo-French.”¹⁷⁹ Under the direction of local architect Jack Begrow, redesigned storefronts with wood-shingled pent roof awnings became a common sight in the business district during the 1960s, occupying everything from substantial block buildings such as the Oddfellows Building (205-209 Bridge Street) and Kroger Building (211-215 Bridge Street); to storefronts such as the Chamberlain Building (91-103 Bridge Street), Hess Furniture Company (113 Bridge Street), and Neff Brother’s Food Store (now demolished); to the new Charlevoix Properties Building (203 Building Street) constructed by Hogan in 1969. Proponents of the design embraced the changes to the corridor, applauding property owners “for their very appropriate design for new building fronts” on Bridge Street and “for being concerned enough about Charlevoix to direct Begrow’s architectural firm to design a front that is in keeping with out [sic] town’s heritage, charm, and natural beauty.”¹⁸⁰ Others pushed for the work to spread further, encouraging businesses to “pick up the theme” and incorporate it into their buildings, which continued well into the 1970s as represented by remodels such as that for the Dahlquist Store (335 Bridge Street).¹⁸¹

While extensive, changes to the built fabric of the Charlevoix Central Historic District were not exclusive to Bridge Street. Certainly, work was also underway along State Street and intermediate roads during the period, particularly in the updating of civic properties in the district following completion of the city hall in 1940. Among such work was completion of a new post office building in 1956 (109 Mason Street) at the rear of city hall, providing the Charlevoix branch with its first dedicated post office building in its history. Later that decade, conversations began about future use of the city’s library, which had served the community since 1909 at State and Clinton Streets, with the city ultimately deciding to construct a new library that would provide the community with modern amenities and flexible space. Following prolonged discussions regarding where such a library should be sited, the city decided to keep the library in the central core, just down the street from its former location. Designed by Jack Begrow and

¹⁷⁹ “New Store Front Enhances City’s Beauty,” *Charlevoix Courier*, February 4, 1965, 11. The trend of “theming” downtowns and other areas in the post-war period was common, particularly in declining areas that were seeking to recapture the attention of the public. In some instances, this was driven by the desire to provide distinction and market a regional or ethnic identity that historically existed, while in others it was without basis and purely for the benefit of consumption. Witnessing that downtown visitors “appreciated environments inspired by nostalgia,” efforts were made to inject downtown buildings with loosely-referenced, romanticized historical themes intended to drive interest and shopping habits. In the case of Charlevoix, the call for such “theming” were so pervasive that efforts were made by the Chamber of Commerce to transform the entirety of the downtown into “a French seaside village,” with “all of the downtown shops with small-paned windows and shop signs in French and English.” The chamber even went to the West Michigan Tourist Association to try to get support for funding, with association leadership noting, “we would like to go on record as strongly endorsing the concept of turning Charlevoix the Beautiful into a French fishing village.” “French Motif Wins Tourist Assn. Nod,” *Charlevoix Courier*, May 24, 1972, 1. For additional information on the broader context of theming, as well as other trends of the period, see, for example, Alison Isenberg, *Downtown America: A History of the Place and the People Who Made It* (Chicago, IL: University of Chicago Press, 2004); Richard V. Francaviglia, *Main Street Revisited: Time, Space, and Image Building in Small-Town America* (Iowa City, IA: University of Iowa Press, 1996); and Caroline Swope, “Redesigning Downtown: The Fabrication of German-themed Villages in Small-Town America” (dissertation, University of Washington, 2003).

¹⁸⁰ “New Store Front Enhances City’s Beauty,” *Charlevoix Courier*, February 4, 1965, 11; “The Changing Scene,” *Charlevoix Courier*, May 5, 1965, 1; “Downtown Charlevoix Dolls Up,” *Charlevoix Courier*, June 22, 1966, 15; “Pride in Charlevoix Among City Strong Points,” *Charlevoix Courier*, September 14, 1966, 13.

¹⁸¹ “Facelifting Slated for Bridge Street in 1966,” *Charlevoix Courier*, January 21, 1965, 13.

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employing an undeniably contemporary design palette with Scandinavian influences, the new Charlevoix Public Library (109 Clinton Street) opened in 1967, with the *Charlevoix Courier* declaring its “neo-Bavarian lines will blend well with the architectural trend [the façade renovations underway on Bridge Street in the 1960s] well established in the city.”¹⁸² The post office and library paled, however, in comparison to the most substantial civic construction of the period: a new county building. Such a project had first been proposed in the 1930s when public relief funding was available, but conversations largely stalled in favor of the city hall and other civic projects. When discussions resumed in the post-war period, they moved forward with urgency, particularly in consideration of mounting recognition that the existing seventy-five-year-old county facility was “a serious fire hazard with inadequate vaults and storage space,” a fact cited in repeated condemnations by the state fire marshal since 1932.¹⁸³ Into the late 1940s, a sinking fund was established to underwrite construction costs, which was followed in the 1950s by the securing of plans for the new complex by architect R.S. Gergonoff of Ypsilanti. Importantly, the county complex was to be on the same site historically occupied by county offices—across from the recently completed city hall building—cementing local government as a community anchor on State Street. With plans in hand, the county began work on the northern section of the building while continuing to raise funds for the southern wing, the total of which was constructed from 1956 to 1958, cost approximately \$250,000, and formally dedicated in 1959.¹⁸⁴

While an important event in and of itself, the completion of the new county building was also symbolic, representing soundness and stability during a period of dramatic change, both in Charlevoix and regionally. Moreover, praise for the community’s foresight in building “such a functional building which will serve the county for years to come” held greater meaning, as the ideas of community foresight and longevity in decision-making came to the forefront amidst the backdrop of a new initiative designed to respond to the prolific changes of the previous decades and plot a path for years to come: comprehensive community planning.¹⁸⁵ Certainly, while Charlevoix and adjacent areas had been engaged in planning for some time, efforts were piecemeal and many initiatives were historically reactive rather than proactive, as evidenced by the city’s responses to the rise of suburban and automobile culture, parking needs, and the decline of the central business district. To counter such approaches and promote an informed, regional approach to decision-making, the Charlevoix Regional Planning Commission was formed in 1965 thorough proponents such as Mayor William Fochtman (1966-1971), with the objective of formulating a wide-ranging plan for the City of Charlevoix, Charlevoix Township, and Marion Township. Supported by the firm of Williams and Works from Grand Rapids, the commission embarked on a broad campaign to secure public feedback and inform the public of

¹⁸² “The Library Needs Your Help,” *Charlevoix Courier*, December 7, 1966, 13.

¹⁸³ “Board Endorses Plan to Finance New Courthouse,” *Charlevoix Courier*, January 5, 1949, 1; “Electors to Vote on Court House Sinking Fund,” *Charlevoix Courier*, March 16, 1949, 1; “County’s Equalized Valuation Raised to \$19,393,127 for ’55,” *Charlevoix Courier*, April 21, 1955, 1, 7.

¹⁸⁴ “Dates Set for Bids for Construction of New County Building,” *Charlevoix Courier*, March 22, 1956, 1; “Supervisors Accept Lake Construction Co. Bid for New Building,” *Charlevoix Courier*, April 12, 1956, 1; “Ground Breaking for New County Building to be Held Saturday,” *Charlevoix Courier*, April 26, 1956, 1; “Authorize Contract for South Wing of New County Building,” *Charlevoix Courier*, June 28, 1956, 1; “New County Building Dedicated at Formal Ceremony Sunday,” *Charlevoix Courier*, September 3, 1959, 1.

¹⁸⁵ “New County Building Dedicated at Formal Ceremony Sunday,” *Charlevoix Courier*, September 3, 1959, 1.

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the importance of comprehensive planning at this juncture in Charlevoix's history, a goal championed by the *Charlevoix Courier*.¹⁸⁶

The Charlevoix area is fortunate in that it has not experienced many of the problems commonly associated with change to the degree that many other communities have. Change, however, is occurring, and more change is inevitable. Therefore, if we are to maintain the image of 'Charlevoix the Beautiful,' we must plan for means by which change and its effects can be guided and controlled to the advantage rather than misfortune of the Charlevoix region.¹⁸⁷

This backdrop provided the framework for dozens of discussions and implementation of new and updated planning tools, including, for example, the adoption of standard building codes to guide future construction, the adoption of an anti-bligh ordinance, and the updating of the zoning ordinance to account for more defined uses—such as restricted office use—as needs and trends evolved.¹⁸⁸ It also provided a sounding board for more controversial topics, such as the potential merging of the City of Charlevoix and Charlevoix Township, a measure that was much discussed but failed in the late 1960s, and the appropriateness of multi-family housing such as apartments and condominiums along the Round Lake waterfront, which emerged as a topic of particular interest that would have considerable weight in coming years.¹⁸⁹ The completed plan, released in phases starting in 1968, detailed potential pathways for government operations, subdivision regulations, zoning updates, housing, and capital improvement policies, among other broad topics, while also making more specific recommendations to guide the future of Charlevoix.

¹⁸⁶ "Survey Planned Feb. 21," *Charlevoix Courier*, February 16, 1966, 1; "How to Keep Charlevoix Beautiful," *Charlevoix Courier*, September 7, 1966, 1; "Pride in Charlevoix Among City Strong Points," *Charlevoix Courier*, September 14, 1966, 13; "Planners Offer Salve to Ease Growing Pains," *Charlevoix Courier*, September 21, 1966, 13; "Planning: Setting Goals and Achieving Them," *Charlevoix Courier*, September 28, 1966, 10; "City Plans are Worthless Unless They're Put to Use," *Charlevoix Courier*, October 12, 1966, 15. While the City of Charlevoix and Charlevoix and Marion Townships each contributed funding to the commission, it was hoped that funding available for municipal planning activities from the Housing and Home Finance Agency could be used for the majority of expenditures. A proposal was put to the federal government, which was denied because the per capita cost was considered too great given the region's limited population. City and township leaders traveled to Washington, D.C. to speak their case, noting that "the agency seemed unaware that the area is rapidly changing from a one-season resort district into an area of diversified business and industry and needs planning desperately." The delegation showed that Charlevoix was "sufficiently interested in planning," yet funding remained elusive, and the planning effort was temporarily paused starting in October 1967. It resumed in February 1968, following receipt of confirmation of funding from the government, although at a reduced level. See, for example, "U.S. Turns Down Bid for Area Planning Funds," *Charlevoix Courier*, January 25, 1967, 1; "Mayor Cites Progress in Pollution, Planning," *Charlevoix Courier*, February 8, 1967, 1; "Planners OK \$2,500 Study," *Charlevoix Courier*, June 21, 1967, 1; "Plan Board to Call off Work by Consultant," *Charlevoix Courier*, October 11, 1967, 1; "Planners Begin New Area Study," *Charlevoix Courier*, February 28, 1968, 1.

¹⁸⁷ "How to Keep Charlevoix Beautiful," *Charlevoix Courier*, September 7, 1966, 1.

¹⁸⁸ "City, Townships Weigh Adoption of Building Codes," *Charlevoix Courier*, November 9, 1966, 1, 14; "Council Postpones May St. Rezoning," *Charlevoix Courier*, December 14, 1966, 1, 16; "Council Sets Hearing on State Street Zoning," *Charlevoix Courier*, June 28, 1967, 1.

¹⁸⁹ See, for example, "City-Township Merger Gets Tentative Support," *Charlevoix Courier*, March 27, 1968, 9; "Township Oks Election on City Merger," *Charlevoix Courier*, December 11, 1968, 1; "Twp. Turns Down Annex Proposal," *Charlevoix Courier*, January 12, 1970, 1; and "Begrow Reveals Plans for New Round Lake Apartment Complex," *Charlevoix Courier*, November 27, 1968, 1.

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Among the findings involving the Charlevoix Central Historic District, which was found to compare favorably with shopping centers in larger communities in terms of money generated, were that the three-block area bounded by Park Avenue and Bridge, State, and Antrim Streets should continue to provide a unifying connector between civic and commercial uses; additional off-street parking was needed in Charlevoix's downtown to compete with other regional shopping centers; and space was needed for businesses to expand.¹⁹⁰ In total, the completed plan detailed decades of changes that had occurred in the city and surrounding townships, represented the first systematic look at the challenges and potential solutions facing Charlevoix, and set the stage for formal action in coming decades. Yet, as the city reached its peak population of approximately 3,500 persons in 1970, the success of the plan would hinge on community buy-in and the ability of groups to come together in generating positive momentum for planning actions in Charlevoix.¹⁹¹ Not a simple task, the challenge in this was perhaps best represented by the defeat of long-time mayor William Fochtman in his re-election bid of 1971, after having run on a platform based on recognizing his efforts to plan for and improve Charlevoix. Selection of his replacement, a newcomer with no government experience, showed that, ironically, after a concerted multi-year effort by the city to confront decades of substantial change in the community, it was "time for a change."¹⁹²

Modern Charlevoix: 1971-Today

Despite the efforts to proactively plan for the future, the late-twentieth century got off to a precarious start. Long-standing issues such as parking capacity in the business district remained unresolved despite the perpetual worry that "the long-feared suburban shopping center will soon be with us," particularly in the wake of repeated announcements for potential ventures that "could deal a death blow to the downtown section."¹⁹³ Added to this were continued questions about the place of waterfront condominiums and changing building uses in the heart of the community and concerns such as the deferred maintenance of the lower Pine River channel, particularly in front of the Weathervane Inn Restaurant (106 Pine River Lane), where the impacts of repeated dredging and crashing waters from large numbers of watercraft had eroded the shoreline, causing almost six feet of the embankment to collapse, not only posing a safety hazard

¹⁹⁰ "Planners' Report Reviewed," *Charlevoix Courier*, December 11, 1968, 1; "Council Reviews Master Plan for Area," *Charlevoix Courier*, June 10, 1970, 1. It should be noted that completion of the regional plan overlapped with a broader statewide trend in undertaking comprehensive planning initiatives. With this, work was initiated on the first countywide plan by the Charlevoix County Planning Commission, which retained the same consulting firm as the Charlevoix Regional Planning Commission, Williams and Works, to guide development of its plan.

¹⁹¹ "People vs People: City's Big Problem," *Charlevoix Courier*, April 7, 1971, 1. While the city had a permanent population of approximately 3,500 persons, its summer residential population was consistently around 7,000 persons. Inclusive of vacationers and visitors, daily totals increased many times over. For example, for the 1970 Venetian Festival, more than 25,000 people were reported as visiting the community for daily events. "25,000 See Boat Parade," *Charlevoix Courier*, July 29, 1970, 1.

¹⁹² "Fochtman, Essenburg Hope for Big Turnout," *Charlevoix Courier*, February 10, 1971, 1; "New Blood vs Proven Progress: It's Up to You," *Charlevoix Courier*, February 10, 1971, 7; "Andrew Essenburg Jr. Wins Mayor's Race," *Charlevoix Courier*, February 17, 1971, 1; "Essenburg Elected Mayor," *Charlevoix Courier*, April 7, 1971, 1.

¹⁹³ "But Where Will They Park All Those Cars?" *Charlevoix Courier*, February 14, 1973, 11; "Building Authority Key to Off-street Parking," *Charlevoix Courier*, January 30, 1974, 1.

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but also threatening the local icon.¹⁹⁴ Moreover, turbulence plagued city government into the period as the mayor and city administrator got embroiled in a back-and-forth battle that ultimately resulted in the administrator's resignation, leaving an "abyss of unfinished business," including storm and sanitary sewer lines that were comingled in many places, crumbling sidewalks and streets, inadequate parking, a deficient water system, and "literally dozens of other urgent problems facing the council that must be resolved with alacrity and dispatch."¹⁹⁵

In the Charlevoix Central Historic District, trends of previous years continued, as building owners, merchants, developers, and the city continued to tussle over the best and most appropriate use of property in the area, particularly along Bridge Street and in consideration of sustained threats of decline for the city's business center. Such concerns continued to result in small-scale building renovations as well as influence more substantial initiatives, such as the conversion of the former Brown Motors, Inc. block (405-417 Bridge Street) into The Market, an indoor shopping arcade housing multiple stores, intended to attract patrons with a new retail experience that might have the same appeal as shopping malls appearing in larger communities during the period.¹⁹⁶ The city also attempted to help merchants attract business by continuing to implement the plan for increased parking lots between Park Avenue and Antrim Street that was started in the 1950s by establishing a parking authority that would oversee their development and use. Council also took action to sustain traditional retail businesses on Bridge Street by responding to concerns of the "proliferation of ground floor offices" that were beginning to erode the pedestrian-oriented shopping experience by amending the zoning ordinance to preclude any such further uses between the Pine River channel and Antrim Street.¹⁹⁷

Perhaps the most pervasive—as well as contentious—of issues faced by city leadership was the question of what place condominiums, which had gained favor with developers, should have in the city. The potential for such construction in the vicinity of the Charlevoix Central Historic District had first arisen in 1966, with the proposal for construction of a condominium development on the south shore of Round Lake. While the effort originally failed twice following on protests by property owners in the area, permits were eventually issued. Boosted by the approval, proponents of such projects continued to identify other potential locations along Round Lake as well as Lake Michigan, the latter particularly targeted by developments along Michigan, Dixon, and Petoskey Avenues (north-northeast of the historic district). With vocal constituents arguing both for and against condominiums in Charlevoix, each project garnered considerable attention in local media and some—such as a proposed lower Pine River channel location adjacent to the Weathervane Inn Restaurant—resulted in lawsuits designed to prevent

¹⁹⁴ Tom Dammann, "Engineers Race Clock to Keep Weathervane Inn From Channel," *Charlevoix Courier*, October 7, 1970, 1, 16; "Engineers Hope Stone Will Save River Bank," *Charlevoix Courier*, December 2, 1970, 1, 16; "Channel Bids Under Study," *Charlevoix Courier*, May 5, 1971, 6.

¹⁹⁵ "Tom Hanna Wins Vote of Confidence," *Charlevoix Courier*, June 20, 1973, 1; "Mayor Hansen's Charges, Hanna's Response," *Charlevoix Courier*, June 20, 1973, 1, 5; "Thomas Hanna Resigns Post," *Charlevoix Courier*, July 18, 1973, 1; "City Council Sinking Rapidly in Abyss of Unfinished Business," *Charlevoix Courier*, September 19, 1973, 11.

¹⁹⁶ "Dodge Building to Become Arcade," *Charlevoix Courier*, February 7, 1973, 1.

¹⁹⁷ "City Council," *Charlevoix Courier*, November 7, 1973, 12; "City Mulls Parking Plan," *Charlevoix Courier*, December 19, 1973, 1; "Try to Save Bridge-St. for Retail," *Charlevoix Courier*, February 13, 1974, 1; "Council Creates Authority to Build Parking Lots," *Charlevoix Courier*, April 24, 1974, 1.

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the city from issuing permits for such projects.¹⁹⁸ Discussions came to a head in 1972, when city council, recognizing that addressing each project on an individual basis was not working, put a moratorium on new permits for multiple-dwelling projects to study the issue, including the availability of “power, water, and sewage facilities in the face of a rash of condominium development” and “problems stemming from proposed condominium projects on the south shore of Round Lake.” The end result was the passing of new zoning regulations governing multi-family dwellings, which established density restrictions, height limitations, parking requirements, and other criteria for such developments, with the hope that it would solve the “raft of problems relative to a boom in condominiums.”¹⁹⁹ While an important step in managing such developments, the effect of rationalizing condominium construction was undeniable, providing a pathway for condominiums along Round Lake and Lake Michigan, which would substantially change the broader character of the area. Indeed, in just the year after the ordinance was passed, condominium construction was “moving into full swing,” with more than 200 units under construction or planned for construction. By 1980, “condominium buildings, large and small, [would] dominate the shorelines of Lake Michigan and Round Lake in Charlevoix.”²⁰⁰

Issues surrounding the proliferation of condominiums and lingering concerns with the livelihood of downtown and city infrastructure left many with the realization that the regional plan of 1970, while a good start on modern planning, was not specific enough to Charlevoix and did not “adequately and practically address the specific problems faced by the community,” particularly with the public showing “very little interest” in it.²⁰¹ Moreover, many felt that modern improvements and decision-making were hampered by the current structure of local government and inefficient city administration with city council and the mayor tied up in too many daily decisions. To the latter, after much debate, a new city charter was passed in 1978 that converted the City of Charlevoix from a fourth-class city to a home rule city, which in turn changed the form of government from a mayor-council system to a council-city manager system, allowing the city to “operate like a business” whereby the city manager ran the day-to-day operations and council made long-range plans.²⁰² The benefits of this change were multiplied by the passage of a new zoning ordinance during the same period given the reality that the existing “more than 40-year old law is grossly out of step with modern zoning throughout the state and nation” and “was not equipped to deal with the new ideas presented by developers and the city fathers found their

¹⁹⁸ “City Ponders Objections to Round Lake Apartments,” *Charlevoix Courier*, January 1, 1969, 1; “Begrow Gets Permit to Build Harbor Apartment,” *Charlevoix Courier*, February 5, 1969, 1; Jack Begrow, “Condominiums May Help Save North’s Beauty,” *Charlevoix Courier*, February 26, 1969, 4.

¹⁹⁹ “Multiple Dwelling Permits Halted,” *Charlevoix Courier*, June 7, 1972, 16; ““Mich. Ave. Residents Demand Condo Law,” *Charlevoix Courier*, July 19, 1972, 1; “You Can Have Your Say on Condominiums Dec. 4,” *Charlevoix Courier*, October 25, 1972; “Zoning Hearing Offers You Voice in Future,” *Charlevoix Courier*, November 29, 1972, 10; “Condo Ordinance OK’d,” *Charlevoix Courier*, December 6, 1972, 1.

²⁰⁰ Jim Reus, “Condominiums Changing Skyline of Charlevoix,” *Charlevoix Courier*, August 22, 1973, 9; Peg Ohle, “Condominiums: A Second Home,” *Charlevoix Courier*, April 16, 1980, 4, 13. The value of condominiums to the community was argued extensively by developers during this period, who claimed that such dwellings were needed in particular as affordable second homes for Charlevoix’s summer residents.

²⁰¹ “People vs People: City’s Big Problem,” *Charlevoix Courier*, April 7, 1971, 1; “Recovery Can Begin with a Plan,” *Charlevoix Courier*, January 14, 1981, 4.

²⁰² “Proposed New Charter Up for 3rd Vote,” *Charlevoix Courier*, March 29, 1978, 1; “Charlevoix Voters Adopt New City Charter!” *Charlevoix Courier*, April 5, 1978, 1.

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hands were tied.”²⁰³ While the new zoning ordinance made important strides in ensuring development zones and regulations were appropriately defined in consideration of current needs and modern planning theory, the most important component was perhaps the establishment of a city planning commission to study zoning requests and conduct site plan reviews for all future development. This change further freed up council, which had previously been the body responsible for reviews and was, to the frustration of its elected members, “spending 30 to 40 percent of its time on zoning matters...and we aren’t getting anything else accomplished.” Much celebrated as a “giant step forward for city residents,” the change would finally allow to build on the efforts of the 1970s and accomplish “long range planning for the development of the city.”²⁰⁴

This long-range planning was followed in the 1980s with an effort to “improve the local outlook” and address the fact that “Charlevoix’s not moving” by preparing the first city-specific master plan, intended to provide a direction for balanced growth and economic development. Retaining the services of Ronald F. Nino & Associates of Grand Blanc and bolstered by a Coastal Zone Management (CZM) grant and the establishment of the Keep Charlevoix Beautiful organization, the city planning commission embarked on a year-long effort to gather public input and craft a detailed direction for modern Charlevoix, grounded in both reality and opportunity. Relaying the importance of the public participatory process, the *Charlevoix Courier* declared:²⁰⁵

Most of us do [like the Charlevoix the way that it is]—that’s why we live here. But our community and County is undergoing rapid change, whether we like it or not. The real myth is thinking that we might always ‘keep things the way they are.’...

Planning gives us the opportunity to define Charlevoix’s future—both its economic character and its physical characteristics. If we fail to seize this opportunity, then our futures will be defined for us by outside forces. So far, these forces seem to have led to changes most of us do not want—less jobs, less income, and development which seems to provide little if any benefit of the community.²⁰⁶

Adopted by the city in 1982, the plan reflected community consensus that “development should be encouraged and that the strategy should be aimed at producing a balanced year-round economy, provided that development did not adversely impact quality of life,” provided a comprehensive assessment of community trends and needs, and outlined a set of recommended implementation tools, including policy actions, zoning updates, capital improvement programs,

²⁰³ Paula Holmes, “Hearing Set on Zoning Change,” *Charlevoix Courier*, January 5, 1977, 1; “Zoning Amendment Step in Right Direction,” *Charlevoix Courier*, January 19, 1977, 1.

²⁰⁴ “City Council May Adopt New Zoning Ordinance,” *Charlevoix Courier*, September 28, 1977, 1; “Proposed Zoning Establishes Plan Unit,” *Charlevoix Courier*, March 1, 1978, 1; “Planning Commissioners Need Education,” *Charlevoix Courier*, April 12, 1978, 4.

²⁰⁵ “Recovery Can Begin with a Plan,” *Charlevoix Courier*, January 14, 1981, 4; Dave Knight, “Economic Master Plan Okayed by Council But Not by Much,” *Charlevoix Courier*, February 18, 1981, 1; Ronald F. Nino Associates and M.C. Smith & Associates, Inc., *City of Charlevoix Waterfront Areas Management and City Master Plan* (Burton, MI: Ronald F. Nino & Associates, 1982), 50.

²⁰⁶ “Everything You Wanted to Know About the Master Plan,” *Charlevoix Courier*, January 20, 1982, 1.

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and more.²⁰⁷ Although covering the entire municipal limits, the plan placed a particular focus on the central core of Charlevoix and related waterfront areas (the Charlevoix Central Historic District), harkening the sentiments that had first been espoused by city leadership in the late nineteenth and early twentieth centuries in crafting the waterfront:

The downtown area, and its sensitive relationship to Round Lake, is no doubt the most visible piece of real estate in the City. For this reason, the relationship of the land contiguous to west Round Lake is seen as an integral part of the downtown area, and the total area is terribly important to the image which people have about the City of Charlevoix. This area, therefore, is the most important real estate in the City, and if handled properly, can sustain and increase the City's economic base.²⁰⁸

While, as with any planning document, not all recommendations in the master plan would be implemented, the plan made several important points that would well serve the Charlevoix Central Historic District as the community proceeded through the late twentieth century. First, noting that Charlevoix's business district held a "competitive advantage over some nearby communities" such as Boyne City and East Jordan but trailed behind Petoskey and Traverse City, the plan called for ensuring the downtown was an "exciting and attractive place to visit" to sustain the core as the "important central place for the transaction of businesses, services, and social interaction." To facilitate this, the plan called for beautification efforts such as street trees, benches, streetlights, brick paving, better parking, and more. The plan also called for the city to move forward on concurrent discussions to establish a downtown development authority to oversee such activities and serve as the framework for guiding the future direction of Charlevoix's core.²⁰⁹ Second, the plan recognized the importance of State Street as an integral piece of the core and its function in boosting the "people attractor potential of the downtown area," particularly in its collection of community and civic facilities, and urged that such community goods remain in this area despite any temptations to locate elsewhere. Of specific note, this included retention of city hall in its location even if future expansion were needed.²¹⁰ Finally, in recognizing Charlevoix's long-standing tourism industry as an "important ingredient in the growth and stability" of the local and regional economy and acknowledging the city's waterfront areas are "inter-related and important resources affecting this," the plan recommended sustainment of traditional, pedestrian-oriented businesses in the downtown core, cleaning up alleys on the west side of Bridge Street, retaining the remaining businesses on the east side of Bridge Street north of Clinton Street despite some calls to remove them, and enhancing complementary waterfront resources that offered enjoyment to business patrons. The latter included, for example, making some of the public land (e.g., East Park) a "more dramatic public

²⁰⁷ Ronald F. Nino & Associates, *City of Charlevoix Waterfront Areas Management and City Master Plan*, xvi, 50; Dave Knight, "Land Use Map Up For Okay," *Charlevoix Courier*, April 21, 1982, 1; "Land Use Plan Adopted by Commission," *Charlevoix Courier*, April 28, 1982, 1; Dave Knight, "Development Proposals Feature Big Plans," *Charlevoix Courier*, August 4, 1982, 1; "Master Plan is Ready," *Charlevoix Courier*, October 6, 1982, 1; Dave Knight, "Few Objections Aired at Master Plan Hearing," *Charlevoix Courier*, November 24, 1982, 1.

²⁰⁸ Ronald F. Nino & Associates, *City of Charlevoix Waterfront Areas Management and City Master Plan*, 34.

²⁰⁹ Ronald F. Nino & Associates, *City of Charlevoix Waterfront Areas Management and City Master Plan*, xx, 22.

²¹⁰ Ronald F. Nino & Associates, *City of Charlevoix Waterfront Areas Management and City Master Plan*, xxix, 7.

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space,” increasing docking space at the marina to increase visitorship via watercraft, and improving the lower Pine River channel with landscaping and pedestrian paths to connect Lake Michigan and Round Lake.²¹¹

With a direction provided, it was up to the city to decide its path, with the planning commission and their consultant noting that “any plan, after all, is only the first step.” On that charge, substantial changes would come between the 1980s and 2000s as the community looked to craft a modern Charlevoix befitting of the prescribed vision. For the Charlevoix Central Historic District, this included substantial efforts by city leadership, organizations such as the Chamber of Commerce and Retail Merchants Association, and the Charlevoix Downtown Development Authority (DDA), established in 1982 concurrent with the master plan, to improve its condition and ensure its sustainment as the business, service, and social center of the community for visitors and residents alike.²¹² The latter was particularly critical to the future of the district. While contentious projects and missteps were unavoidable and peppered local media during the period, establishment of the DDA was critical to transformational projects. Among the earliest efforts was the implementation of the master plan’s recommendations for improving the lower Pine River channel, discussions for which began in 1986 and continued into the 1990s alongside plans for the renovation of Bridge Park Drive and Bridge Park.²¹³ Completed in 1997 at a cost of nearly \$5 million, the work entailed the installation of sidewalks, stairs, and an under-bridge walkway in the northern portion of the park, while the southern portion was leveled to allow for construction of a new building into the hillside for the Beaver Island Boat Company and United States Coast Guard (103 Bridge Park Drive). The project also included cleanup of waterfront infrastructure, redoing parking, a new loading dock, and partial reconstruction of the seawall.²¹⁴ The work at the Bridge Park was followed by smaller initiatives such as the beginning of improvements to alleys in the business district, which were marked with decorative archways for

²¹¹ Ronald F. Nino & Associates, *City of Charlevoix Waterfront Areas Management and City Master Plan*, xvi, xxiv, 25, 33; “Master Plan is Ready,” *Charlevoix Courier*, October 6, 1982, 1. In communicating the importance of Charlevoix’s important but complex relationship with tourism, the plan noted the evidence of its impact in the fact that the city was able to support a disproportionate number of retail and service businesses for a community of its size, simply because of the extensive numbers of tourists in the community. Moreover, Charlevoix County overall was noted as the fourth highest tourist-impact county in the entire state.

²¹² Dave Knight, “Downtown Development Authority Created,” *Charlevoix Courier*, April 14, 1982, 1; Dave Knight, “TIF Plan for Parking Lot Doesn’t Make It,” *Charlevoix Courier*, May 26, 1982, 1. Initially, the DDA was established primarily to help resolve lingering parking issues in the downtown; however, it, like many DDAs throughout the state, took on additional initiatives that served a more broad range of needs related to the core of the community. Over time, this has included everything from working with regional interests to establish snowmobile routes into the community, helping to coordinate conversion of the former Charlevoix Middle School into the new public library, facilitating redevelopment of parks, coordinating the Venetian Festival and summer concert series, planning farmers’ markets and art festivals, coordinating alley cleanups, and more.

²¹³ Doug Truax, “Council Reconsiders Walkway Deal,” *Charlevoix Courier*, November 12, 1986, 1; Doug Truax, “DDA Unveils Downtown Parking, Improvement Plan,” *Charlevoix Courier*, April 16, 1986, 1; “Round Lake Facility, Park Deck Eyed,” *Charlevoix Courier*, October 21, 1987, 1; “Makeover Suggested for Bridge Park,” *Charlevoix Courier*, October 28, 1987, 1; “DDA Board Reviews Bridge Park Plans,” *Charlevoix Courier*, March 16, 1994, 1.

²¹⁴ L. Scott Swanson, “DDA Hurries to Borrow \$1.74 Million for Projects,” *Charlevoix Courier*, January 26, 1994, 1, 3; Laurie Lounsbury, “Bridge Park Project is on Time But Over Budget,” *Charlevoix Courier*, May 15, 1996, 1; Janenne Irene Frots, “Beaver Island Docks Downtown, First Time Since Fall,” *Charlevoix Courier*, July 10, 1996, 2; “\$5 Million Project to be Dedicated,” *Charlevoix Courier*, May 21, 1997, 3.

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the first time in 1998, and an improvement project at Veteran's Park in 2000, which resulted in the installations of sidewalks and a permanent memorial.²¹⁵

While the Bridge Park project was key to improving the appearance of the south shore of the lower Pine River channel, it was minor compared to the DDA's most substantial project: the renovation of East Park, which had continued to serve as the living room of the community and the base for critical annual events such as the Venetian Festival. The seeds for this renovation came in the late 1990s, when the two buildings flanking Mason Street on the east side of Bridge Street—the last remaining buildings in this stretch that had eluded city leadership since the start of the park plan in the early twentieth century—became available. Not letting the opportunity pass, the city acquired the property, vacated Mason Street east of Bridge Street, and began to merge the land into the park as the “last piece of the plan that was started by the city fathers.”²¹⁶ Soon afterward, the city and DDA initiated discussions about the state of the city's marina at East Park, and plans were made to study opportunities for its improvement. Amidst these conversations, though, some realized that the acquisition of the last pieces of the park puzzle provided a key moment in which to comprehensively plan for East Park as a single unit rather than dealing with needs on a piecemeal basis as had been the case for decades.²¹⁷ Following much discussion and public feedback, the approach was revised, and plans were made for a comprehensive assessment and improvement plan for East Park, guided by Pollack Design Associates of Ann Arbor and United Design Associates of Cheboygan.²¹⁸ With improvements funded by DDA financing and a grant from the Michigan Waterways Commission, the \$12 million renovation, a “two-year project that's been squeezed into 18 months,” commenced in 2006 at the hand of more than thirty contractors and subcontractors and continued into 2008 in three phases. In total, the completed renovation included a new performance pavilion, a new harbormaster building, an interactive fountain, public restrooms, new infrastructure (pathways, sidewalks, lighting), and accentuating masonry features designed to pay homage to the work of

²¹⁵ B.J. Hetler, “Veterans Park to Get a New Look in Spring,” *Charlevoix Courier*, February 16, 2000, 3; Laura Lounsbury, “DDA Makes Priority List for Downtown Projects,” *Charlevoix Courier*, January 21, 1998, 14.

²¹⁶ “City Seeks Grant to Purchase and Tear Down Former Parkside Building,” *Charlevoix Courier*, February 22, 1995, 1; Laurie Lounsbury, “City Continues to Pursue Purchase of Wharfside Building,” *Charlevoix Courier*, February 3, 1999, 3; “City Will Buy Wharfside to Create More Green Space,” *Charlevoix Courier*, April 21, 1999, 9.

²¹⁷ Even in the post-war years, the city had continued to address infrastructure needs and improvements within East Park on an as-needed basis, particularly as public concerns mounted. Such sporadic improvements led to the construction of the first bandshell and public restrooms in the park, among other amenities, during the late twentieth century. See, for example, “Bandshell Funding Changed,” *Charlevoix Courier*, January 17, 1990, 5; “Bandshell Design Approved Next Step is To Take Bids,” *Charlevoix Courier*, January 31, 1990, 1; Laurie Lounsbury, “New Trout Pond and Fountain Planned for East Park,” *Charlevoix Courier*, June 24, 1998, 3.

²¹⁸ Jeremy McBain, “Charlevoix Considers Plan for New Marina,” *Charlevoix Courier*, July 12, 2000, 3. Amy Sayre, “City, Parking Facility May Be Added to City Master Plan,” *Charlevoix Courier*, August 27, 2003, 17; Julie Witthoeft, “Marine, Park Back on Agenda,” *Charlevoix Courier*, October 22, 2003, 1; Julie Witthoeft, “DDA May Have Funding for Marina Costs,” *Charlevoix Courier*, January 14, 2004, 21; Jeremy McBain, “Council, DDA Look at Marina, Park Plan,” *Charlevoix Courier*, December 1, 2004; Erica Goff, “East Park Will Have Fountain and Trout Stream,” *Charlevoix Courier*, January 23, 2008, 5; Benjamin Gohs, “East Park Open for Venetian,” *Charlevoix Courier*, July 16, 2008, 1, 21, 27.

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Earl Young.²¹⁹ Opened in time for the 78th annual Venetian Festival, the crowning event of Charlevoix's summer season, the renovated park has continued to serve the community as the home for the festival as well as exhibits, farmer's markets, concerts, and more. Recognized by the American Planning Association in 2009 as one of its "Great Places in America," East Park remains a testament to the original vision of a waterfront park and the benefits it would provide the community espoused by city leadership during the community's formative years.²²⁰

Occurring alongside such transformational projects, work was also underway on many buildings in the Charlevoix Central Historic District, both through individual means and community-driven initiations, as various property owners and merchants continued their constant efforts to battle seasonal inconsistencies, including through renovation of existing storefronts and adaptation of uses to bring in different income streams. While some buildings that had been previously altered were returned more so to their original character during the period (e.g., 212-214 Bridge Street) and some underwent general storefront improvements (e.g., 421 Bridge Street), others underwent more significant transformations that disguised much of their historic fabric in favor of new designs (e.g., 91-103 Bridge Street, 216-218 Bridge Street, 220-222 Bridge Street, and 107 Antrim Street). While less common, demolition and new construction also occurred, the impacts of which were brought to particular attention in 2003 with the demolition of Earl Young's former office, the Appletree Building (224 Bridge Street), which ultimately spurred creation of a local historic district ordinance intended to safeguard other historic assets in the community.²²¹

Despite any such controversies, though, the effect of such building work was that, even in the face of ups and downs in the regional economy, property values in the business district more than quadrupled from the 1980s to early 2000s, from \$6.7 million to \$24 million, respectively, and, into the late 2000s, "there's great momentum and vitality in the downtown business district" with "just about every storefront taken."²²²

State Street also underwent changes during the period, resulting in the streetscape's current appearance. Among such changes were additions to First Methodist Church of Charlevoix (104 State Street) and Christ Episcopal Church (200 State Street), which completed the construction of adjoining fellowship halls to provide for expanded services for their members, and completion of the First State Bank (201 State Street). The most substantial changes, however, came at the corner of State and Antrim Streets, defined by city and county buildings. In the 1980s the city recognized that the space provided for fire and police service in the city hall building completed in 1940 was no longer sufficient. Despite some voices pushing for a new fire station outside of the central core, city leadership ultimately heeded the advice put forth in the 1982 master plan to

²¹⁹ Eric Goff, "East Park, Ferry Beach 'Moving Right Along,'" *Charlevoix Courier*, January 9, 2008, 21; "Update: How Far Along is East Park," *Charlevoix Courier*, June 11, 2008, 13; "East Park Open for Venetian," *Charlevoix Courier*, July 16, 2008, 1, 21, 27; Benjamin Gohs, "East Park Trout Stream Soon Underway," *Charlevoix Courier*, December 24, 2008, 1.

²²⁰ American Planning Association, "East Park: Charlevoix, Michigan," April 11, 2024, <https://www.planning.org/greatplaces/spaces/2009/eastpark.htm>.

²²¹ Jeremy McBain, "Building May be Torn Down," *Charlevoix Courier*, July 16, 2003, 1; Amy Sayre, "Appletree Building to be Discussed," *Charlevoix Courier*, July 30, 2003, 1, 22. Julie Witthoeft, "City Council Passes Historic District Ordinance," *Charlevoix Courier*, October 26, 2005, 23-24.

²²² Amy Sayre, "Charlevoix DDA Serves Community Over 20 Years," *Charlevoix Courier*, September 3, 2003, 3; A.J. Hoffman, "Business Booms in Charlevoix," *Charlevoix Courier*, August 6, 2008, 1.

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retain as many services as possible in the area and made plans for a new fire hall adjacent to city hall. Completed in 1986 as a multi-purpose public safety building (210 State Street), the effort provided the city with room for staff and enough space for fire engines, ambulances, and police cars.²²³ Around the time that the public services building was completed, discussions got underway about another public resource: the Charlevoix County Building. Overcrowding had long plagued the complex, completed in the 1950s, and studies were initiated to determine the best approach for addressing the situation. Various options were put on the table, including removing the court system from the building and constructing a dedicated courthouse or selling the entire building and constructing a new county complex. Ultimately, a renovation program was determined the most suitable course, with a two-story addition completed on the north end of the building in 1996 at a cost of approximately \$2 million.²²⁴

Such efforts of city leadership, the DDA, and others during the period were essential in making modern Charlevoix. Following on such activities, Charlevoix continued a path of similar trajectory into the 2010s as the community built on its efforts to stabilize and enhance the business district, overcome the limitations of a largely seasonal economy, and sustain the central core as the heart of the city. For its part, city leadership continued to adapt its goals and objectives for the future, updating the city's master plan in 2011. It also continued to use the DDA to support critical projects as a component of the community's economic development policy. This was boosted by the city's entry into the Michigan Main Street program in 2015, followed by accreditation from the National Main Street Center in 2018, which provided additional technical assistance and financial support for essential activities. Through this, the DDA continued to prop up the Charlevoix Central Historic District as a foundational component of the community's stability, which was not only helpful from a practical perspective but also symbolic amidst unforeseen challenges, such as fires in 2016 and 2017 that ravaged multiple buildings in the 200 and 300 blocks of Bridge Street. In response to such destruction, the DDA initiated a façade grant program, which remains active today and has not only provided support to property owners in times of need but also as part of ongoing renovation activities.²²⁵ Notably,

²²³ Dave Knight, "City Hall to Computerize, Says Council," *Charlevoix Courier*, July 25, 1984, 1, 4; Dave Knight, "New Fire Hall Plans Include Post Office," *Charlevoix Courier*, March 13, 1985, 1; Doug Truax, "Fire Station Site OK'd," *Charlevoix Courier*, August 21, 1985, 1; Doug Truax, "City's Choice: Downtown Site for Fire Station," October 2, 1985, 1; "Fire Engine Arrives, But Where to Put it?" *Charlevoix Courier*, January 1, 1986, 1; "Fire Hall Dedicated," *Charlevoix Courier*, January 28, 1987, 1. It should be noted that the selection of the lot adjacent to city hall resulted in demolition of the First Baptist Church, constructed in 1889. Also, the vacating of fire services from the city hall building would ultimately result in the construction of an addition to that building in 2005 at the location of the former service bays.

²²⁴ "County Considers 5 Mill Courthouse Request," *Charlevoix Courier*, May 9, 1990, 1; Peg Ohle, "Health Dept. Proposes New Building," *Charlevoix Courier*, July 25, 1990, 17; "County Seeks Court Millage," *Charlevoix Courier*, October 31, 1990, 1; Laurie Lounsbury, "County Building Renovation Begins," *Charlevoix Courier*, July 19, 1995, 5.

²²⁵ Sarah Roebuck, "Fire Damages Cherry Republic in Downtown Charlevoix," *UpNorthLive*, December 24, 2016, <https://upnorthlive.com/news/local/fire-damages-cherry-republic-in-downtown-charlevoix>; Lonnie Allen, "Van Pelt Building to Get new Life After Fire," *Petoskey News-Review*, February 17, 2017, <https://www.petoskeynews.com/story/news/local/charlevoix/2017/02/17/an-pelt-building-to-get-new-life-after-fire/45117881/>; Greg Tasker, "Charlevoix's Message After Fires: Don't Forget About Us," *The Detroit News*, March 10, 2017; Annie Doyle, "Historic Renovation in Charlevoix's Van Pelt Alley," *Petoskey News-Review*,

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respect for a building's historic character has been an integral component of the DDA's recent programs and interactions, and a commitment to historic preservation was formalized with the city's certification as part of the Certified Local Government (CLG) program, administered by the National Park Service in partnership with the State Historic Preservation Office, in 2020. With this focus, the DDA has played a key role in working with property owners to maintain the character of historic buildings within the Charlevoix Central Historic District and, in some instances, remove past alterations to return a building to an appearance more consistent with its original design. Efforts have also been directed at improving secondary areas within the district and better supporting entities beyond Bridge Street, which have resulted in initiatives such as the Charlevoix Downtown Alley Corridor Vision, prepared by Michigan State University's School of Planning, Design, and Construction in 2018. Recognizing alleys as critical infrastructure that provide additional opportunities for engagement within the district, the DDA has coordinated improvements to both Hoop Skirt Alley (in the 300 block of Bridge Street), which was transformed into a pedestrian plaza and outdoor gathering space, and Van Pelt Alley (in the 200 block of Bridge Street), where a series of previously vacant and underutilized buildings have been converted to active, thriving space. To further facilitate such improvements in alleys, the DDA also manages an alleyway improvement grant, which can be used to support improvements to the back sides of buildings.²²⁶

Today, work continues in the Charlevoix Central Historic District as the community maintains its path forward. Challenges remain—such as the perpetual need to find balance with a largely seasonal economy and the reality of a year-round population that has been declining in recent decades—but the community has come a long way in getting “out of the woods.” The “shallow and rapid stream” of Pine River has been replaced with a well-maintained channel that provides passage to hundreds of watercraft a year, the land “covered with brambles and bushes” has been transformed into a regional economic and social center and tourist destination, and the “rude nature formed” waterfront of Round Lake has been converted into a first-class park that hosts tens of thousands of people annually.²²⁷ The city continues to avail itself to opportunities for improvement, such as joining the Michigan Economic Development Corporation (MEDC) Redevelopment Ready Communities (RRC) program in 2021 to build a strong foundation for the future through updated planning, zoning, and economic development best practices. Added to

February 27, 2020, <https://www.petoskeynews.com/story/news/local/charlevoix/2020/02/27/historic-renovation-in-charlevoixs-van-pelt-alley/115874500/>.

²²⁶ Michigan State University School of Planning, Design, and Construction, “Charlevoix Downtown Alley Corridor Vision,” January 2018, <https://charlevoixmi.gov/DocumentCenter/View/1624/CVX-Downtown-Alley-Corridor-Vision-rpt-PDF>; City of Charlevoix, “Hoop Skirt Alley Project,” April 11, 2024, <https://www.charlevoixmi.gov/362/Hoop-Skirt-Alley-Project>; Annie Doyle, “Close Van Pelt Alley to Create a Cultural Hub,” June 23, 2017, *Petoskey News-Review*, <https://www.petoskeynews.com/story/news/local/charlevoix/2017/06/23/close-van-pelt-alley-to-create-a-cultural-hub/116774046/>.

Annie Doyle, “Historic Renovation in Charlevoix's Van Pelt Alley,” *Petoskey News-Review*, February 27, 2020, <https://www.petoskeynews.com/story/news/local/charlevoix/2020/02/27/historic-renovation-in-charlevoixs-van-pelt-alley/115874500/>; “Charlevoix's Junior Main Street Wins Award, Hoop Skirt Alley Project Gets Statewide Recognition,” February 25, 2021, *Petoskey News-Review*, <https://www.petoskeynews.com/story/news/local/charlevoix/2021/02/25/charlevoixs-junior-main-street-wins-award-hoop-skirt-alley-project-gets-statewide-recognition/115842074>.

²²⁷ *The Traverse Region*, 179.

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this are recent planning initiatives, such as the completion of a new parks and recreation plan and city master plan in 2022, which now guide the city on its next chapter. Importantly, through it all, the city continues to recognize the inherent value of its central core, which demonstrates the growth and evolution of Charlevoix from the 1860s onward and has become forever intertwined with the identity of the city.

CRITERION C: ARCHITECTURE

Occupying the central core of Charlevoix and principally defined by the city's most notable commercial, civic, and ecclesiastical buildings from the late-nineteenth through mid-twentieth centuries, the Charlevoix Central Historic District is representative of architectural trends that pervaded small communities throughout Michigan and the Midwest during the period. Evidenced in the collective of buildings from the historic district's period of significance, 1865 to 1970, these trends reflect the construction, use, and adaptation of buildings associated with the buildout of Charlevoix during the period and demonstrate successive generations of growth and evolution. As with many small communities throughout Michigan, architecture in the Charlevoix Central Historic District is generally modest and not without material alterations intended to accommodate continued use of properties over time, which was particularly critical in Charlevoix as it sought to balance an economy reliant on being able to accommodate services and goods both for the year-round population and for swells of part-time residents and visitors that have arrived every summer since the late nineteenth century; this is particularly true in the case of commercial architecture, where surviving original details may be most evident on upper stories that escaped the modernization programs often consuming storefronts. Most commercial buildings in the district are vernacular one- and two-part block Commercial Brick subtypes with minimal stylistic adaptations dating from the mid-nineteenth to early-twentieth centuries, although a few notable examples of high-style influence are found scattered amidst the district. The few historically residential resources in the district, generally located along Park Avenue and State Street, likewise date to the same period and are broadly reflective of residential architectural trends occurring further afield in Charlevoix, although most in the historic district have diminished reference to their period of construction due to alterations accompanying their later conversion to commercial use. Not uncommon, civic and ecclesiastical architecture trend toward adaptations of high-style architecture prevalent during the respective periods of construction and stand out as some of the most notable architecture within the historic district.

The earliest architecture in the historic district is found at properties historically serving as residences but which were converted for singular commercial purposes by the early twentieth century. These include the Philo Beers House (103 Park Avenue), which began as a small, side-gabled dwelling and general store c. 1865, but was adapted through successive additions and alterations into the late-nineteenth and early-twentieth centuries as the property, just west of Bridge Street, fully transitioned to commercial use alongside growth of the business district. The second-oldest property in the historic district is the former Archibald Buttars House (209 State Street), which was constructed in 1869 and converted for use as a funeral home starting in 1936. While the building has witnessed several alterations over time to accommodate continued business use of the property, its Greek Revival roots remain evident. Most popular from the 1830s to 1860s, this style emerged during a period of American infatuation with classical design,

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inspired, in part, by a perceived kinship between the emergent democracy and the democratic values espoused by the Greeks. Commonly used for important community goods of the period, such as banks and churches, the style was also applied to residential architecture.²²⁸ At the former Buttars residence, the style is articulated in the wideset rectilinear building form, wide friezeboard, cornice returns, and six-over-six windows, which were hallmarks of the period.

Standalone commercial buildings no longer remain from the earliest years of the community's settlement, the few having been constructed during the period lost to demolition or events such as fires or replaced with later counterparts. As such, the earliest explicit commercial architecture in the historic district dates from the 1870s to 1890s, representing a period of sizable growth for the community and the business district along Bridge Street, particularly within the blocks between the lower Pine River channel and Clinton Street where a new generation of one- and two-story brick and brick-veneered buildings appeared. In this, though, it's important to recognize the impact of the early-twentieth century demolitions on the east side of Bridge Street in response to the specific and coordinated effort to establish large-scale municipal parks along Round Lake, which resulted in the demolition of many period buildings. In what remains from the period, pure examples of specific styles are elusive, but extant commercial architecture continues to evidence the stylistic influence of regional, statewide, and national trends. Most common was the influence of the Italianate style and, to a much greater extent, what could be considered "Late Victorian" transitional motifs. The former found merit in many building types but emerged in commercial buildings with an emphasis on symmetrical, clearly organized bays that illustrated a consistent rhythm and distribution. Flat or very-low pitched roofs are common, as are tall, narrow double-hung window openings—often arched—on upper stories and multi-part storefronts complementing the verticality but balanced by the horizontal distribution of display windows and transom bands. Ornamentation was prevalent, often found in cast iron storefronts, belt coursing, and ornamental cornices that often gave a building an exaggerated profile. In contrast, "Late Victorian" transitional motifs don't necessarily derive their character from a rigid application of a certain subset of features associated with a specific style. While they continued many of the trends found in Italianate architecture, they did so with restraint, often employing simplified designs grounded in the local and regional economy and building traditions within the community. In both instances, masonry was prevalent, having transcended as the dominant building material in business districts given the fire hazards associated with wooden structures. In Charlevoix, such was boosted through the passing of an ordinance in 1894 requiring that all new buildings on Bridge Street be constructed of a material other than wood to minimize the risk for quick-spreading fires.²²⁹

While pure examples of the Italianate style are limited today, with evidence hidden at properties such as the Burnett Building (115 Bridge Street, 1884), which underwent a substantial renovation that rebuilt the cornice and removed arched windows and decorative hoods, its

²²⁸ Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York, NY: Alfred P. Knopf, 2013).

²²⁹ Common Council," *Charlevoix Sentinel*, December 12, 1894, 1; Richard Longstreth, *The Buildings of Main Street: A Guide to Commercial Architecture* (Washington, D.C.: Preservation Press, 1987); Mike Jackson, "Storefronts on Main Street: An Architectural History," *Illinois Preservation Series* 19, available at <https://dnrhistoric.illinois.gov/preserve/mid-century/midcentury.html>.

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influence remains. Among the most intact examples of commercial architecture from this period is the E.H. Green Block (228 Bridge Street), which straddles the period in which Italianate and “Late Victorian” commercial architecture converged. Completed in 1885, the building employs a traditional three-part, wood-framed storefront with an elongated entry assembly and display windows surmounted by transoms, giving the building a verticality that continues into a second story punctuated by tall, narrow window openings. While the building was originally crowned by an ornate cast iron cornice, removed c. 1950s, the eye is still carried upward to the cornice through full-height end piers that enframe the first- and second-story bays and terminate in a sawtooth beltcourse at the cornice. Similar stylistic influence is found next door at the former Bank of Charlevoix (230 Bridge Street), also completed in 1885. The storefront was remodeled c. 1920s, but the upper story maintains its elongated window openings and decorative hoods, which are aligned with the Green Block and create a rhythm between the pairing. Whereas the cornice has been removed on the Green Block, the Bank of Charlevoix building continues to be surmounted by its broad cornice accented with oversized brackets, pinnacles, and dentiling. The convergence of trends during the period is also evidenced by properties such as the Crouter Building (212 Bridge Street), constructed in 1875 and the earliest extant commercial building in Charlevoix. Here, the building employs a storefront composition with elongated display windows and unifying transom band as at the Green Block, but the masonry first floor gives way to a frame second floor, finished with a front-gabled roof. This combination speaks to both the influence of national trends in design but also the impact of localized traditions and adaptation, which would extend to buildings such as 321 and 323 Bridge Street, which, while later (c. 1900), also employ a combination of masonry and frame construction, in those cases historically carried through in applied false fronts, ultimately removed as part of c. 1954 modernization programs.

The converging influence of both stylistic adaptations and restraint during the late nineteenth century also played out in non-commercial architecture constructed in the historic district. For example, the earliest church in the district, the First Methodist Church of Charlevoix (104 State Street, 1878) exhibits restraint in its historic form—now modified—with the simple frame building deriving its character simply from the presence of a corner tower and simple Gothic arched openings. Such design stands in contrast to the Christ Episcopal Church (200 State Street), constructed in 1895 just down the street and employing Gothic Revival detailing, which inspired architecture nationally from the mid-to-late-nineteenth century and was commonly employed in ecclesiastical architecture. In contrast to classically-inspired designs of the period, Gothic Revival architecture utilized steeply-pitched roofs, pointed-arch windows and openings, and articulated façades often inspired by medieval tradition. At Christ Episcopal Church, the building makes use of multi-part window openings and door assemblies set with Gothic Revival detailing, including Gothic arches and tracery. The building’s character is further defined by its articulated façade, distinguished by full-height wooden buttressing set with pinnacles, and corner tower; although, here, the comingling of stylistic influences is on display in features such as the dentiling at the cornice.²³⁰

²³⁰ Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York, NY: W.W. Norton & Company, 1998).

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Other stylistic influences were also on display on State Street during the period, including that of the Queen Anne style. Used extensively from the 1880s to 1910s, the style was popularized in communities across the country through designs appearing in pattern books and catalogs, and its adaptation was facilitated by a rise in precut lumber and decorative features that could be carried through the quickly expanding rail system. Used for a variety of building types, the style rejected simplicity and classical lines in favor asymmetrical massing, textural richness and depth, and applied ornamentation.²³¹ In the Charlevoix Central Historic District, the style is evidenced in a group of buildings at the State Street/Park Avenue intersection. Here, two residences of the period (102 and 103 State Street, c. 1895 and 1892, respectively) employ a Queen Anne vocabulary in their architecture, carried through in asymmetrical, massed plans set at various planes, textural variety in the inclusion of materials, applied ornamentation, and broad porches. Complementing trends—although at a larger scale befitting of the property's stature—are found at First Congregational Church (101 State Street, 1885), which revels in Queen Anne design philosophies in its massing, composition, steeply-pitched, juxtaposed rooflines, and textural variety and depth carried through in a combination of wooden diagonal siding, patterned shingles, and stickwork at windows, gable ends, and its corner tower.

Into the early twentieth century, architecture in the Charlevoix Central Historic District continued to follow general trends, particularly in the business district where restraint would prevail for most buildings. Here, one- and two-part commercial blocks came to dominate the landscape, the former being one-story buildings generally surmounted by a simple cornice or raised parapet to provide space for advertising and the latter being a two- to four-story building comprised of two zones—at street level, a public zone defined by the storefront, and above, a private zone, typically used for offices, living space or boarding rooms, and meeting space—distinguished by an explicit horizontal division. These compositional forms were commonly adapted to stylistic influences of the period, such as Colonial Revival and Classical Revival motifs, which proliferated during a period marked by a reinvigoration of traditional influences, and, occasionally, contrasting Craftsman influences. However, most common were the blocks that lacked a distinguished stylistic vocabulary and instead were more so defined by their massing, fenestration, and relationship to the street. These buildings, which can be categorized simply as “Commercial Brick,” were typically no more than a few stories and characterized by a general functionalism espoused in traditional storefront arrangements, square-headed openings, clean, horizontal lines, and simple, unadorned cornices. Where present, distinguishing features are often provided in the use of decorative brickwork, accenting materials such as stone or terra cotta, and simple features such as corbeling, stepped parapets, and piers that enhance the façade.²³²

Trends of the period are found along Bridge Street. For example, the influence of classical motifs is clear in buildings such as the Charlevoix State Savings Bank (227 Bridge Street, 1912), which employs a temple-front surround complete with paneled pilasters and articulated pediment with

²³¹ Virginia Savage McAlester, *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture* (New York, NY: Alfred P. Knopf, 2013).

²³² Richard Longstreth, *The Buildings of Main Street: A Guide to Commercial Architecture* (Washington, D.C.: Preservation Press, 1987); Linda Bayer, "Commercial Brick was 20th Century Small Business Style," *Preservation Report*, Alabama Historical Commission XII:1, July/August 1984.

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modillions and dentiling, and the Charlevoix County Bank (233-237 Bridge, 1924), characterized by a classical composition accented with pilasters finished with limestone capitals and plinth blocks, belt coursing, and a dentiled cornice. To the north, more varied influences are found in two of the five buildings completed by George Van Pelt. The earliest of his buildings (Van Pelt Building, 217 Bridge Street) was completed in 1909 and is a simple two-part commercial block, with its character derived from the infusion of Arts and Crafts-inspired terra cotta accents, decorative brickwork panels, and a parapeted cornice. Across Van Pelt Alley, the Harsha Building, constructed in 1898 but remodeled by Van Pelt in 1910, lacks strong visual detailing and ornamentation and employs a functional aesthetic and heavy horizontal emphasis characteristic of Commercial Brick architecture. Restrained detail is also carried through in other buildings of the period, such as the S.M. See Building at 421 Bridge Street (1911), the Charlevoix Masonic Temple at 401 Bridge Street (1901), and the one-story buildings at 229 Bridge Street (1912) and 208 Bridge Street (c. 1925). In all such instances, the buildings are generally simple in character, limited to injections of articulation in features such as brick panels and corbeling, as was common for Commercial Brick architecture of the period. Trends toward simplicity were also evident in the first substantial wave of remodels during the period, as illustrated in the work at the Oddfellows Building (205-209 Bridge Street), rebuilt in 1925 following a fire, and the Novak Building (111 Bridge Street), remodeled with a new brick veneer in 1925.

The 1930s and 1940s brought physical changes to the district as the modernistic influences of Art Deco and Art Moderne architecture swept national trends in a movement to break with traditional influences of years past. Particularly influenced by the Paris Exposition de Arts Decoratif of 1925, the Chicago Century of Progress Exposition of 1933-1934, and the spirit of advancing technologies and industrial designs during the period, the movements inspired new designs with large, plate glass surfaces; structural glass; smooth finishes; and aluminum structural components for window and door assemblies. The widespread acceptance of such trends resulted in countless storefront modernizations across the country but also inspired new buildings, particularly in commercial and civic sectors.²³³ In Charlevoix, trends are represented in small-scale construction such as the Saltonstall Building (112 Clinton Street, 1939), which embraces Art Moderne architecture in its curved façade wall with wraparound glass block windows, articulated massing, and smooth finishes, and the Nettleton Building (103 Clinton Street, 1941), which employs a simplified interpretation of the movement in its efficient building form. The most notable examples of Art Moderne inspiration, however, are found in two public works. Most noteworthy is the Charlevoix City Hall (210 State Street), completed in 1940 and partially funded by the PWA. The building is a fine example of PWA Moderne architecture, evident in the restrained or stripped-down Moderne principles typical of relief agency construction emerging from the Great Depression. Characterized by juxtaposed but balanced masses, the building exhibits classical overtones in its composition and detailing and is

²³³ Mike Jackson, "Storefronts on Main Street: An Architectural History," *Illinois Preservation Series* 19, available at <https://dnrhistoric.illinois.gov/preserve/mid-century/midcentury.html>; Mike Jackson, "'Storefronts of Tomorrow': American Storefront Design from 1940 to 1970," in *Preserving the Recent Past 2*, ed. Deborah Slaton and William G Foulks (Washington, D.C.: Historic Preservation Education Foundation, 2000); Carol Dyson, "How to Work with Modern Storefronts of the Mid-Twentieth Century: A Mid-Twentieth Century Storefronts Components Guide," available at <https://dnrhistoric.illinois.gov/preserve/mid-century/midcentury.html>.

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complemented by its careful use of accenting materials and stylized motifs to provide visual distinction. Such influences are also evident in the design of the Memorial Bridge (Bridge Street at lower Pine River channel). Designed in 1940 and completed in 1949, the bridge employs a stripped Moderne design in its inclusion of the operator's house, which exhibits smooth-finished, articulated cast concrete walls and wraparound window assemblies.

New architectural influences continued into the post-World War II period, although new architecture from this period is limited within the boundaries of the historic district. Changes during this period reflect the varied approaches to modernism that emerged across the country in an age dominated by changing consumer patterns, increasing competition for one's attention, and quickly advancing building technologies and materials. The result was a period marked by everything from simple, efficient buildings built in reference to the minimalism and functionalism espoused by the International Style to exaggerated building forms constructed amidst a Neo-Expressionist response to the rigidity of much Modern architecture.²³⁴ In Charlevoix, the varied influence of post-World War II modernism is evidenced in restrained, simplified forms such as the Central Drug Store (301 Bridge Street, 1958), which embraced a pure functionality cast in brickcrete continuing on the lineage of Commercial Brick architecture, and the remodel of the Hess Furniture Store (113 Bridge Street), which underwent a massive renovation in 1950, incorporating a dramatic, angled storefront designed to sweep potential buyers into the store. The contrasting influences at play in the modern era are undoubtedly best represented by the juxtaposition of the Weathervane Inn Restaurant (106 Pine River Lane), constructed in 1954, and the Charlevoix County Building (301 State Street), completed just four years later. At the Weathervane, the building, which, like most of local designer Earl Young's work, perhaps eludes complete stylistic application, employs a low-slung, rambling form sheltered by a broad, undulating roof as if an outgrowth of the landscape, representing a combination of organic design principles and expressionist proclivities. In stark contrast, an emphasis on efficiency and modern interpretations of classical influences prevails at the Charlevoix County Building. The original building, comprised of two juxtaposed masses, embraces International Style simplicity in the clean, linear form and horizontality of its one-story wing; the façade of the two-story portion builds on the simplicity of the form but incorporates a New Formalist-inspired full-height portico that gives the building a classical monumentality fitting of its civic stature.

Into the late twentieth century, architectural trends were generally subdued, largely because new construction has been limited. Where it occurred, such construction is generally non-descript, with most not employing a specific architectural style but rather taking reference from local traditions and existing buildings in the use of building forms and materials. Existing buildings continued to undergo renovations during the period as well, although much work occurred on a piecemeal basis rather than as a coordinated campaign intended to inject a specific stylistic influence. The exception to this was the attempted "theming" of many buildings in the historic district in the 1960s and 1960s with "neo-Bavarian" elements as part of the effort to modernize a declining downtown and reinvigorate the consumer base with interest in the business district (see

²³⁴ Artifacts, *Washington State Guide to Modern Commercial Architecture, 1930-1975*, 2021, available at https://dahp.wa.gov/sites/default/files/WashingtonStateModernCommercialArchitecture_0.pdf

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Section 7 for contextual notes). Architecturally, the first decades of the twenty-first century have likewise been without much note of new influences. However, it is important to recognize the role of historic preservation in recent years, which has been supported by the City of Charlevoix and organizations such as the Charlevoix Historical Society, in spurring the rehabilitation of numerous properties and the removal of incompatible changes of years past to return buildings to their historic character.

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Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

- Sanborn Map Company. "Charlevoix, Charlevoix County, Michigan." May 1912.
- Sanborn Map Company. "Charlevoix, Charlevoix County, Michigan." December 1917.
- Sanborn Map Company. "Charlevoix, Charlevoix County, Michigan." October 1927.
- Sanborn Map Company. "Charlevoix, Charlevoix County, Michigan." October 1927, with September 1942 updates.
- Sanborn-Perris Map Co., Limited. "Charlevoix, Charlevoix Co., Mich." September 1890.
- Sanborn-Perris Map Co., Limited. "Charlevoix, Charlevoix County, Mich." February 1896.
- Sanborn-Perris Map Co., Limited. "Charlevoix, Charlevoix County, Mich." September 1901.
- State of Michigan, *Acts of the Legislature of the State of Michigan*. Detroit, MI: George Dawson, 1840.
- Swope, Caroline. "Redesigning Downtown: The Fabrication of German-themed Villages in Small-Town America." Dissertation, University of Washington, 2003.
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- United States Army, Office of the Chief of Engineers. *Report of the Chief of Engineers to the Secretary of War, for the Year 1869*. Washington, D.C.: Government Printing Office, 1870).
- United States Army, Office of the Chief of Engineers. *Annual Report of the Chief of Engineers to the Secretary of War, for the Year 1873*. Washington, D.C.: Government Printing Office, 1873.
- United States Army, Office of the Chief of Engineers. *Annual Report of the Chief of Engineers, United States Army, to the Secretary of War for the Year 1894, Part IV*. Washington, D.C.: U.S. Government Printing Office, 1894.
- Van Noord, Roger. *Assassination of a Michigan King: The Life of James Jesse Strang*. Ann Arbor, MI: University of Michigan Press, 1997.
- Williams, Elizabeth Whitney. *A Child of the Seas; and Life Among the Mormons*. Harbor Springs, MI: Elizabeth Whitney Williams, 1905.

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

Primary location of additional data:

☒ State Historic Preservation Office

☐ Other State agency

☐ Federal agency

☐ Local government

☐ University

☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 31.09

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 45.320669 Longitude: -85.260187

2. Latitude: 45.320669 Longitude: -85.259498

3. Latitude: 45.319366 Longitude: -85.258598

4. Latitude: 45.318724 Longitude: -85.257794

5. Latitude: 45.315260 Longitude: -85.257860

6. Latitude: 45.314857 Longitude: -85.258134

7. Latitude: 45.314694 Longitude: -85.260528

8. Latitude: 45.315294 Longitude: -85.261732

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

- | | |
|-------------------------|-----------------------|
| 9. Latitude: 45.315912 | Longitude: -85.261695 |
| 10. Latitude: 45.317607 | Longitude: -85.261857 |
| 11. Latitude: 45.318126 | Longitude: -85.261949 |
| 12. Latitude: 45.318801 | Longitude: -85.259491 |
| 13. Latitude: 45.319440 | Longitude: -85.260241 |

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Verbal Boundary Description (Describe the boundaries of the property.)

At a point beginning at the NW corner of the parcel of 104 Dixon Avenue (parcel # 052-197-000-00) and continuing east along its N parcel line to the NE corner of the parcel; then south-southeast along the E parcel line of 111 Pine River Lane (parcel # 052-195-000-00); then, crossing Pine River Lane to the parcel line of 106 Pine River Lane (parcel # 052-126-098-00); then east along the parcel line to the eastern edge of Bridge Street abutting 100 Michigan Avenue (parcel # 052-125-000-00); then south along Bridge Street, crossing the lower Pine River channel, to the southeastern bank at the NW corner of Robert Bridge Memorial Park (parcel # 052-243-001-00); then east-southeast along the shoreline of Round Lake and then following the shoreline south-southeast along the E parcel line of parcels # 052-243-002-00, 052-345-004-00, # 052-345-010-50, and # 052-379-001-00, encompassing East Park and Veterans Park, to the SE corner of Veterans Park (parcel # 052-379-001-00); then west along

Charlevoix Central Historic District

Charlevoix County, MI

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the S parcel line, crossing Bridge Street to the parcel line of 100 Antrim Street (parcel # 052-358-001-00); then proceeding south to the SE corner of the parcel line of 100 Antrim Street and then turning west to continue along its S parcel line to the SW corner; then north along the W parcel line of 100 Antrim Street, continuing across Antrim Street to SW corner of 115 Antrim Street (parcel # 052-348-008.00); then turning west, crossing State Street, and continuing to the SW corner of the parcel of 301 State Street (parcel # 052-251-001-00) and then to its NW corner; then continuing approximately 50 ft along the N parcel line of 301 State Street before turning north and crossing Mason Street to the NW corner of the parcel of 209 State Street (parcel # 052-250-023-00); then continuing north along parcel lines to the SW corner of the parcel of 111 State Street (parcel # 052-249-023-00) and then following its parcel line north and west to its NW corner, crossing Van Pelt Alley to the S parcel line of 101 State Street (parcel # 052-249-001-00); then continuing west along the parcel line of 101 State Street to its SW corner and then turning north and continuing along its W parcel line to its NW corner; then continuing east approximately 620 ft to the NE corner of the parcel of 104 Park Avenue (parcel # 052-246-003-15); then crossing Park Avenue to the SW corner of the parcel of 103 Park Avenue (parcel # 052-242-003-00); then north along W parcel lines to the NW corner of the southwestern bank of the Pine River channel (parcel # 052-242-008-00); then east to the western edge of Bridge Street and continuing across the lower Pine River channel to the SW corner of the parcel of 106 Pine River Lane (parcel # 052-126-098-00); then continuing west-northeast across its S parcel line to the SW corner and then turning north to the NW corner; then following the southern edge of Pine River Lane approximately 145 ft west-northeast before crossing Pine River Lane to the SW corner of the parcel of 111 Pine River Lane (parcel # 052-195-002-00); then northeast along its W parcel line to its NW corner; then west along the S parcel line of 104 Dixon Avenue (parcel # 052-197-000-00) to its SW corner; then north along its W parcel line to the point of the beginning.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries of the Charlevoix Central Historic District were defined to encompass the central core of Charlevoix, representing its role as the commercial, civic, and social center of the community during its period of significance, from 1865 to 1970. The historic district includes the commercial, civic, ecclesiastical, recreation, and transportation-related resources that influenced the development of Charlevoix's core during this period, with a particular emphasis on those resources that were integral to the sustainment of the core during the period of significance. Moreover, the boundary includes those resources unified by shared development trends and urban character and excludes resources to the west, which are predominately residential in character; resources to the south, which represent diverging patterns extending along the south shore of Round Lake and southward out of the central business district; and to the north-northeast, which was largely redeveloped during the late twentieth century amidst changing development trends.

Charlevoix Central Historic District
Name of Property

Charlevoix County, MI
County and State

11. Form Prepared By

name/title: Alan Higgins, Grants Manager
organization: State Historic Preservation Office
street & number: 300 North Washington Square
city or town: Lansing state: Michigan zip code: 48913
e-mail: higginss3@michigan.gov
telephone: 517.256.4358
date: December 10, 2024

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Charlevoix Central Historic District
City or Vicinity: Charlevoix
County: Charlevoix State: Michigan
Photographer: Alan Higgins
Date Photographed: April 5, 2021; May 9, 2022; and July 18, 2024

Charlevoix Central Historic District

Charlevoix County, MI

Name of Property

County and State

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0001. Overview of the Weathervane Terrace Inn (111 Pine River Lane), facing north-northwest.

2 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0002. Overview of the Weathervane Inn Restaurant (106 Pine River Lane), facing southwest.

3 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0003. Overview of the Weathervane Inn Restaurant (106 Pine River Lane) from the lower Pine River channel, facing northwest.

4 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0004. Overview of the Memorial Bridge (US 31-Island Lake Outlet Bridge), facing northwest.

5 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0005. Overview of the 100 block of Bridge Street (west side), facing northwest.

6 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0006. Overview of the southern portion of Robert Bridge Memorial Park, facing north-northeast.

7 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0007. Overview of the 200 block of Bridge Street (west side), facing northwest.

8 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0008. 206, 208, and 212-214 Bridge Street, facing east.

9 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0009. 100 Van Pelt Place, facing west-southwest.

10 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0010. Overview of the 200 block of Bridge Street (west side), facing southwest.

11 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0011. Overview of the 200 block of Bridge Street (east side), facing northeast.

12 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0012. Overview of the 300 block of Bridge Street (west side), facing southwest.

13 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0013. Overview of East Park along the Round Lake waterfront, facing south.

Charlevoix Central Historic District

Charlevoix County, MI

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14 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0014. Overview of East Park from the Odmark Pavilion, facing north.

15 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0015. Overview of the 300 block of Bridge Street (west side), facing northwest.

16 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0016. Masonic Temple (401 Bridge Street), facing south.

17 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0017. First Congregational Church (101 State Street), facing west.

18 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0018. Christ Episcopal Church (200 State Street), facing east-southeast.

19 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0019. Overview of the 200 block of State Street (west side) from the Archibald Buttars House/Winchester Funeral Home (209 State Street), facing north.

20 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0020. Charlevoix City Hall (210 State Street), facing east-northeast.

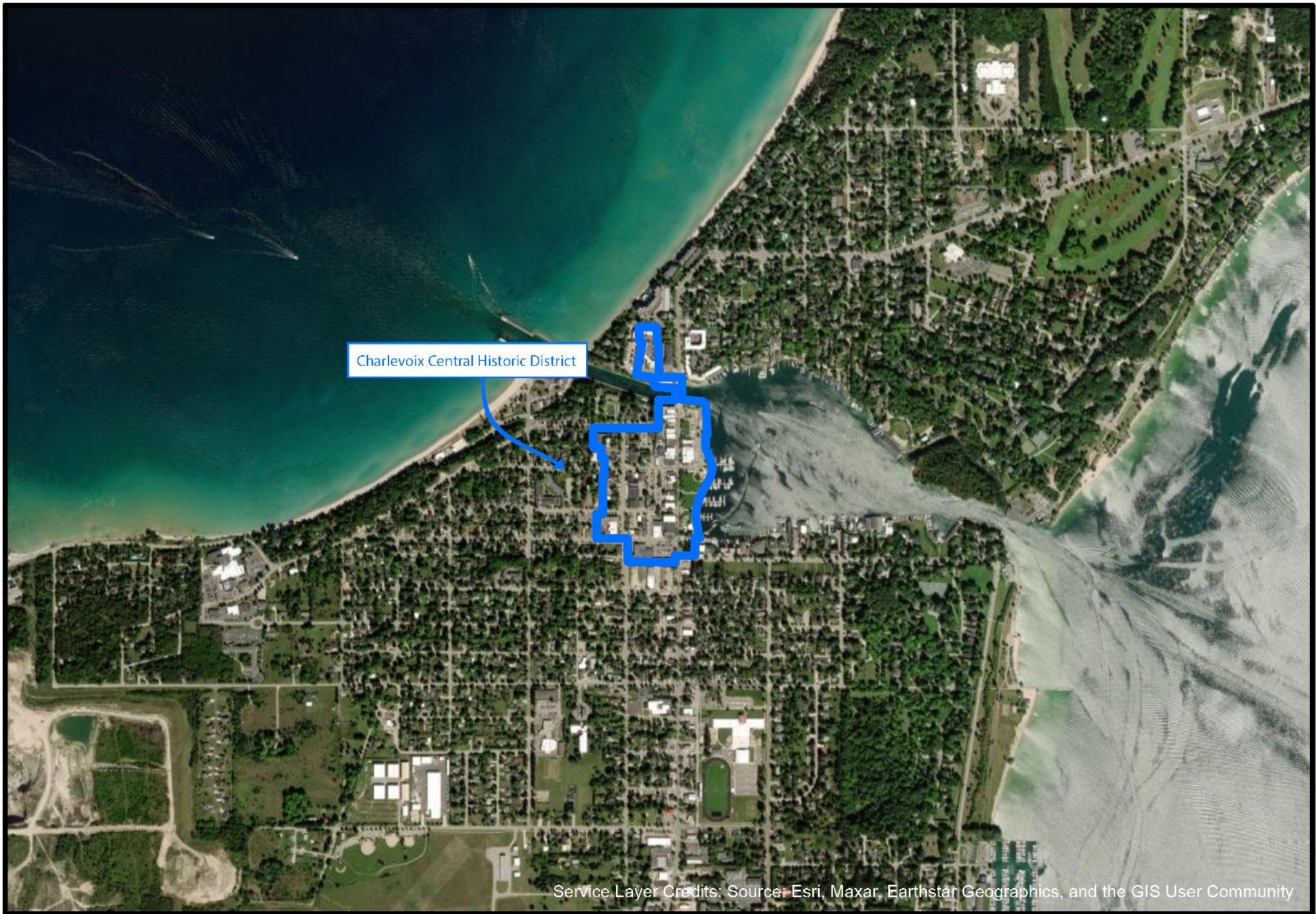
21 of 21. MI_Charlevoix County_Charlevoix Central Historic District_0021. Charlevoix County Building (301 State Street), facing northwest.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



Charlevoix Central Historic District
Charlevoix, Charlevoix County, Michigan
October 2024



0 2,840 Feet

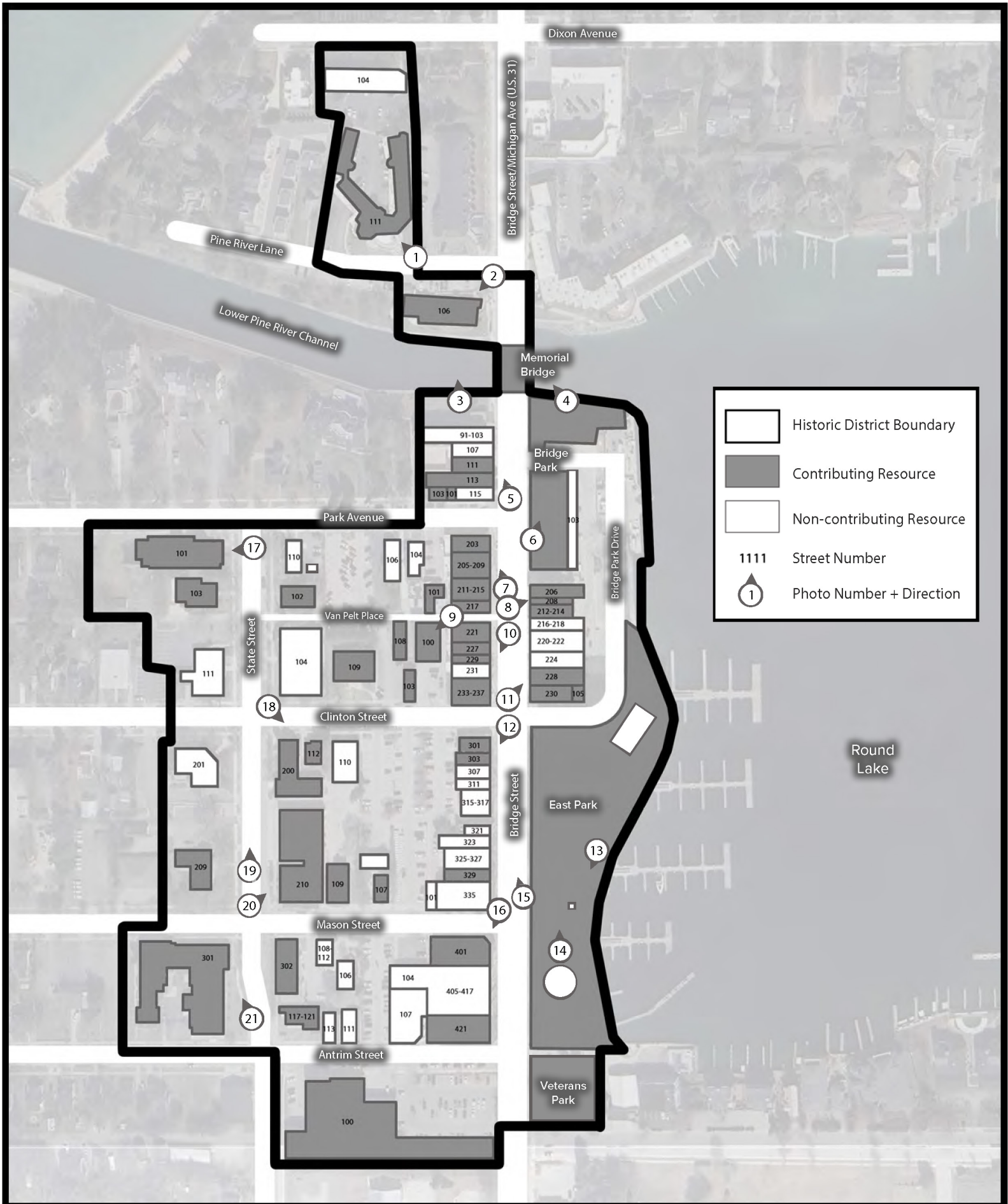
Latitude/Longitude Coordinates
(WGS84)

1.	45.320669	-85.260187
2.	45.320669	-85.259498
3.	45.319366	-85.258598
4.	45.318724	-85.257794
5.	45.315260	-85.257860
6.	45.314857	-85.258134
7.	45.314694	-85.260528
8.	45.315294	-85.261732
9.	45.315912	-85.261695
10.	45.317607	-85.261857
11.	45.318126	-85.261949
12.	45.318801	-85.259491
13.	45.319440	-85.260241

Charlevoix Central Historic District

Service Layer Credits: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community





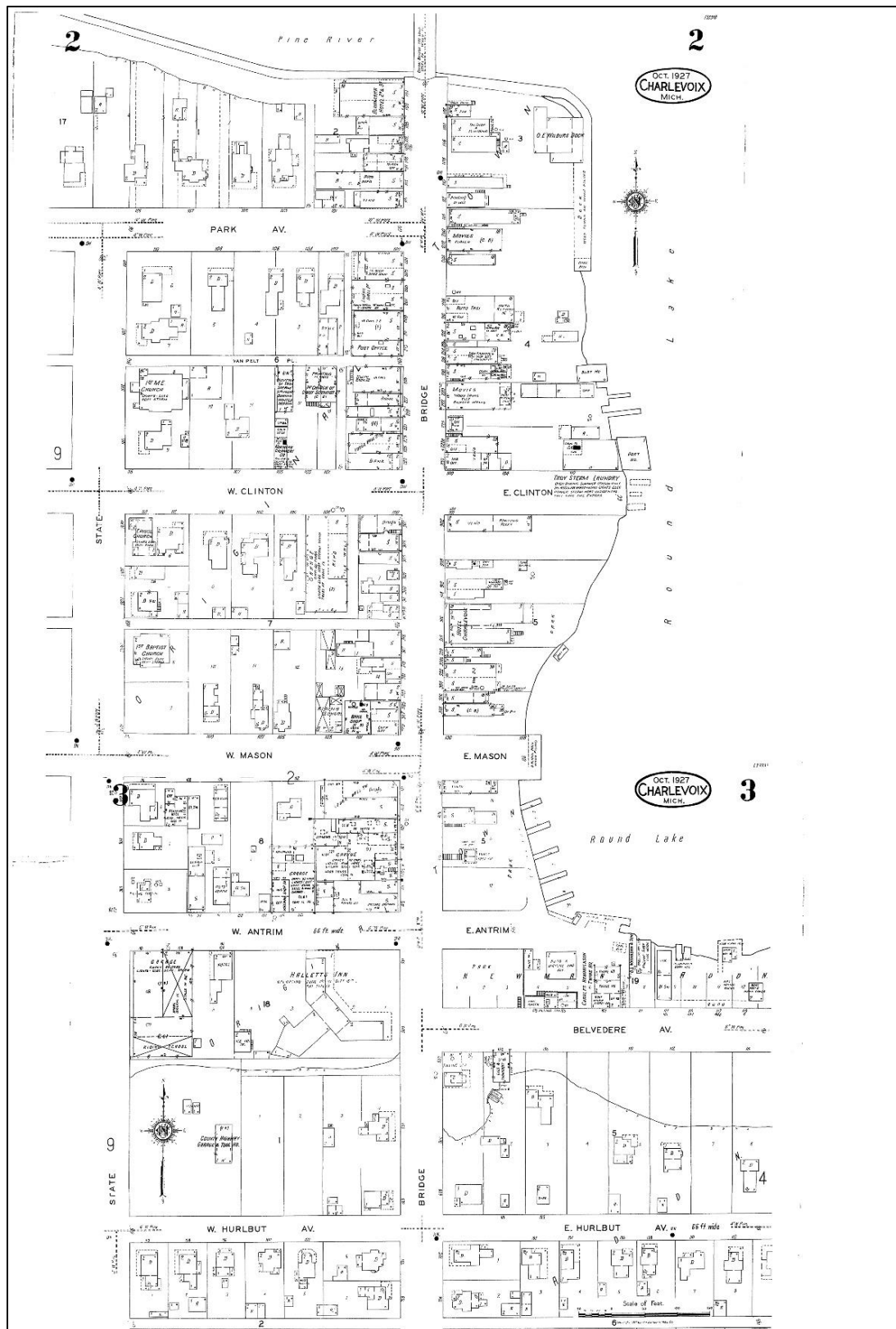


Figure 1: Composite 1927 Sanborn map showing the character of Bridge Street and, in particular, the Round Lake waterfront prior to the 1930s.

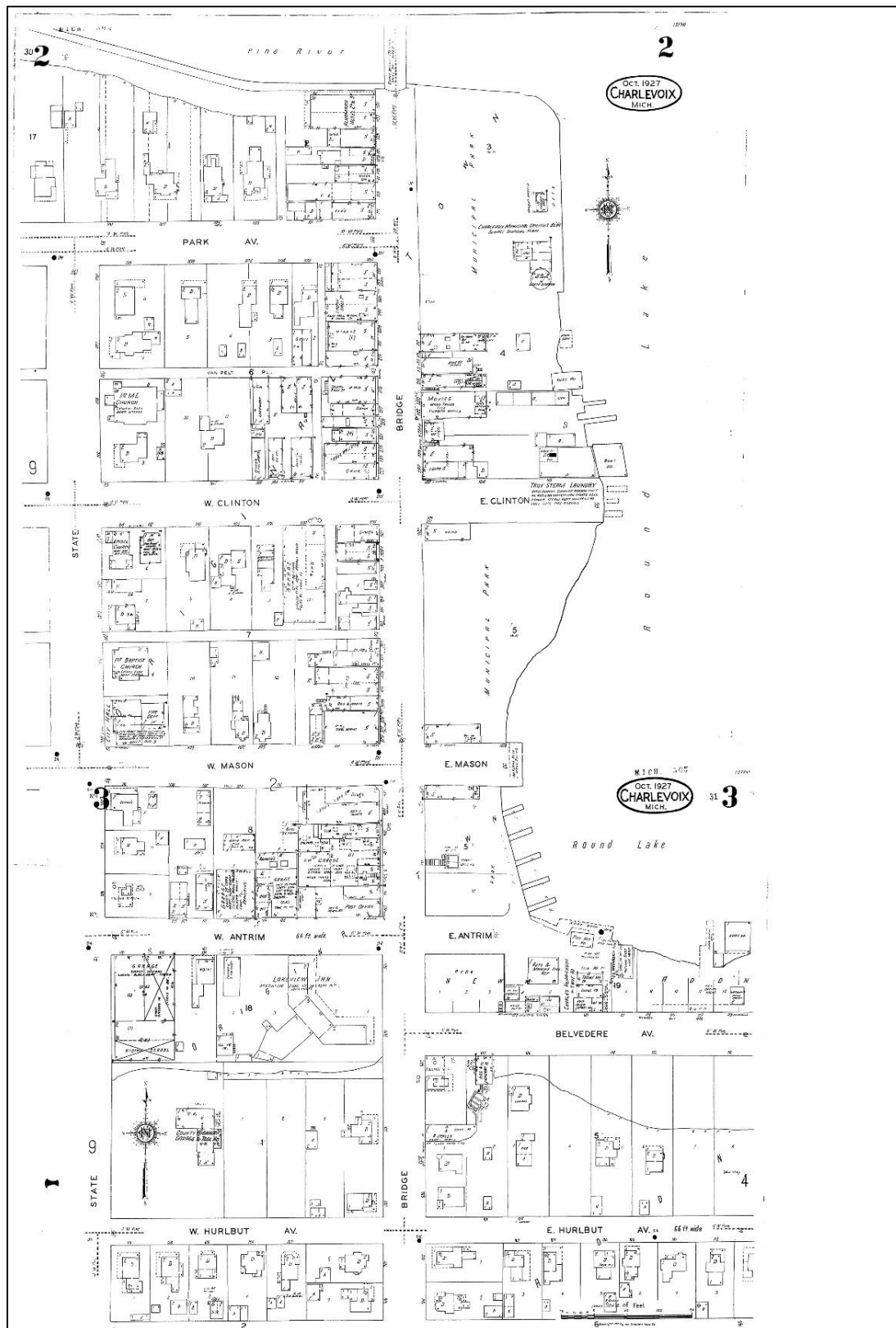


Figure 2: Composite 1942 Sanborn map showing the character of Bridge Street and, in particular, the Round Lake waterfront following coordinated efforts by city leadership to acquire property and convert the waterfront to a municipal park.



Weatherwae Terrace

TOWER SUITE AVAILABLE
214-442-2400













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The
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MASONIC TEMPLE
1912

SUBWAY

Open





CHARLES AGENCY
INSURANCE

INSURANCE

200

Christ
Episcopal
Church
Sunday
Worship
10:00 A.M.
Reverend
Thomas C. Bell
Rector

CHRIST
EPISCOPAL
CHURCH



Mortensen
Funeral Home
— Winchester Chapel —



CHAMBER of COMMERCE
CHARLEVON



CHARLEVOIX CO

Charlevoix Historic District Commission

New Business

Title: Annual Report

Date: December 27, 2024

Presented By:

Background:

The annual report is due soon. The Commission can help by reviewing the past years activities.

Recommendation:

Attachments:

1. Annual Report Template 2024 Instructions
2. CLG_AnnualReport2024
3. Annual Report - Attachment A Resume Template
4. CLG_AnnualReport2024_Checklist
5. CLG_AnnualReport2023 - Charlevoix



CERTIFIED LOCAL GOVERNMENT ANNUAL REPORT JANUARY 1, 2024 – DECEMBER 31, 2024

The Michigan State Historic Preservation Office (SHPO) requires that each Certified Local Government (CLG) submit an annual report of its activities upon the completion of each year. SHPO uses the provided information to stay up to date on historic preservation activities across the state, identify ways that SHPO can be more responsive to the needs of CLGs, and evaluate local CLG programs.

In accordance with program standards, CLGs must submit an annual report to remain in good standing and to be eligible for grant funding and related assistance.

SHPO has developed a standard template for use by all CLGs to streamline the collection and presentation of information and supporting documentation. Each CLG will receive a fillable copy of the template. Hardcopies can be mailed upon request.

INSTRUCTIONS

Use the annual report template to describe your CLG's program during the last calendar year. Only one report should be submitted for each CLG. Please collaborate with your staff and HDCs to complete a single report.

The reporting period for this report is: **January 1, 2024 – December 31, 2024.**

A complete report consists of:

- Completed annual report checklist
- Completed annual report template
- Applicable attachments and supporting documents

SUBMISSION

Reports should be submitted electronically. Please save and email your report and supporting documentation to Haley Schriber, Certified Local Government Coordinator, at ScriberH@michigan.gov.

DUE DATE

Annual reports are due from each CLG by: **March 3, 2024.**

QUESTIONS?

Have questions or need clarification on assembling your report? Contact Haley Schriber, Certified Local Government Coordinator, at ScriberH@michigan.gov.



Michigan State Historic Preservation Office
Certified Local Government Program
CLG 2024 Annual Report

1. CLG BASIC INFORMATION

CERTIFIED LOCAL GOVERNMENT

CHIEF ELECTED OFFICIAL

CLG CONTACT PERSON (official person on file with National Park Service)

TITLE

MAILING ADDRESS

EMAIL

TELEPHONE

CLG/HISTORIC DISTRICT COMMISSION WEBSITE (if applicable)

2. HISTORIC DISTRICT ORDINANCE AND PRESERVATION PLANNING

A. DID THE CLG KEEP ITS HISTORIC DISTRICT ORDINANCE IN EFFECT FOR THE ENTIRE YEAR? ☐ YES ☐ NO (if no, briefly explain)

B. DID THE CLG ADOPT OR AMEND/REVISE/MODIFY ANY OF THE FOLLOWING DURING THE YEAR?

(Provide a link or attach any documents for which you select yes)

HISTORIC DISTRICT ORDINANCE

☐ YES ☐ NO

PRESERVATION PLAN (including master plan component)

☐ YES ☐ NO

HDC BYLAWS OR RULES OF PROCEDURE

☐ YES ☐ NO

DESIGN GUIDELINES (under PA 169, guidelines must be approved by SHPO)

☐ YES ☐ NO

COA APPLICATION/REQUIREMENTS

☐ YES ☐ NO

SURVEY PLAN

☐ YES ☐ NO

OTHER PRESERVATION-RELATED REGULATIONS/PROCEDURES (e.g., blight ordinances, demolition ordinances, downtown design standards, etc.)

☐ YES ☐ NO

3. HISTORIC DISTRICT COMMISSION

A. PROVIDE THE NAME AND TITLE FOR THE COMMUNITY'S STAFF LIAISON TO THE HDC

B. DOES THE HDC USE AN ON-CALL PRESERVATION SPECIALIST (e.g., architect, historian, etc.)? ☐ YES ☐ NO (if yes, provide name/title)

C. IDENTIFY **CURRENT** HISTORIC DISTRICT COMMISSION MEMBERS.

(Submit a [resume](#) or [Attachment A](#) for each **NEW** commissioner appointed during the year)

NAME	ROLE (e.g., chair, vice-chair, etc.)	TERM STARTED	TERM ENDS

D. DOES THE HDC INCLUDE AT LEAST ONE MEMBER WHO IS A QUALIFIED PRESERVATION PROFESSIONAL? ☐ YES ☐ NO If you answer no, briefly identify how the CLG sought to identify qualified professionals (architects, historians, architectural historians, archaeologists, etc.) to fill vacancies AND submit a copy of related announcements, advertisements, or other means used to seek qualified members.								
E. ARE THERE CURRENTLY ANY HDC VACANCIES? ☐ YES ☐ NO If yes, how many?								
F. DID NEW COMMISSIONERS RECEIVE TRAINING MATERIALS AND INFORMATION ON THE LOCAL HISTORIC DISTRICT ORDINANCE? ☐ YES ☐ NO ☐ NOT APPLICABLE								
G. DID AT LEAST ONE COMMISSIONER AND/OR STAFF PERSON PARTICIPATE IN TRAINING (e.g., conferences, webinars, and in-person workshops)? ☐ YES ☐ NO If yes, identify the training and participants below. If no, briefly explain why no one participated in training.								
NAME OF TRAINING			PROVIDER			ATTENDEES		
H. WHEN ARE YOUR HDC’S REGULARLY SCHEDULED MEETINGS? (e.g., first Wednesday of each month)								
I. IDENTIFY THE MONTHS IN WHICH YOUR HDC MET AT LEAST ONCE.								
MONTH	MEETING HELD?	QUORUM PRESENT?	MINUTES ON WEBSITE?*		MONTH	MEETING HELD?	QUORUM PRESENT?	MINUTES ON WEBSITE?*
January 2024	☐	☐	☐		July 2024	☐	☐	☐
February 2024	☐	☐	☐		August 2024	☐	☐	☐
March 2024	☐	☐	☐		September 2024	☐	☐	☐
April 2024	☐	☐	☐		October 2024	☐	☐	☐
May 2024	☐	☐	☐		November 2024	☐	☐	☐
June 2024	☐	☐	☐		December 2024	☐	☐	☐
*if not available on your website, submit minutes for at least two meetings								
J. PROVIDE INFORMATION ON DESIGN REVIEW APPLICATIONS RECEIVED FOR REVIEW DURING THE YEAR.								
APPLICATION TOTALS				RESULTS OF REVIEWS				
# OF APPLICATIONS RECEIVED:				# OF CERTIFICATES OF APPROPRIATENESS ISSUED:				
# OF APPLICATIONS REVIEWED BY STAFF ONLY:				# OF DENIALS ISSUED:				
# OF APPLICATIONS REVIEWED BY THE HDC:				# OF NOTICES TO PROCEED ISSUED:				
WERE ANY HDC DECISIONS APPEALED? ☐ YES ☐ NO (if yes, complete the information below)								
# OF HDC DECISIONS APPEALED:								
# OF DECISIONS OVERTURNED:								
# OF DECISIONS AFFIRMED:								

4. INVENTORY AND DESIGNATION

A. IDENTIFY NEW SURVEY PLANS, PROGRESS ON EXISTING PLANS, AND/OR CHANGES TO EXISTING SURVEY PLANS, INCLUDING CHANGES IN PRIORITIES OR PROCESSES.

B. DID THE CLG ACTIVELY WORK ON OR COMPLETE HISTORIC RESOURCE SURVEYS? ☐ YES ☐ NO

If yes, identify them below. If the survey was completed but data and reports were not previously provided to SHPO, submit a copy with this report. Use additional sheets if necessary to capture all surveys in progress or completed.

NAME OF SURVEY	HOW MANY RESOURCES?	SURVEY PROVIDED TO SHPO?
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO

C. DOES THE CLG HAVE SURVEYS TENTATIVELY PLANNED FOR NEXT YEAR? ☐ YES ☐ NO

If yes, briefly identify them, including the reason for the survey (e.g., part of work plan, development pressure, considering designation, etc.). If no, identify future survey goals that may be of interest.

D. WAS ANY MUNICIPAL-SPONSORED ARCHAEOLOGICAL SURVEY COMPLETED DURING THE YEAR? ☐ YES ☐ NO

If yes, identify them below.

NAME OF SURVEY	SHPO CONTACTED PRIOR TO WORK?	FOLLOWED STATE STANDARDS?
	☐ YES ☐ NO	☐ YES ☐ NO
	☐ YES ☐ NO	☐ YES ☐ NO
	☐ YES ☐ NO	☐ YES ☐ NO

E. DID THE CLG ENGAGE IN LOCAL HISTORIC DISTRICT DESIGNATION ACTIVITIES DURING THE YEAR? ☐ YES ☐ NO

If yes, identify them below. If associated reports were not previously provided to SHPO, submit a copy with this report. Use additional sheets if necessary.

DISTRICT NAME	STATUS AND ACTION	REPORT PROVIDED TO SHPO?
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO

F. DO YOU KNOW OF ANY NATIONAL REGISTER OR LOCAL DISTRICT PROPERTIES THAT WERE MOVED OR DEMOLISHED? ☐ YES ☐ NO If yes, briefly identify them below.	
NAME/ADDRESS OF PROPERTY	NAME OF DISTRICT (IF APPLICABLE)

5. PUBLIC PARTICIPATION		
A. WERE ALL HDC MEETINGS HELD IN ACCORDANCE WITH THE OPEN MEETINGS ACT, P.A. 267 OF 1976? ☐ YES ☐ NO (if no, briefly explain)		
B. WAS INFORMATION ABOUT THE HDC, ITS MEETINGS, AND ITS ACTIVITIES MAINTAINED ON THE LOCAL GOVERNMENT’S WEBSITE? ☐ YES ☐ NO		
C. BEYOND A WEBSITE, HOW DOES THE HDC PROVIDE INFORMATION ABOUT MEETINGS AND ACTIVITIES TO THE PUBLIC? ☐ Mailings ☐ Newspapers ☐ Posting at Municipal Building ☐ On-site Project Signs ☐ Direct Email ☐ Door Fliers ☐ Email List/Listserv ☐ Local Access Channels ☐ Community Events ☐ Other		
D. DID THE CLG/HDC PROVIDE, SPONSOR, OR PARTICIPATE IN PUBLIC EDUCATIONAL ACTIVITIES (e.g., walking tours, lectures, Preservation Month activities, historical marker programs) OR FORMAL TRAINING ON HISTORIC PRESERVATION? ☐ YES ☐ NO If yes, identify the activities below. SHPO encourages sharing photos so we can highlight your efforts! Use additional sheets if necessary.		
ACTIVITY	SPONSORING ORGANIZATION	DATE

6. CLG/HISTORIC PRESERVATION GOALS		
A. BRIEFLY DESCRIBE IF/HOW YOU MET THE GOALS IDENTIFIED IN YOUR LAST ANNUAL REPORT.		
GOAL	DID YOU MEET THIS GOAL?	IF YES, DESCRIBE HOW IT WAS MET. IF NO, DESCRIBE WHY IT WAS NOT MET.
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
B. BRIEFLY DESCRIBE YOUR TOP GOALS FOR NEXT YEAR (2025). EACH CLG MUST IDENTIFY AT LEAST ONE GOAL.		
GOAL	IS THIS A MULTI-YEAR GOAL?	DO YOU NEED SHPO ASSISTANCE TO MEET THIS GOAL? IF SO, BRIEFLY DESCRIBE.
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	
	☐ YES ☐ NO	

7. MISCELLANEOUS INFORMATION

A. SHPO HAS A NEW CLG COORDINATOR. WHAT IS ONE THING YOU WOULD LIKE THE NEW COORDINATOR TO UNDERSTAND ABOUT YOUR COMMUNITY AND LOCAL PRESERVATION ACTIVITIES/NEEDS?

B. WHAT ACCOMPLISHMENT/ACHIEVEMENT/EVENT FROM 2024 IS YOUR CLG/HDC MOST PROUD OF? OR IS THERE A PRESERVATION SUCCESS STORY FROM YOUR COMMUNITY THAT YOU WOULD LIKE TO HIGHLIGHT? SHPO encourages sharing photos!

C. DESCRIBE ANY PROBLEMS, ISSUES, OR CHALLENGES (e.g., economic, political, operational) ENCOUNTERED IN THE LOCAL PRESERVATION PROGRAM IN 2024.

D. WHAT ARE THE MOST CRITICAL PRESERVATION ISSUES/NEEDS FACING YOUR COMMUNITY?

E. DID YOUR COMMUNITY RECEIVE ANY PRESERVATION GRANTS (other than CLG grants) IN 2024?

☐ YES ☐ NO (If yes, briefly identify them below.)

F. DID YOUR COMMUNITY HAVE ANY LOCAL INCENTIVE/GRANT/LOAN PROGRAMS (e.g., façade grant programs, DDA programs, low-interest loans, abatements, etc.) AVAILABLE FOR HISTORIC PROPERTIES IN 2023? ☐ YES ☐ NO (If yes, briefly identify them below.)

NAME OF PROGRAM	# OF PROPERTIES BENEFITED

G. DO YOU HAVE ANY UPCOMING PROJECTS YOU WOULD LIKE TO DISCUSS FOR A POTENTIAL CLG GRANT APPLICATION? ☐ YES ☐ NO

H. IF REIMBURSEMENT WERE AVAILABLE FOR SOME OF THE COSTS TO ATTEND THE MHPN STATEWIDE PRESERVATION CONFERENCE OR BIENNIAL NATIONAL ALLIANCE OF PRESERVATION COMMISSIONS CONFERENCE, WOULD YOU BE INTERESTED? ☐ YES ☐ NO

I. IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH SHPO?

ATTACHMENT A. NEW HDC COMMISSIONER RESUME FORM

CONTACT INFORMATION

Name: _____

Address: _____

Phone: _____

Email: _____

EDUCATION

Degree	Field	University	Year
_____	_____	_____	_____
_____	_____	_____	_____

RELATED WORK EXPERIENCE

Position: _____

Organization: _____

Dates: _____

Work Description: _____

Position: _____

Organization: _____

Dates: _____

Work Description: _____

OTHER EXPERIENCE/DEMONSTRATED INTEREST IN HISTORIC PRESERVATION

[FOR SHPO USE] Meets NPS Qualifications (https://www.nps.gov/history/local-law/arch_stnds 9.htm):

☐History ☐Architectural History ☐Architecture ☐Historic Architecture ☐Archaeology



Michigan State Historic Preservation Office
Certified Local Government Program
CLG 2024 Annual Report Checklist

The Michigan State Historic Preservation Office (SHPO) requires that each Certified Local Government (CLG) submit an annual report of its activities upon the completion of each year. SHPO uses the provided information to stay up to date on historic preservation activities across the state, identify ways that SHPO can be more responsive to the needs of CLGs, and evaluate local CLG programs.

The following checklist must be completed and submitted with your report.

CHECKLIST

Please indicate below those items that you have included with your submission.

REQUIRED

1. ☐ Completed Annual Report
2. ☐ Minutes from two HDC meetings (if not available on website)

SUPPORTING DOCUMENTATION, IF APPLICABLE

3. ☐ New or amended/revised/modified ordinances, by-laws, design guidelines or other preservation regulations and guidance
4. ☐ HDC Commissioner Resumes or Attachment A: New Commissioner Resume Form
5. ☐ Announcements used to seek qualified professionals for the HDC
6. ☐ Study reports and/or survey data
7. ☐ Photographs of highlights, educational activities, events, success stories, etc.

PREPARER INFORMATION

I hereby certify that the information in this report is accurate and correct to the best of my knowledge. I further certify that the contents of the report were shared/will be shared with the community's historic district commission on the following date: _____.

Preparer Name

Date

CLG Representative Name (if different)

Date

SHPO USE

Received: _____

Reviewed: _____

Signature: _____



Michigan State Historic Preservation Office

Certified Local Government Program

CLG 2023 Annual Report

1. CLG BASIC INFORMATION

CERTIFIED LOCAL GOVERNMENT

City of Charlevoix

CHIEF ELECTED OFFICIAL

Lyle Gennett, Mayor

CLG CONTACT PERSON (official person on file with National Park Service)

Lindsey Dotson

TITLE

DDA Director/HDC Advisor

MAILING ADDRESS

210 State Street Charlevoix, MI 49720

EMAIL

lindseyd@charlevoixmi.gov

TELEPHONE

231-547-3257

CLG/HISTORIC DISTRICT COMMISSION WEBSITE (if applicable)

<https://charlevoixmi.gov/200/Historic-District-Commission>

2. HISTORIC DISTRICT ORDINANCE AND PRESERVATION PLANNING

A. DID THE CLG KEEP ITS HISTORIC DISTRICT ORDINANCE IN EFFECT FOR THE ENTIRE YEAR? ☒ YES ☐ NO (if no, briefly explain)

B. DID THE CLG ADOPT OR AMEND/REVISE/MODIFY ANY OF THE FOLLOWING DURING THE YEAR?

(Provide a link or attach any documents for which you select yes)

HISTORIC DISTRICT ORDINANCE

☐ YES ☒ NO

PRESERVATION PLAN (including master plan component)

☐ YES ☒ NO

HDC BYLAWS OR RULES OF PROCEDURE

☐ YES ☒ NO

DESIGN GUIDELINES (under PA 169, guidelines must be approved by SHPO)

☐ YES ☒ NO

COA APPLICATION/REQUIREMENTS

☐ YES ☒ NO

SURVEY PLAN

☐ YES ☒ NO

OTHER PRESERVATION-RELATED REGULATIONS/PROCEDURES (e.g., blight ordinances, demolition ordinances, downtown design standards, etc.)

☐ YES ☒ NO

3. HISTORIC DISTRICT COMMISSION

A. PROVIDE THE NAME AND TITLE FOR THE COMMUNITY'S STAFF LIAISON TO THE HDC

Lindsey Dotson, DDA Director

B. DOES THE HDC USE AN ON-CALL PRESERVATION SPECIALIST (e.g., architect, historian, etc.)? ☒ YES ☐ NO (if yes, provide name/title)

Lindsey Dotson, DDA Director

C. IDENTIFY **CURRENT** HISTORIC DISTRICT COMMISSION MEMBERS.

(Submit a [resume](#) or [Attachment A](#) for each **NEW** commissioner appointed during the year)

NAME	ROLE (e.g., chair, vice-chair, etc.)	TERM STARTED	TERM ENDS
Carol Kranz	Chair	8/2019	6/2025
Frank Campi	Member	2/2021	6/2025
David Miles	Member	8/2014	6/2026
Paul Weston	Member	7/2018	6/2024
Gail DeMeyere	Member	11/2022	6/2024
Shelley Boehmer	Member	1/2024	6/2026
William Dupont	Member	1/2024	6/2026

D. DOES THE HDC INCLUDE AT LEAST ONE MEMBER WHO IS A QUALIFIED PRESERVATION PROFESSIONAL? ☒ YES ☐ NO
If you answer no, briefly identify how the CLG sought to identify qualified professionals (architects, historians, architectural historians, archaeologists, etc.) to fill vacancies AND submit a copy of related announcements, advertisements, or other means used to seek qualified members.

E. ARE THERE CURRENTLY ANY HDC VACANCIES?
☐ YES ☒ NO If yes, how many?

F. DID NEW COMMISSIONERS RECEIVE TRAINING MATERIALS AND INFORMATION ON THE LOCAL HISTORIC DISTRICT ORDINANCE?
☒ YES ☐ NO ☐ NOT APPLICABLE

G. DID AT LEAST ONE COMMISSIONER AND/OR STAFF PERSON PARTICIPATE IN TRAINING (e.g., conferences, webinars, and in-person workshops)?
☒ YES ☐ NO If yes, identify the training and participants below. If no, briefly explain why no one participated in training.

NAME OF TRAINING	PROVIDER	ATTENDEES
Michigan Historic Preservation Annual Conference	MHPN	Lindsey Dotson
Michigan Downtown Association Spring Workshop	MDA	Lindsey Dotson
Michigan Downtown Association Summer Workshop	MDA	Lindsey Dotson

H. WHEN ARE YOUR HDC’S REGULARLY SCHEDULED MEETINGS? (e.g., first Wednesday of each month)
4th Friday of the month at 11 am

I. IDENTIFY THE MONTHS IN WHICH YOUR HDC MET AT LEAST ONCE.

MONTH	MEETING HELD?	QUORUM PRESENT?	MINUTES ON WEBSITE?*	MONTH	MEETING HELD?	QUORUM PRESENT?	MINUTES ON WEBSITE?*
January 2023	☐	☐	☐	July 2023	☐	☐	☐
February 2023	☒	☒	☐	August 2023	☐	☐	☐
March 2023	☐	☐	☐	September 2023	☐	☐	☐
April 2023	☐	☐	☐	October 2023	☐	☐	☐
May 2023	☐	☐	☐	November 2023	☐	☐	☐
June 2023	☐	☐	☐	December 2023	☒	☒	☐

*if not available on your website, submit minutes for at least two meetings

J. PROVIDE INFORMATION ON DESIGN REVIEW APPLICATIONS RECEIVED FOR REVIEW DURING THE YEAR.

APPLICATION TOTALS	RESULTS OF REVIEWS
# OF APPLICATIONS RECEIVED: 0	# OF CERTIFICATES OF APPROPRIATENESS ISSUED: 0
# OF APPLICATIONS REVIEWED BY STAFF ONLY: 0	# OF DENIALS ISSUED: 0
# OF APPLICATIONS REVIEWED BY THE HDC: 0	# OF NOTICES TO PROCEED ISSUED: 0
WERE ANY HDC DECISIONS APPEALED? ☐ YES ☒ NO (if yes, complete the information below)	
# OF HDC DECISIONS APPEALED:	
# OF DECISIONS OVERTURNED:	
# OF DECISIONS AFFIRMED:	

4. INVENTORY AND DESIGNATION

A. IDENTIFY NEW SURVEY PLANS, PROGRESS ON EXISTING PLANS, AND/OR CHANGES TO EXISTING SURVEY PLANS, INCLUDING CHANGES IN PRIORITIES OR PROCESSES.

n/a

B. DID THE CLG ACTIVELY WORK ON OR COMPLETE HISTORIC RESOURCE SURVEYS? ☐ YES ☒ NO

If yes, identify them below. If the survey was completed but data and reports were not previously provided to SHPO, submit a copy with this report. Use additional sheets if necessary to capture all surveys in progress or completed.

NAME OF SURVEY	HOW MANY RESOURCES?	SURVEY PROVIDED TO SHPO?
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO
		☐ YES ☐ NO

C. DOES THE CLG HAVE SURVEYS TENTATIVELY PLANNED FOR NEXT YEAR? ☐ YES ☒ NO

If yes, briefly identify them, including the reason for the survey (e.g., part of work plan, development pressure, considering designation, etc.). If no, identify future survey goals that may be of interest.

Future survey goals include the Michigan Avenue residential area plus the Chicago and Belvedere Club neighborhoods.

D. WAS ANY MUNICIPAL-SPONSORED ARCHAEOLOGICAL SURVEY COMPLETED DURING THE YEAR? ☐ YES ☒ NO

If yes, identify them below.

NAME OF SURVEY	SHPO CONTACTED PRIOR TO WORK?	FOLLOWED STATE STANDARDS?
	☐ YES ☐ NO	☐ YES ☐ NO
	☐ YES ☐ NO	☐ YES ☐ NO
	☐ YES ☐ NO	☐ YES ☐ NO

E. DID THE CLG ENGAGE IN LOCAL HISTORIC DISTRICT DESIGNATION ACTIVITIES DURING THE YEAR? ☐ YES ☒ NO

If yes, identify them below. If associated reports were not previously provided to SHPO, submit a copy with this report. Use additional sheets if necessary.

DISTRICT NAME	STATUS AND ACTION	REPORT PROVIDED TO SHPO?
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO
	☐ Draft/Underway ☐ Final/Completed ☐ New District ☐ Modification ☐ Elimination	☐ YES ☐ NO

F. DO YOU KNOW OF ANY NATIONAL REGISTER OR LOCAL DISTRICT PROPERTIES THAT WERE MOVED OR DEMOLISHED? ☐ YES ☒ NO
If yes, briefly identify them below.

NAME/ADDRESS OF PROPERTY	NAME OF DISTRICT (IF APPLICABLE)

5. PUBLIC PARTICIPATION

A. WERE ALL HDC MEETINGS HELD IN ACCORDANCE WITH THE OPEN MEETINGS ACT, P.A. 267 OF 1976? ☒ YES ☐ NO (if no, briefly explain)

B. WAS INFORMATION ABOUT THE HDC, ITS MEETINGS, AND ITS ACTIVITIES MAINTAINED ON THE LOCAL GOVERNMENT'S WEBSITE?
☒ YES ☐ NO

C. BEYOND A WEBSITE, HOW DOES THE HDC PROVIDE INFORMATION ABOUT MEETINGS AND ACTIVITIES TO THE PUBLIC?
☒ Mailings ☐ Newspapers ☒ Posting at Municipal Building ☐ On-site Project Signs ☐ Direct Email ☐ Door Fliers ☐ Email List/Listserv
☐ Local Access Channels ☐ Community Events ☐ Other

D. DID THE CLG/HDC PROVIDE, SPONSOR, OR PARTICIPATE IN PUBLIC EDUCATIONAL ACTIVITIES (e.g., walking tours, lectures, Preservation Month activities, historical marker programs) OR FORMAL TRAINING ON HISTORIC PRESERVATION? ☐ YES ☒ NO
If yes, identify the activities below. SHPO encourages sharing photos so we can highlight your efforts! Use additional sheets if necessary.

ACTIVITY	SPONSORING ORGANIZATION	DATE

6. CLG/HISTORIC PRESERVATION GOALS

A. BRIEFLY DESCRIBE IF/HOW YOU MET THE GOALS IDENTIFIED IN YOUR LAST ANNUAL REPORT.

GOAL	DID YOU MEET THIS GOAL?	IF YES, DESCRIBE HOW IT WAS MET. IF NO, DESCRIBE WHY IT WAS NOT MET.
Install Signage to mark downtown National Register District	☐ YES ☒ NO	We are still waiting for SHPO to submit the nomination to the Preservation Review Board.
Consider areas of city that should be surveyed for additional historic districts	☐ YES ☒ NO	Outside of casual conversation, no traction was made.
Assist commercial property owners and residents who qualify with Historic Tax Credit applications	☒ YES ☐ NO	Staff assisted with one commercial application and gave information to at least two qualified residential credit applicants.
Continue to work with MEDC to utilize RRC resources to assist with preservation efforts	☒ YES ☐ NO	A design rendering was provided to a business who occupies a storefront of a building that has potential of some restoration and it was provided via RRC assistance.

B. BRIEFLY DESCRIBE YOUR TOP GOALS FOR NEXT YEAR (2022). EACH CLG MUST IDENTIFY AT LEAST ONE GOAL.

GOAL	IS THIS A MULTI-YEAR GOAL?	DO YOU NEED SHPO ASSISTANCE TO MEET THIS GOAL? IF SO, BRIEFLY DESCRIBE.
National Register nomination for downtown	☒ YES ☐ NO	You are already assisting us with this - hopefully we can wrap this up this year?
Explore designation of the chapel and other structures at Brookside Cemetery	☒ YES ☐ NO	Yes, assistance would be nice, simply in determining if SHPO has already looked into whether this is eligible to be listed or not.
Install signage to mark downtown National Register District	☐ YES ☒ NO	

Maintain historic integrity of City Hall building with roof replacement and foundation repairs necessary.	☒ YES ☐ NO	We have applied for a grant for the first phase of this work.
7. MISCELLANEOUS INFORMATION		
A. SHPO WILL HAVE A NEW CLG COORDINATOR IN 2023. WHAT IS ONE THING YOU WOULD LIKE THE NEW COORDINATOR TO UNDERSTAND ABOUT YOUR COMMUNITY AND LOCAL PRESERVATION ACTIVITIES/NEEDS? We really hope to wrap up the process of our National Register nomination that was begun via the Community Partnership program for CLGs. I noticed that is no longer on your website, and I am guessing that is due to a lack of capacity at SHPO. If the grant for City Hall's roof gets approved it will launch a multi-year project to preserve and maintain this public resource. As for local districts, the only other consideration would be some additional single resource districts, as for now the appetite for additional local oversight isn't necessarily strong.		
B. WHAT ACCOMPLISHMENT/ACHIEVEMENT/EVENT FROM 2023 IS YOUR CLG/HDC MOST PROUD OF? OR IS THERE A PRESERVATION SUCCESS STORY FROM YOUR COMMUNITY THAT YOU WOULD LIKE TO HIGHLIGHT? SHPO encourages sharing photos! It was a very quiet year for us as we were hoping to celebrate and make a big deal out of our National Register district in the downtown. We did get awarded the grant to assist with the Historical Society's project to replace the Depot's roof, which is a major win. We also saw significant investment in our downtown that has inspired others to do similar work - the most notable project being the rehabilitation of 211/215 Bridge Street. This project took what was considered a non-contributing commercial building and removed old shingled pent roof additions and awnings to restore the façade dating back to the turn of the 20th century which was largely intact underneath. The project goes beyond the external work in that it is adding 5 residential units to the downtown that did not exist before, two of which are being supported by the DDA's Downtown Housing Incentive grant to be deed restricted for year-round occupancy.		
C. DESCRIBE ANY PROBLEMS, ISSUES, OR CHALLENGES (e.g., economic, political, operational) ENCOUNTERED IN THE LOCAL PRESERVATION PROGRAM IN 2023. The only challenge that exists is capacity (or lackthereof) when it comes to staff. Since the one staff person at the city who works with preservation is the DDA Director, and only 10% of that person's salary comes from the city for "other" activities, limited attention is given to the potential preservation work that could be done.		
D. WHAT ARE THE MOST CRITICAL PRESERVATION ISSUES/NEEDS FACING YOUR COMMUNITY? In residential neighborhoods it is deferred maintenance, or people buying historic homes and demolishing them to build new in their place. There have been some issues related to high Lake Michigan levels a few years back with older homes along the lakeshore - one of which was just demolished last year because of foundation issues that arose during that time.		
E. DID YOUR COMMUNITY RECEIVE ANY PRESERVATION GRANTS (other than CLG grants) IN 2023? ☒ YES ☐ NO (If yes, briefly identify them below.) A historic property in the downtown was awarded an MCRP grant via MEDC for the addition of housing, and the Historical Society was awarded a handful of grants to supplement the depot roof project.		
F. DID YOUR COMMUNITY HAVE ANY LOCAL INCENTIVE/GRANT/LOAN PROGRAMS (e.g., façade grant programs, DDA programs, low-interest loans, abatements, etc.) AVAILABLE FOR HISTORIC PROPERTIES IN 2023? ☐ YES ☐ NO (If yes, briefly identify them below.)		
NAME OF PROGRAM		# OF PROPERTIES BENEFITED
DDA's Downtown Housing Incentive Program		1
Commercial Facilities Exemption (tax abatement)		1

G. DO YOU HAVE ANY UPCOMING PROJECTS YOU WOULD LIKE TO DISCUSS FOR A POTENTIAL CLG GRANT APPLICATION? ☒ YES ☐ NO City Hall foundation and window repairs	
H. IF REIMBURSEMENT WERE AVAILABLE FOR SOME OF THE COSTS TO ATTEND THE MHPN STATEWIDE PRESERVAION CONFERENCE OR BIENNIAL NATIONAL ALLIANCE OF PRESERVATION COMMISSIONS CONFERENCE, WOULD YOU BE INTERESTED? ☒ YES ☐ NO	
I. IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH SHPO? I have not attached minutes and they are not on our website because each time we met this past year there was not a quorum. We have had very little formal business to attend to since our district is so small. The roof project for the depot will eventually come across our desk though!	

Charlevoix Historic District Commission

New Business

Title: 2025 Meeting Dates

Date: December 27, 2024

Presented By: Jonathan Scheel, Director of Planning & Zoning

Background:

State law requires setting meeting dates for the year. State law also requires a minimum of two meetings per year.

Recommendation:

Attachments:

1. Meeting Dates 2025

Historic District Commission
Meeting Dates 2025

January 31, 2025

May 30, 2025

September 26, 2025

As needed otherwise

Charlevoix Historic District Commission

New Business

Title: Appoint Officers for 2005

Date: December 27, 2024

Presented By:

Background:

Appoint Chairman 2025

Appoint Secretary 2025

Recommendation:

Attachments:

None