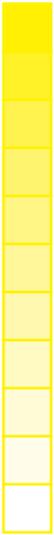
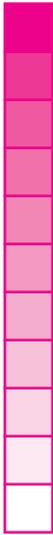
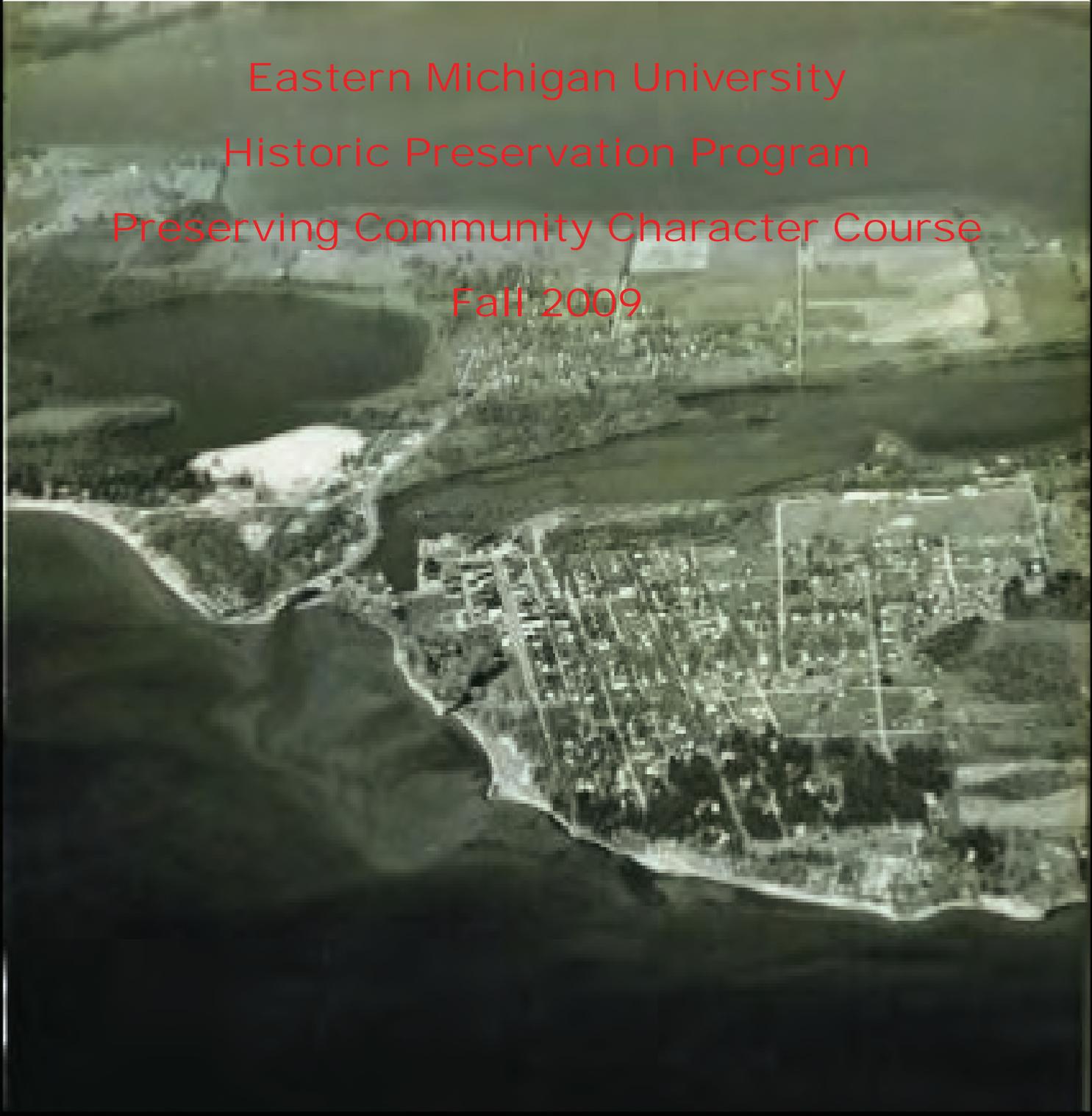




Cultural Landscape Report  
The Village of Elk Rapids, Michigan  
Residential and Tourism Areas



Eastern Michigan University  
Historic Preservation Program  
Preserving Community Character Course  
Fall 2009





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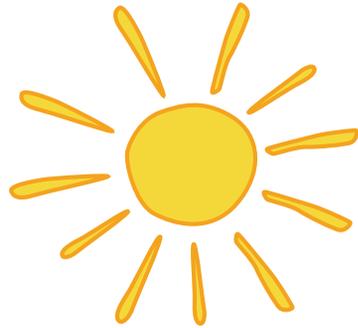
## Section I: General Information

**Inventory Unit Name:** The Village of Elk Rapids, Michigan: Residential and Tourism Areas

**Latitude:** 44.90°N

**Longitude:** 85.40°W

**Elevation:** 623 feet



### Weather:

Winter (January) high of 17°, low 9° Summer (July) high of 80°, low 53° Average yearly snowfall – 127 inches  
Average yearly rainfall – 33 inches



**Property Level:** Landscape

**Current Names:** Elk Rapids, Michigan; The Village of Elk Rapids

**Former (Historic) Names:** Originally settled by the Anishanabek, who called the area Kewadin, meaning “North”. In 1852, Elk Rapids was the first city platted in Antrim County. It was originally named Stevens, Michigan, but was changed to Elk Rapids when some elk horns were found in the Meguzee River in 1858. Elk Rapids held the county seat for Antrim County until 1879, when it was moved to Keno (currently Bellaire) in 1879. The latest census, completed in 2000, held a population of 1,690. The village is located with the Elk Rapids Township, physically split between the Elk River and is near the Elk Lake and the Grand Traverse Bay.

### National Register Information/Awards/Nominations/Historical Projects:

- 2008 Michigan Municipal League Region Community Excellence Award for the “Village of Elk Rapids Community Character Counts Project”
- Elk Rapids Area Historical Society Plaque Policy for any home, building, or structure in the Elk Rapids Village or surrounding area constructed by 1935.
- Motor Cities National Heritage Area
- National Historical Registered Structures:
  - Island House
  - Township Hall / Museum
  - Power Dam Building
  - Island House Bridge
  - Hose Houses #1 and #2
  - Longfellow School



**Figure A-6**

**Land Use/  
Land Cover  
Map**

**Village of Elk Rapids**

Base GIS Data: Michigan Framework Data, Michigan State GIS, 1992-93  
 Data Source: Antrim County Land Use Atlas (2009)  
 Based on 1988 MDC Office Quadrangle Sheets  
 Published by Antrim County, Michigan



MIRIS Level 2 Classification	
	Residential
	Commercial, Services, Infill
	Industrial
	Transport, Cominutic, Util.
	Open Land, other
	Cropland
	Grasses & Forbs
	Shrubs
	Broadleaved Forest
	Coniferous Forest
	Lakes
	Beaches



Figure 2: Village of Elk Rapids Master Plan Land Use/Land Cover Map (Courtesy of AntrimCounty.org)

**Boundary Description for the Historic Landscape:** The originally platted Residential Area; that borders old State Route 31 – now known as South Bay Shore Drive and U.S. 31 in the East and West and North and Grand Traverse Bay and Wetlands from the North to the South, respectively. The geographic boundaries for the village are located in the southwest region of Antrim County, which is located in the northwest region of Michigan’s Lower Peninsula. It comprises 1.6 square miles of the county’s 476.9 square miles.

This specific area encompasses the following boundaries – north to Traverse Street, the west to South Bay Shore Drive, to the east of Bridge Street and to the south incorporating the wetlands, Iosco Street and the old brickyards.

The Steel Tool and Dye Company that came to the Elk Rapids region in 1952/53 renamed 1<sup>st</sup> through 4<sup>th</sup> streets, to be the opposite of what they were originally platted for, following the rerouting of U.S. 31 to have an establishment at 1<sup>st</sup> Street.



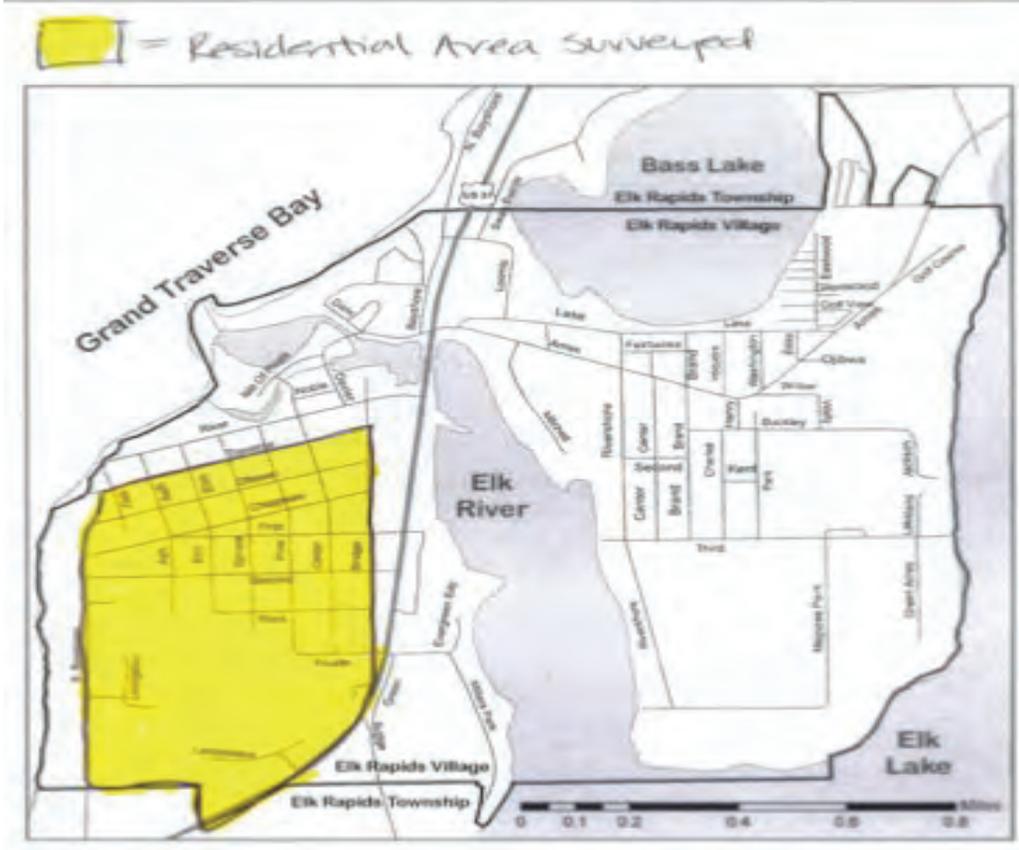


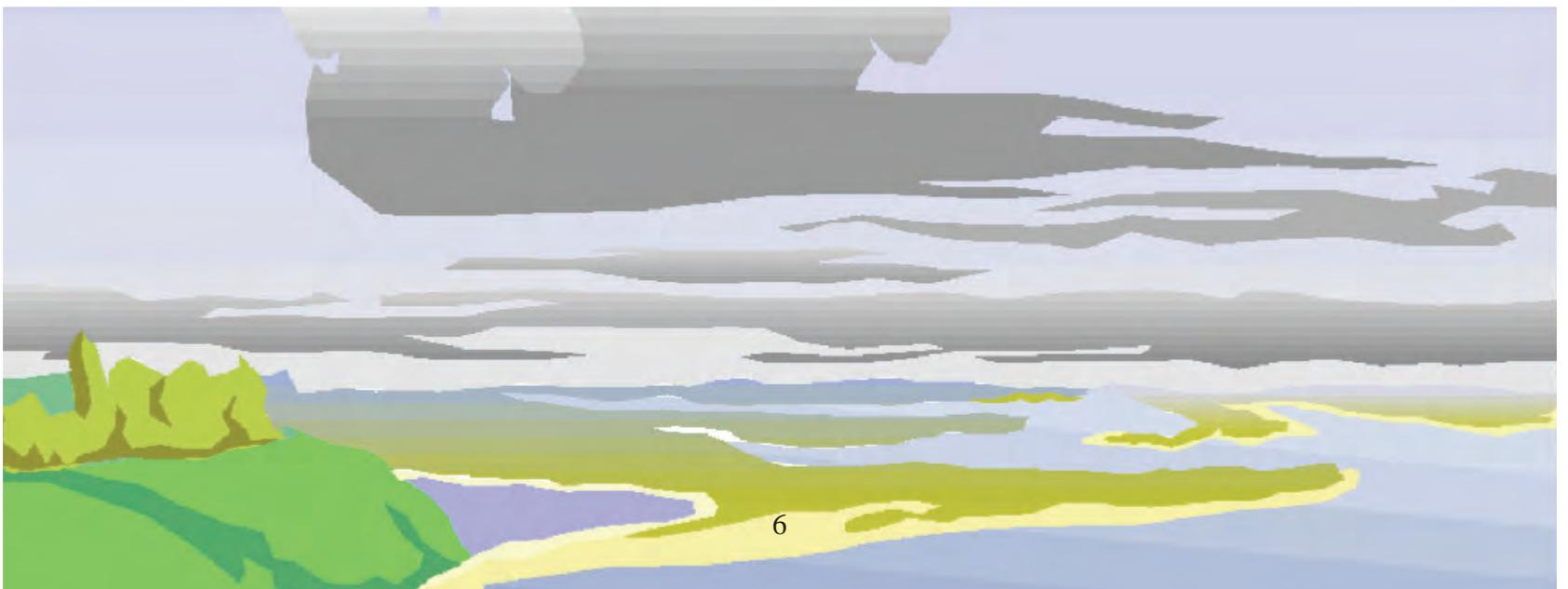
Figure 3: Village of Elk Rapids, yellow highlighted area is the area that was surveyed (Courtesy of AntrimCounty.org)

**Is the Boundary Description Adequate:** The boundary comprises a significant part of the older area of Elk Rapids as indicated above. It does not include the mixed-use area across the river. In the future, we would recommend that the northern boundary be extended to include Traverse Street.

**Is the Boundary Description Adequate?:** Boundary is part of the older Residential area and wetlands of Elk Rapids as indicated above. It does not include the mixed-use area across the river.

**Current Site Plan:** See yellow shaded areas of Figure 3.

**Current Legal Boundaries:** Same as original plat, completed in 1853, although some undeveloped in the southern region that incorporates the wetlands.





## Section II: Statement of Significance

The residential component of the Village of Elk Rapids is significant according to National Register Criteria A, at both the State level for its association with the development of the state's automobile transportation system and Northern Michigan's lumber, mining and tourist industries. Buildings within this component housed those directly involved in the development of these industries, both management and labor, that proved pivotal to the growth and expansion of the state of Michigan. Recreational tourism, which flourished in Elk Rapids from its inception, outlasted that of the heavy industries and is still significant to this day. Lastly, the residential component of Elk Rapids is connected to the state's early automobile transportation system due to its situation along the historic "West Michigan Pike," which was itself a part of the elaborate "Dixie Highway" system that connected northern Michigan to southern Florida.

The residential component is also significant according to National Register Criteria C at the National and State level as it contains a largely intact collection of late 19<sup>th</sup> century and early 20<sup>th</sup> century residential structures. Much of the historic housing stock is of simple vernacular forms, such as the gabled ell, the upright and wing and the cross-gable. Moreover, along Ottawa Street, there are found housing specimens that display elements of popular house styles of the time, such as the Gothic Revival and Queen Anne.

### *The Period of Significance*

The period of significance begins c.1866, with the completion of the Emmet and Grand Traverse State Road, which runs through the residential component Elk Rapids, and provides the first land route linking the coastal communities of the northwestern lower peninsula of Michigan, from Traverse City to the Straights of Mackinaw. Historical development ends in this component with the establishment of a string of small cabin resorts, the last of which was the Pine Hollow Cabin Camp, built in 1939. This halt to the notable development in this section, in 1939, ends the period of historical significance.

#### **A. Cultural Landscape Type:** Residential Area & Tourism Area

#### **B. Current Use/Function:**

- Local use roads
- Day-use recreational park
- Residential single-family owner occupied housing and rental units
- Historical homes
- Vacation Rentals
- Religious Institutions, Churches
- Schools
- Woodland preservation
- Undeveloped land



The residential component of the Village of Elk Rapids is significant for its association with the development of the state's automobile transportation system and Northern Michigan's lumber, mining, and tourist industries. It is also significant for its collection of largely intact late 19th and 20th century residential structures.





- Wetlands
- Institutional use (Senior Housing)

**C. Historic Functions:**

Rural Village, residential neighborhood, state route, early Interstate Highway, auto- camping, cabin camping, highway service facilities, resort properties, undeveloped land, swamp, brick-making facility, farms and orchards, (vegetable and fruit), rail line spur, residential buildings, religious institutions (churches), private hospital, public hose house





## Section III: Landscape History

### *Residential Area*



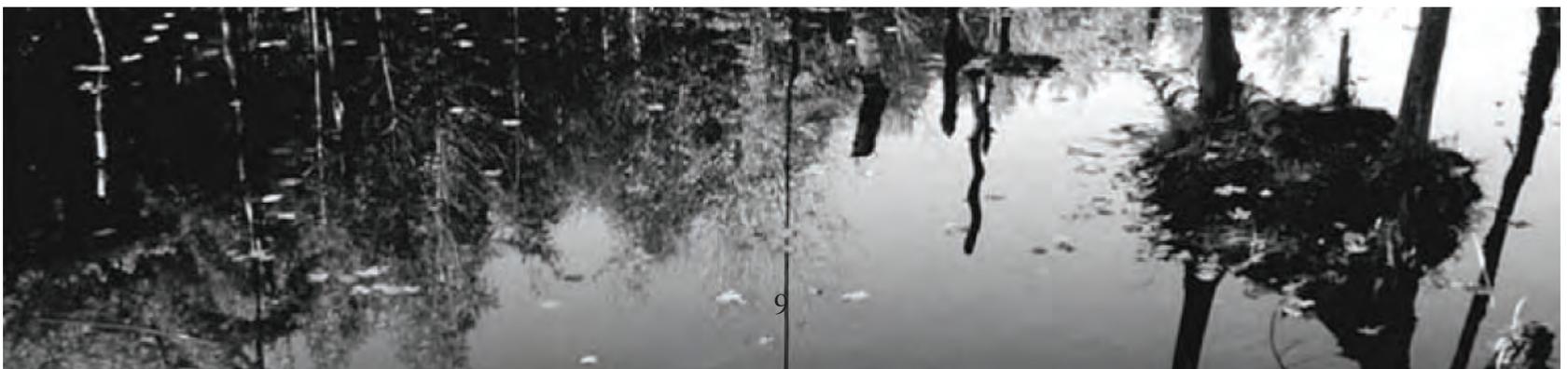
The history of the residential component of Elk Rapids parallels, generally, the history of the village as a whole. Elk Rapids experienced an era of sustained industrial and commercial growth from the 1870's through the 1910's. As the village attracted inhabitants with the promise of an expanding economy, the residential quarter of town too experienced an era of growth and development. However, with the closing of the cement plant, the iron furnace and the exhaustion of the area's lumber supply in the second decade of the 20<sup>th</sup> century, the village experienced economic stagnation and decline.

Elk Rapids' population, which had reached a peak of 1721 in 1905, dropped to 630 by 1930 as a result of this flight of industry (Ruggles 6-7). Without demand for housing, the development of the town's residential component came to a halt for a period of roughly thirty years. During this time, through the years of the Great Depression and the Second World War, many of the town's residences were left vacant by families in search of brighter economic fortunes elsewhere (Schuler). However, with the post-war boom of the 1950's, many families returned to Elk Rapids from the factories of southeast Michigan to a town in the midst of economic rejuvenation due to a growing fruit and tourist industry. As a result, the village's residential section saw a renewed expansion in the housing stock, filling many of the lots that were previously undeveloped during its previous era of economic growth.

The area comprising the residential component of Elk Rapids was platted in 1852 (Whitaker 3). The plat was designed in a grid pattern with the six streets (Ottawa, Chippewa, First, Second, Third and Fourth) running on an east-west axis, and eight streets (Maple, Oak, Ash, Elm, Spruce, Pine, Cedar and Bridge) running on a North-South axis. In 1900, the Wright's addition was platted, to the southwest of the original plat, and was subsequently developed. Additionally, circa. 1910, the Dexter & Noble addition was platted extending the original plat to the south and west of the original. Much of this addition, however, remains to be developed, partially due to wetland conservation.

The residential quarter shows a general southerly pattern of development, with the oldest structures being situated on Ottawa Street, which was closest to the commercial and industrial areas of Elk Rapids, as well as to the harbor. The first instance of the construction of residential housing was recorded in 1872 at the contemporary addresses of 504, 506 and 508 Ottawa Street, between Ash Street and Elm Street. The age of the historic housing stock gradually becomes more recent as one proceeds east, west, and south from this core of residences. The newest of this section's historic dwellings are found in the southeast section of the original plat, on Pine, Spruce, and Cedar Streets, and were built in the first decade of the twentieth century. Interspersed within this whole section are houses that were built after 1945 and are located mainly on lots that were previously undeveloped.

In terms of transportation infrastructure, as evidenced in captions from the *Elk Rapids Progress*, the local weekly newspaper, the development of streets within this section began in the middle of the 1880's. The grading and subsequent improvement of the streets seems to have been a gradual process and generally followed the aforementioned pattern of housing development.





Paving of the streets commenced in 1927, the first one being the section of U.S. 31 (what is now South Bay Shore Drive, Ottawa Street and Spruce Street.) that ran through the village. A public water system became available with the development of a waterworks in 1893. Electric lighting was introduced into the village in 1895, but was reserved for use in the industrial area of town. Residential lighting doesn't appear to have become common until after 1927. An extract from the *Elk Rapids Progress*, in 1954, summarizes the development of lighting within the village:

*... The history of Elk Rapids street lighting closely parallels its economic life in that we find that in the 1900's when industry thrived in Elk Rapids the first from 1913 to 1927, a period of loss of industry, income and population, street lighting remained dormant. In 1927 when Elk Rapids commenced to feel the effects of a growing resort and farming economy, boulevard lights were installed and other additions made. The following year to 1953 saw increased economic activity and corresponding increase in street lighting. - - Elk Rapids Progress, 4 February 1954*

Besides residential structures, the other buildings in this section have served civic and religious uses. The oldest of these was Antrim County's first courthouse built in 1866 and was located on the block surrounded by Ottawa, Chippewa, Elm, and Ash Streets. After the County seat was moved to Bellaire in 1878 the courthouse was purchased and used as a Methodist and Episcopalian church. In 1902 the structure was moved across the street, to the northeast corner of Ottawa and Elm, where it was used as a private residence and later as a Masonic lodge until it was destroyed by fire in 1946 (Neumann). Another important building in this component was the public high school, built in 1874. This building, located on the southeast corner of Chippewa and 1<sup>st</sup> Street, served the community until it was demolished in 1953. The locations of these former buildings have since been developed into single-family housing.



Three churches are currently located within this section as well. First among these was the First Presbyterian Church located at the southwest corner of Chippewa and Spruce Streets, across from the public high school, which is the only one to remain the same denomination throughout. This church was built between 1873 and 1878 and experienced a major addition in the 1970's (Schuler). Its contemporary footprint, which includes a large parking lot, fills the entirety of a city block. The German Reform Church, located on the northeast corner of Ottawa and Cedar Streets, was built in 1884. This church was taken over by the Seventh Day Adventists in 1953. Lastly, the Grace Lutheran Church, built in 1954, is located on the southeast corner of 1<sup>st</sup> and Elm Street. The present use of this church is unknown.



**CAR  
PARK**





Figure 4: Elk Rapids Courthouse (Date Unknown) (Courtesy of Elk Rapids Historical Society)

**WE, THE PEOPLE**

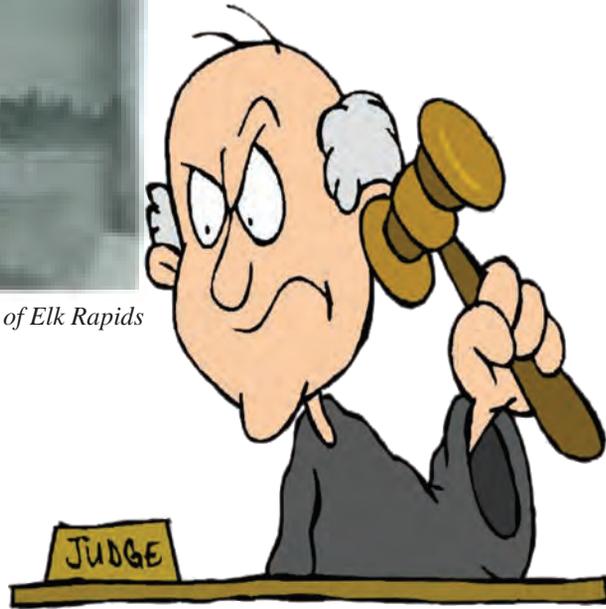


Figure 6: Elk Rapids 7th Day Advent Church (Date Unknown) (Courtesy of Elk Rapids Historical Society)



Figure 5: Elk Rapids High School, circa 1886 (Courtesy of Elk Rapids Historical Society)

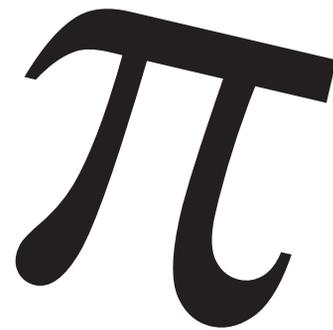
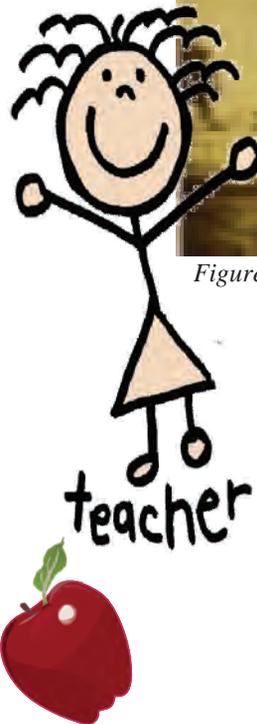




Figure 8: Elk Rapids Presbyterian Church, 1907 (Courtesy of Elk Rapids Historical Society)



Figure 7: Elk Rapids German Reformed Church, 1906 (Courtesy of Elk Rapids Historical Society)



### *Chronology of Residential Area*

- 1852** – Abram S. Wadsworth lays out the initial plat of Stevens (later renamed Elk Rapids) and begins selling individual lots for \$25 each.
- 1866** – The Antrim County Court House is erected, located on the block bordered by Ottawa, Chippewa, Ash, and Elm Streets.
- 1872** – The first known residences are built on what are presently addressed 504, 506 and 508 Ottawa Street.
- 1873** – Construction begins on the First Presbyterian Church, located on Spruce Street between Ottawa and Chippewa Streets. It is completed in 1878.
- 1874** - The Elk Rapids Central School is built, located across Spruce Street from the Presbyterian Church.





**1878** – The Antrim County seat is moved to Bellaire. The former Court House is subsequently acquired by the Methodist Church, and then Episcopalian Church. It is used for religious purposes.

**1884** – The German Reformed Church is built on the northeast corner of Ottawa and Cedar Streets.

**1900** – “Wrights Addition” platted and added to the southwest of the original plat of the Village of Elk Rapids.

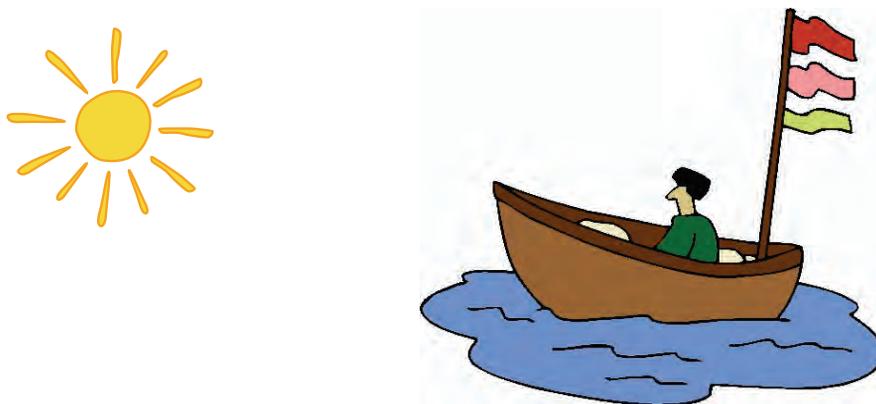
**1902** – The former Court House is moved to the northeast corner of Ottawa and Elm Streets, where it is used as a private residence and then a Masonic lodge.

**1946** – The former Court House building is destroyed by fire.

**1954** – The Central School building is demolished and replaced by single-family housing.

### *Tourism Area*

From its earliest days, Elk Rapids has attracted tourists to its shores to enjoy the temperate summer season, beautiful scenery, excellent outdoor recreational opportunities, and it’s abundant fishing opportunities. Prior to the 1900’s, tourists primarily arrived via steamers and ships or by railroad. Starting in the early 1900s, transportation began to include automobiles.



### *Railroads & Elk Rapids Tourism*

Beginning in 1880s, the railroad lines expanded throughout Michigan. Elk Rapids’ civic and business leaders hoped that the main line of the expanding Chicago and West Michigan Railroad would run along the Elk Rapids shoreline northward to the northern point of Charlevoix, bringing many new business opportunities and tourists to the community. But in 1887, the mainline bypassed Elk Rapids and it was not until 1891 that Elk Rapids secured a spur rail line from Williamsburg to the village.

In his memoir, entitled *Noble Memories*, author Percy Noble of Elk Rapids, and describes how he and his cousin Ned spent hours watching the rail line being built. They rode horses out to the worksite where they watched workers use shovels, axes, and scarpers pulled by horses to, “fill the low places and cut down the high spots.” They witnessed trees being cut down, stumps uprooted and, “Bosses swearing and cussing at the men and horses.... No bulldozers cleared the way; just brute strength did the trick.” Percy continues, “When the last rail was laid, the whistle blew and flags waved and the whole town turned out to see the show!”

By 1900 the Chicago & West Michigan Railroad had merged with the Pere Marquette Railroad and this new entity began promoting resort properties through their annual Michigan Summer Resorts Brochure. This brochure extolled the beauty, fresh air, and abundant fishing available at both the railroad owned resorts and railroad adjacent communities. Brochures were produced from 1901 through at least 1917. During some of these years Elk Rapids was omitted, for unknown reasons, but vigilant town leaders organized and wrote to Pere Marquette officials urging them to include Elk Rapids, which they later did.





Figure 9: 1917 Michigan Summer Resorts Brochure (Courtesy Googleimages.com)

The 1903 Pere Marquette Railway brochure describes the journey to Elk Rapids as, “a succession of charming scenes as the trip progresses.” “By rail or boat to Central Lake, past numbers of cottages and camps on either shore thence to Bellaire, where the steamer of the Hawley & Sharpe line takes up the journey to Elk Rapids.” The brochure emphasizes that, “This is fishing country par excellence. Here is the natural home of the black bass, both large and small mouth; the pickerel or grass pike abounds, and the true pike, or shovel-nose pike...”

The 1917 Pere Marquette Railway brochure stated that, Elk Rapids was popular with those who liked extended canoe trips and that it was in the center of the Grand Traverse fruit region. The brochure continued, “The land about Elk Rapids is high; the water is pure; the climate is healthful and the fishing is excellent.”

These brochures contained pictures of scenery, individual resorts, detailed maps, and time schedules for the main rail routes and their connecting lines. The maps also clearly identified which towns were most assessable to tourists. The 1917 Pere Marquette Railway brochure (pictured below) provides an example of these maps, including Elk Rapids.





Figure 10: Map of the Michigan Summer Resort Brochure published by the Pere Marquette Railway (Sleeping cars indicated in red), 1917. (Courtesy Library of Congress, Online Catalog)



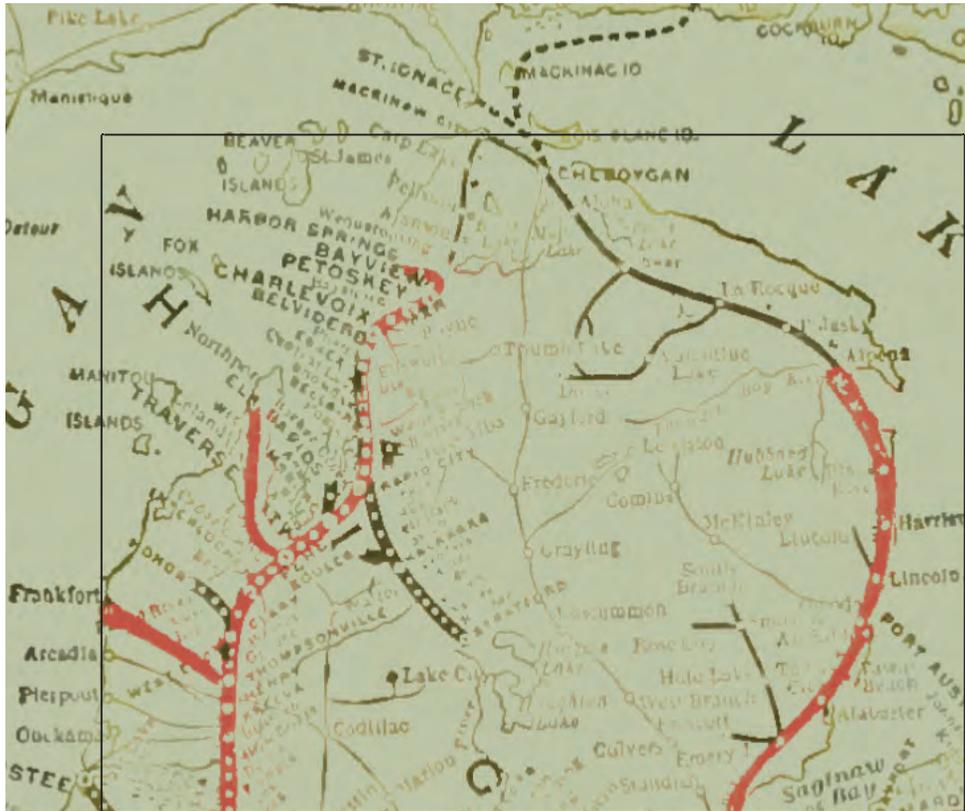


Figure 11: Enlarged map of the Michigan Summer Resort Brochure published by the Pere Marquette Railway (Sleeping cars indicated in red), circa 1917. (Courtesy Library of Congress, Online Catalog)

### The Impact of Roads on Elk Rapids Tourism

From the earliest days of Elk Rapids, roads were instrumental to the development and well being of this small rural northern Michigan village. In 1859, the Michigan State Legislature began to create a system of state roads and authorized construction of various road segments. The Emmet and Grand Traverse State Road, running from Traverse City by way of Elk Rapids, Antrim, Pine River and Little Traverse to Mackinac, was approved as part of this state road system by Act on March 15, 1861. Construction was completed on the State Road to Elk Rapids no later than 1866 (Winchell 76-77). During this time, a weekly stagecoach ran between Traverse City and Elk Rapids utilizing the Emmet and Grand Traverse State Road.

The U.S. Centennial of 1876 and the growth of Arbor Day Movement, which began as an annual event in 1872, encouraged citizens across the U.S., including Elk Rapids, to demonstrate their civic pride by planting shade trees, shrubs and vines along highways, public property and at their homes. Some say that this effort is visible in Elk Rapids, because the citizens joined in by planting the tree canopy that is visible along parts of South Bay Shore Drive, Ottawa Street, and Chippewa Street today. The village's Street Commissioner, who was responsible for the upkeep of roads including the State Road, could have also encouraged this achievement. As one of his duties was to implement, a path-master that required (by law) to plant at least 50 trees, 90 feet apart, along the line of the highways each year until roads were provided with ample shade.

By 1899, county maps identified the road leading into Elk Rapids along the East Arm of Grand Traverse Bay via the Emmet and Grand Traverse State Road. It was during this period that the location and existence of the village campground is first mentioned. Percy Noble, in his memoirs, writes that with the opening of the Portland Cement Company, "A lot of new families moved into town, and it looked like quite a boom time for Elk Rapids. In fact, some of the new people couldn't find homes, and a little tent village grew up on what is now the campsite (Noble 182)." As the 1900's began, tourism continued to be more important to the village, as the Elk Rapids Board of Trade produced a Tourist Map demarcating the ship routes, rail lines and state roads leading to Elk Rapids along with key resorts and fishing areas (bookplate).

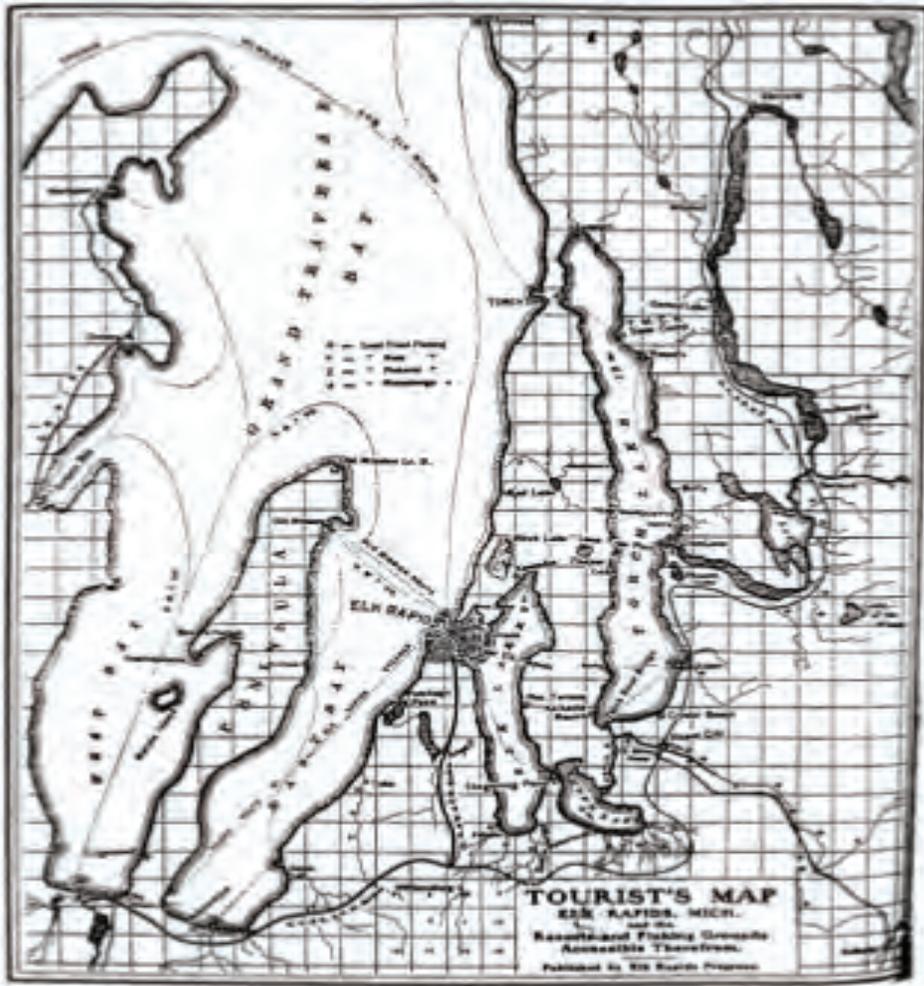


Figure 12: Elk Rapids Board of Trade Traverse Bay area map, circa 1900.  
(Courtesy of Elk Rapids Historical Society Photo Map Archives)

From 1903 to 1907 village leadership in Elk Rapids sought to maintain and improve the existing street and roadway infrastructure and succeeded in laying over three miles of cement sidewalk, as reported by the *Elk Rapids Progress*. The village and township jointly purchased new road machinery and used it to first gravel Ottawa Street and encouraged citizens to utilize the local cement factory to construct new cement sidewalks, specifically along Bridge and Chippewa Streets where, due to traffic, made walking quite difficult.





### The Motorists, Auto Touring, and Auto Guides through Elk Rapids

Beginning in 1905, automobiles began to be seen on Elk Rapid streets. In 1908 *Elk Rapids Progress* reported that, “hardly a day passes but one or more are down from Traverse City. We expect to have a regular bus line in a few days now and understand one of our stages will be discontinued and the driver will work on an automobile.”

Percy Noble, in *Noble Memories*, recorded his impressions as an eyewitness of the first auto to arrive in Elk Rapids,

*“The first auto to arrive in our town was owned by JE Greilick of Traverse City. When it pulled to a stop in front of John Berg’s Saloon, all the stores along the street practically closed up, and the occupants took to their heels to see the strange contraption, which turned out to be an Oldsmobile, one of the first vintage, I guess...Probably the reason it came to a stop in front of the saloon was that the driver needed a bracer after that strenuous trip from Traverse City. The engine was tucked away somewhere under the body, and the thing was steered by a lever looking much like the tiller of a small sailboats. How the guy ever got through that stretch of sand and around East Bay is more than I can comprehend...”* (Noble 198).

By 1913 the era of automobile touring was rising in the U.S. and Michigan motorists became heavily engaged in this pastime. Multiple guides were developed during the next ten years that sought to aid motorist on their adventures, attempting to provide accurate directions, road conditions, tourist accommodations, as well as the location of automobile service and repair facilities.

The Wolverine Automobile Club of Detroit (WACD) produced one of the first motor guides in the state. Known as *Scarborough’s Road Map and Motor Guide of Michigan*<sup>1</sup>, it could be purchased for as little as \$1. The guide detailed hundreds of touring trips and divided the state into “trip” segments; each with an identified number that could be cross-referenced by the navigator while auto-touring. The Elk Rapids “auto route” was designated as Trip 210, directing auto-tourists heading north out of Traverse City or Route 209 heading south from Charlevoix.





Figure 13: The Scarborough's Road Map and Motor Guide of Michigan, circa 1913.  
(Courtesy of Google Digitized Books)

By 1913 increasing numbers of auto tourist were passing through Elk Rapids and the *Elk Rapid Progress* reported on the origination and destination of some of the automobiles travelers, noting in one article that tourists came all the way from San Francisco, California, Lincoln, Nebraska and Tulsa, Oklahoma while on their way to Walloon Lake.

In July 1913, the "Good Roads Tour" came through Elk Rapids with four cars filled with tourists who had started from the Indiana State Line destined for the Straits of Mackinac (Bay Breezes 17 July 1913). The Good Roads Tour was started in response to bicyclist needs for better road surfaces and shifted to promoting longer, transcontinental roads that included the West Michigan Pike. Advocated by greater government funding, this nationwide effort promoted safe and well- maintained roads.

The West Michigan Pike officially opened in 1915 (and was full completed in 1922), extending from Chicago, Illinois, along the entire length of Lake Michigan Shoreline northward to the Straits of Mackinaw. The roadway was billed as a 400-mile automobile-touring road following the lakeshore for the entire journey. (Michigan Highways: Historic Auto Trails)

Almost immediately, West Michigan Pike guidebooks were published, the history, culture, and industry associated with the various areas along the route. It also emphasized the recreational attractions available to tourists along the entire route. The later guidebooks were essentially picture books with accompanying text showing the beauty to be found along the route. While the Pike was a "named road" it was also a State Trunk Line Highway and was given the number, M-11. The Route was designated by legislative enactment and constructed under the supervision of the State Highway Department by the various counties through which it passed (Conger 1).

The West Michigan Pike was in reality, a collection of existing roads, graveled and crushed with stone to make them passable. The southern half of the Pike through Pentwater was built entirely



of concrete, bituminous macadam, and brick. Northward through Ludington, Manistee, Charlevoix, and Petoskey to Mackinaw City the road was described as, “the most modern type of gravel roadbed,” and continued, “The sandy stretches which were once the terror of the tourists in Western Michigan have been replaced with concrete.”

In order assist auto tourists in navigation, M-11 signs, made of steel, at every mile, marked the West Michigan Pike. In addition, to make driving safer, all turns, curves, and railroad crossing were marked similarly along the entire roadway (1).

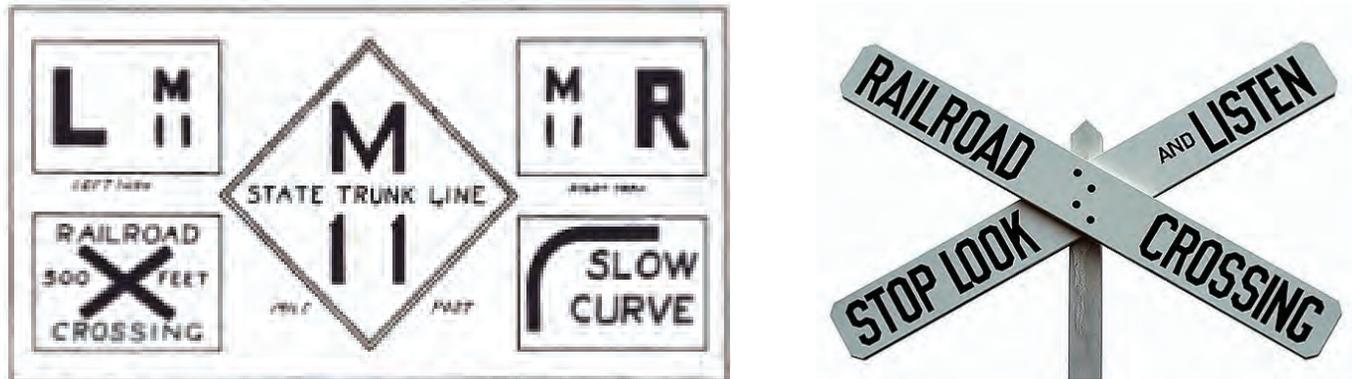


Figure 14: Standard Road Markings on the West Michigan Pike, circa 1922. (Courtesy of the 1922 Tourist Guide of West Michigan Pike)

The West Michigan Pike Guidebook described the lure of the lakeshore journey as: “Never an hour without a lake, or a forest fringing the road; perhaps a glimpse of the blue of Lake Michigan, between yellow crested dunes; sometimes miles of roadway within stone’s throw of her glittering expanse. A delightful variety of scenery lures one onward from the prosperous cities, through the farms and orchards of the land of fruit and fortune into the wilder scenes and virgin forests of the Northland” (1).

In 1920, an article in the *Detroit Sunday Herald* reported on the efforts of Elk Rapids to revitalize after the loss of its industrial base by promoting highway tourism.

“ Two years ago a few of the more enterprising people determined to develop the resort possibilities of the village, which is located on the West Michigan Pike, **with every foot of highway within the limits of the township improved** and on which the state has paid reward. Accordingly, a few memberships were taken in the Michigan Tourist and Resort Association, and this year the advertising appropriation was double as compared with last year. The result has been phenomenal.”  
(*Bay Breezes*, 2 September 1920)





Figure 15:  
Cover of  
the 1922  
West  
Michigan  
Pike  
Guidebook.  
(Courtesy  
of the  
Bentley  
Historical  
Library,  
University  
of  
Michigan)



Figure 16:  
1915  
Advertisement  
in the West  
Michigan Pike  
Tourist Guide,  
1915.  
(Courtesy of  
Michigan  
State  
University,  
online map  
library)

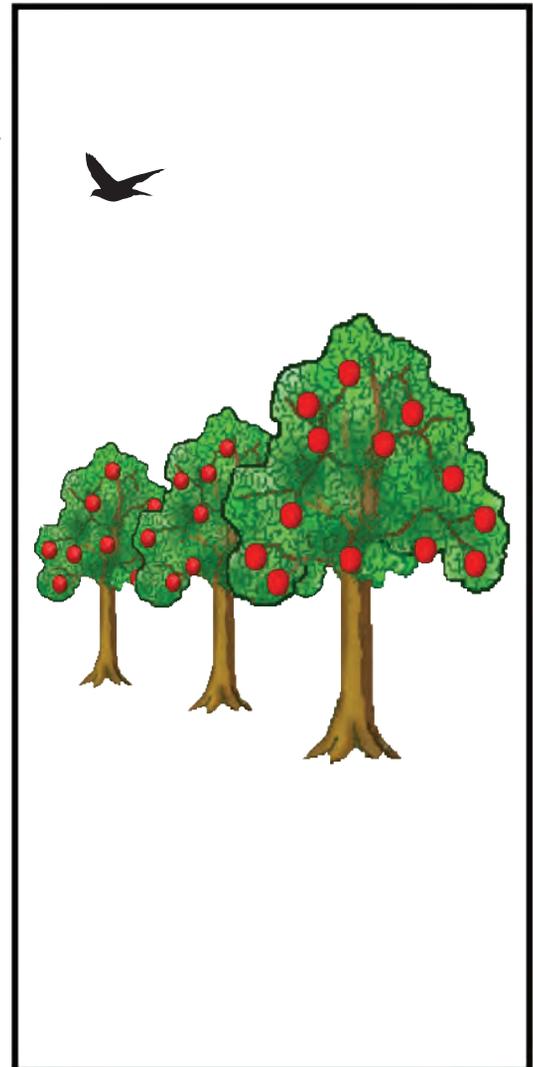




Figure 17: The Front Book Plate of the 1922 West Michigan Pike Tourist Guide, 1922. (Courtesy of the Bentley Historical Library, University of Michigan)



Figure 18: Early photograph of the Elk Rapids State Road, (Date unknown) (Courtesy of the Elk Rapids Historical Society, Photo Archives)

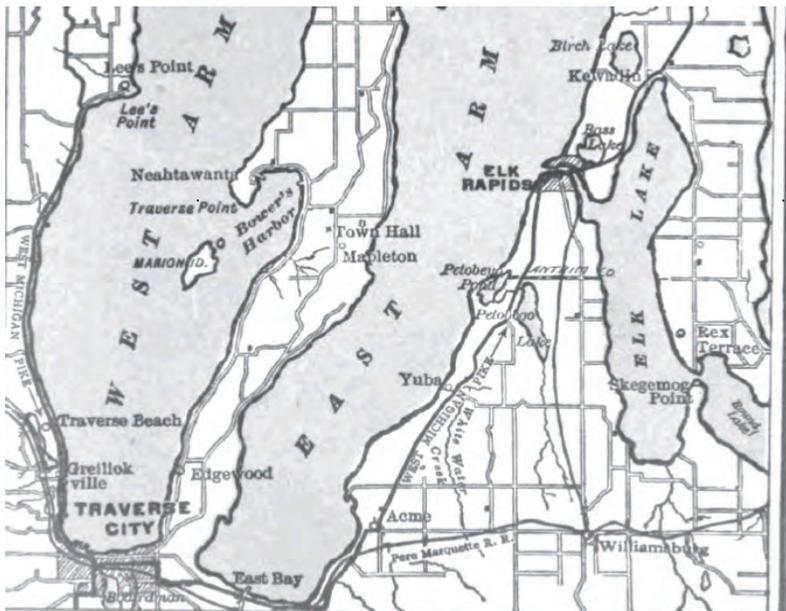


Figure 19: Excerpt from the 1922 West Michigan Pike Tourist Guide, 1922. (Courtesy of the Bentley Historical Library, University of Michigan)





Along the East Arm near Elk Rapids

Seventeen miles north of Traverse City is Elk Rapids, at the outlet of the long chain of lakes which includes Elk, Round, Torch, Clam, Grass and Intermediate lakes, a short portage from the last named reaching the South Arm at East Jordan. The PIKE traverses the narrow neck of land separating these lakes from Grand Traverse Bay, of which they once formed a part, and passes through the villages of Kewadin, Torch Lake, Eastport and Norwood before reaching Charlevoix, 53 miles from Traverse City.



Figure 20: Insert from the 1922 West Michigan Pike Tourist Guide, depicting Elk Rapids and other points of interest along the West Michigan Pike (Note the boundaries of Elk Rapids in 1922).

The State of Michigan officially joined the Dixie Highway Association in May 1916. Within the state of Michigan, the Dixie Highway had two routes - an eastern route along Lake Huron and a western route that followed the West Michigan Pike. Both joined up at Sault Sainte Marie where the Dixie Highway ended. This Highway was a national route stretching North to South for more than 5,700 miles and extended from the border with Canada to southern Florida. The highway continued to expand from its founding in 1915 to 1927, when it ceased to exist after the Federal Interstate system was put into place.

In addition to the 1913 Scarborough and the West Michigan Pike Guide Books, another available touring aid was the Blue Book published by the Automobile Blue Book Publishing Company, located in New York and Chicago. The 1918 edition provided a route through Elk Rapids similar to the earlier Scarborough Guide of 1913. This entry included Elk Rapids in the northbound Route 951 from Traverse City to Petoskey and vice versa through a southern trip using Route 981. The road conditions for each route segment are listed and describe the road as gravel with numerous stretches of sand all the way to Charlevoix. The guide also indicates that this particular section is part of the West Michigan Pike and the Dixie Highway (Automobile Blue Book 1010-1011).





Figure 21: Postcard showing the Elk Rapids areas with the Pere Marquette Railroad and the Dixie Highway labeled, circa 1917-1927. (Courtesy of the Elk Rapids Historical Society, Photo Archives)



Figure 22: Map of the Dixie Highway issued by the Dixie Highway Association, 1923 (Courtesy of US- Highways.com)

In addition to the 1913 Scarborough and the West Michigan Pike Guide Books, another available touring aid was the Blue Book published by the Automobile Blue Book Publishing Company, located in New York and Chicago. The 1918 edition provided a route through Elk Rapids similar to the earlier Scarborough Guide of 1913. This entry included Elk Rapids in the northbound Route 951 from Traverse City to Petoskey and vice versa through a southern trip using Route 981. The road conditions for each route segment are listed and describe the road as gravel with numerous stretches of sand all the way to Charlevoix. The guide also indicates that this particular section is part of the West Michigan Pike and the Dixie Highway (Automobile Blue Book 1010-1011).

17.6	3.8	Spruce St.; turn left two blocks.
17.7	0.1	End of street; town hall on left; turn right onto River St.
18.0	0.3	Elk Rapids, River & Dexter Sts., P. O. on left. Turn left onto Dexter St.
18.1	0.1	5-corners, water works on left; turn right. Cross RRs 18.3-18.4, now on Ames St. Avoid right-hand road 18.9.
22.0	3.9	Kewadin, left-hand road, P. O. on right; turn left. Straight ahead is Note (b) Route 981 to Rapid City.
23.3	1.3	Irregular 4-corners; bear left with travel. Thru Torch Lake 32.4.
34.7	11.4	4-corners, churches on left and right; turn right.
34.8	0.1	Eastport, church on right; turn left. Straight ahead is Route 981A to Kalkaska.
35.8	1.0	Left-hand road; turn left.
36.0	0.2	Right-hand road; turn right.
39.7	2.3	Irregular 4-corners; jog right and left, keeping straight ahead. Avoid right-hand road 49.9

Route 951—Traverse City to Petoskey, Mich.—72.0 m.		
Reverse Route 981.		
Via Elk Rapids and Charlevoix. Gravel with numerous stretches of sand to Charlevoix. Balance gravel and macadam. This is a section of the West Michigan Pike and Dixie Highway.		
MILEAGE		
Total Intermed.		
0.0	0.0	TRAVERSE CITY, Front & Union Sts., bank on left. Go east on Front St. Cross RR 0.6 and pass freight sta. on right just beyond.
1.0	1.0	Fork; keep right, still on Front St.
1.7	0.7	Diagonal 4-corners; bear right. Thru diagonal 4-corners 2.3. Cross RR 5.1.
5.3	3.6	4-corners; turn left. Recross RR 6.4.
7.6	2.3	Acme, P. O. on right. Keep ahead (north). Right is Route 981 to Kalkaska.
7.8	0.2	End of road; turn right.
13.8	6.0	3-corners; turn left. Cross RR 16.9. Turn right onto Ottawa St. 17.3.

Route 981 A			Petoskey-Mackinaw Section		
37.2	1.0	Eastport, 4-corners, church on right; turn right. Left is Route 981A to Kalkaska.	37.3	0.1	4-corners, churches on left; turn left. Thru Torch Lake 39.6.
48.7	11.4	Irregular 4-corners; bear right.	48.7	11.4	Irregular 4-corners; bear right.
50.0	1.3	Kewadin, end of road at P. O.; turn right. Sharp left is Note (b) to Rapid City. Same thoroughfare becomes Ames St. Avoid left-hand street 53.1. Cross RRs 53.6-53.7.	53.9	3.9	5-corners; turn left onto Dexter St.
54.0	0.1	Elk Rapids, end of street, P. O. on left. Turn right (west) onto River St.	54.0	0.1	Elk Rapids, end of street, P. O. on left. Turn right (west) onto River St.
54.3	0.3	Left-hand road, town hall on left; turn left onto Spruce St.	54.3	0.3	Left-hand road, town hall on left; turn left onto Spruce St.
54.4	0.1	Ottawa St.; turn right. Cross RR 55.1.	54.4	0.1	Ottawa St.; turn right. Cross RR 55.1.
58.2	3.8	3-corners; turn right.	58.2	3.8	3-corners; turn right.
64.0	5.8	Fork; bear right.	64.0	5.8	Fork; bear right.
64.2	0.2	Left-hand road; turn left.	64.2	0.2	Left-hand road; turn left.
64.3	0.1	Right-hand diagonal road; bear right.	64.3	0.1	Right-hand diagonal road; bear right.
64.4	0.1	Acme, P. O. on left. Straight thru (south). Cross RR 65.6.	64.4	0.1	Acme, P. O. on left. Straight thru (south). Cross RR 65.6.

Figure 23: Blue Book directions and routes through Elk Rapids, 951 North, and 981A South, 1918. (Courtesy of the Official Automobile Blue Book 1918 "Standard Road Guide of America")

Another early auto touring tool was the Rand McNally Map. The 1921 map illustrated the entire lower peninsula of Michigan along with southern Ohio and Indiana. The Traverse City to Elk Rapids route was marked as M-11. A few years later, in 1923, the Michigan Department of Conservation Land Economic Survey Map for Antrim County labeled the State Road as "M-11".

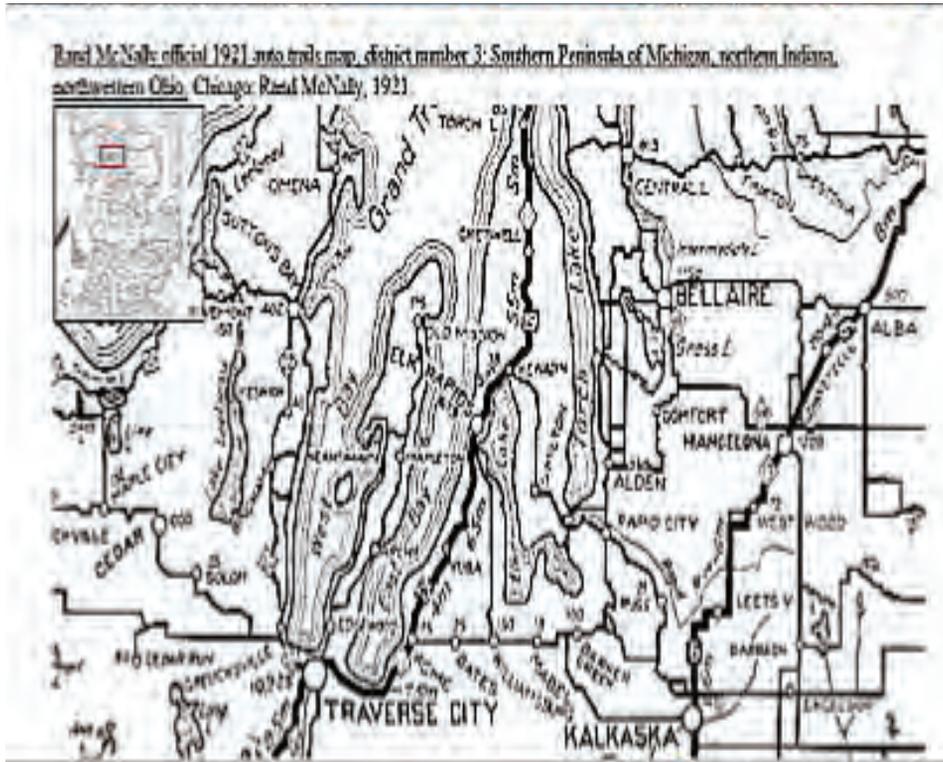


Figure 24: Rand McNally – 1921 Auto Trails Map, 1921. (Courtesy of Michigan State Libraries – The Evolution of Michigan Road Maps)



Figure 25: State Road/West Michigan Pike entering Elk Rapids, circa 1920. (Courtesy of The Elk Rapids Historical Society, Photo Archives)



Figure 26:  
State  
Road/West  
Michigan Pike  
entering Elk  
Rapids,  
October 2009.  
(Courtesy  
Andrew  
Wilhelme)



### Auto Camping

In the summer of 1921, the *Elk Rapids Progress* reported that auto tourists were camping in Elk Rapids, "at least twenty automobile loads of tourists, about sixty people" [are camping near the foot of River street], and "adjacent to the pine grove." Over the next few years the Elk Rapids Council debated the merits of creating more tourist amenities and by August 1922, the village council acquired land from the Dexter and Noble Land Company to create Elk Rapids' "free tourist campground." The headlines in the *Elk Rapid Progress* read: TOURIST CAMP DEAL FINALIZED and reported:

"The tract consists of five acres of well wooded land, situated just south of, and in the rear of, Fred Smith's residence and about opposite the old cement plant. It is convenient to water, lights and all needed utilities and is near the bay and but a short distance from the business district. The work of fitting it up and preparing it for a camp site is being done by voluntary contributions of labor by our men."

The village would not officially pay for the campground until three years later when the *Elk Rapids Progress* reported that the village had paid Dexter and Noble Land Company \$500, the asking price, for the property. By the spring of 1924, the campground was illuminated by electricity, improving the amenities available to campers.

Even as the village was attempting to catch-up with larger northern Michigan tourist communities along the lakeshore by providing "free camping" to auto tourist, the auto routes were changing. By 1922, the West Michigan Pike ceased to exist and the stretch of state trunk road through Elk Rapids was re-designated as U.S. 31.





Figure 27: Elk Rapids Tourist Campground sign “Tourist Camp Ground Free”, 1926. (Courtesy of the Elk Rapids Historical Society, Photo Archives)



Figure 28: Elk Rapids Tourist Campground, circa 1920's. (Courtesy of the Elk Rapids Historical Society, Photo Archives)



The *Grand Rapids Press* reported in September 1922, that Elk Rapids was thriving as a resort area.

*“The era of automobiles has brought Michigan good roads and these in turn a tremendous tourist business... Elk Rapids, in the path of this new boom, has reached out for its opportunity. Today it is a thriving and buzzing a village as any in the region. This week it went one ahead of the rest of the state by voting for village [golf] links, sure to attract resorters to the vicinity.”*

From 1923-1924, the Elk Rapids Booster Club would continue to promote the tourist trade in the village. As part of their efforts, the booster club erected a large “Welcome to Elk Rapids” sign on State Road, at the town boundary line.

In 1928 the Tourist Camp was depicted on Sanborn’s Fire Maps. It showed the camp occupying a much larger piece of land than what appears on the Sesquicentennial map of Elk Rapids. On the 1928 Sanborn Map, the Village Campground is labeled “Tourist Camp” and stretches from Chippewa Street all the way to 1<sup>st</sup> Street (Fourth Street). The 1928 Sanborn Map also labeled the road as both “State Road” and “U.S. 31.” Finally, on November 8, 1928, the *Elk Rapids Progress* reported that M-11/U.S. 31 had been paved with asphalt by the State Highway Department from Kewadin to Traverse City.



Today the remains of an old time gas station close to the road on South Bay Shore Drive, was once designated as the campground. Local historian, Glenn Ruggles, recalls as a young camper, he and others often visited the gas station to buy penny candy and other goodies the service station stocked. (Additional research needs to be done to determine the date the gas station was built and the timeframe it operated in.)

The campground continued to operate throughout the 1920s and U.S.-31 was straightened in the early 1930's. In 1932, the *Elk Rapids Progress* reported that the Garden Club had cleaned up the area adjoining the campground and installed new plantings along the new route. And again, in 1935, *Elk Rapids Progress* reported that the State Highway Department planted a row of juniper trees on the strip of land adjacent to the campground.

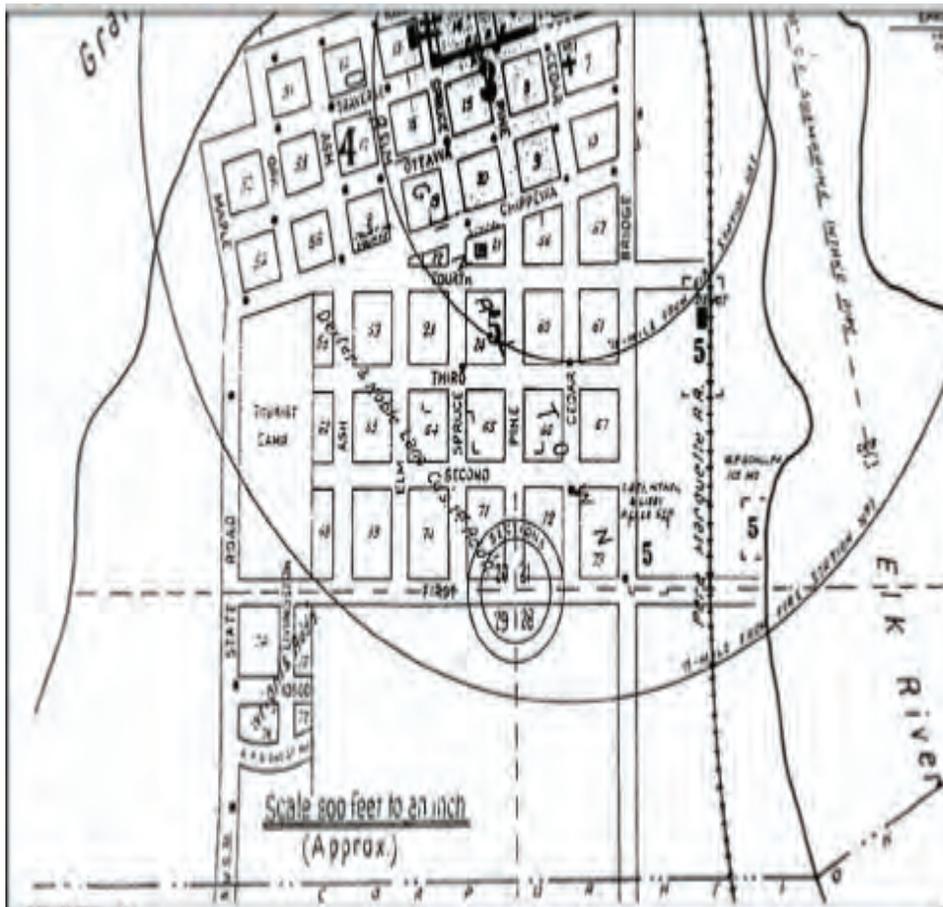


Figure 29: 1928 Sanborn Fire Map showing the Tourist Camp along State Road and U.S. 31. (Courtesy of the Sanborn 1928 Fire Map)



The demise of Elk Rapids' tourist camp and the rise of the cabin camps along South Bay Shore Drive are only understood today in broad details. Additional research should be undertaken to confirm the dates of construction of the various cabin camps/cottages along the old State Road/U.S.-31 and also the chain of ownership. Generally, locals believe that the Paradise Pines Motel establishment was constructed between 1935 and 1937.

No date has been fixed for the construction of the other resort facilities along this section of road including: Ferndale Cabins- immediately north of Paradise Pines; Pine Hollow Cottages – no longer in existence but which were located at the far southern end of South Bay Shore Drive, just a little beyond and across the street from the Twisted Fish Art Gallery. There is an entry in a 1939 issue of *Bay Breezes* that refers a Mr. Rigtoft as the owner of the "Pine Hollow Cabin Camp". This would suggest that the camp was in existence prior to 1939. Note the name in the *Bay Breezes* entry is different than the name of the resort written on the pictures that follow. These pictures refer to the resort as the Pine Hollow Cottages. There seems to be some agreement that these resorts all came into existence sometime during the mid 1930's to early 1940's. In addition, one local who grew up in Elk Rapids during the 1950's indicates that another resort property also fronted State Road/U.S. 31, the "Timbers Motel". No information or photographs have been obtained about this resort.



**Paradise Pines Motel circa. 1935- 1937**

**Fig. 30**



**Fig. 31**

*Figure 30: Duplex Cabins at Paradise Pines Campground, circa 1930-1940's. (Courtesy of the Elk Rapids Historical Society, Photo Archives)*

*Figure 31: Shadow box depicting the Paradise Pines Campground, circa 1930's-1940's. (Courtesy of Ron Abfalter)*





**Paradise Pines Motel 2009** – All original cabins appear to be intact although in disrepair. They encircle the hill along South Bay Shore Drive.



Figure 32: Paradise Pines Motel, October 2009. (Courtesy of Lucie Audette)



Figure 33: Paradise Pines Motel, November 2009. (Courtesy of Ron Abfalter)





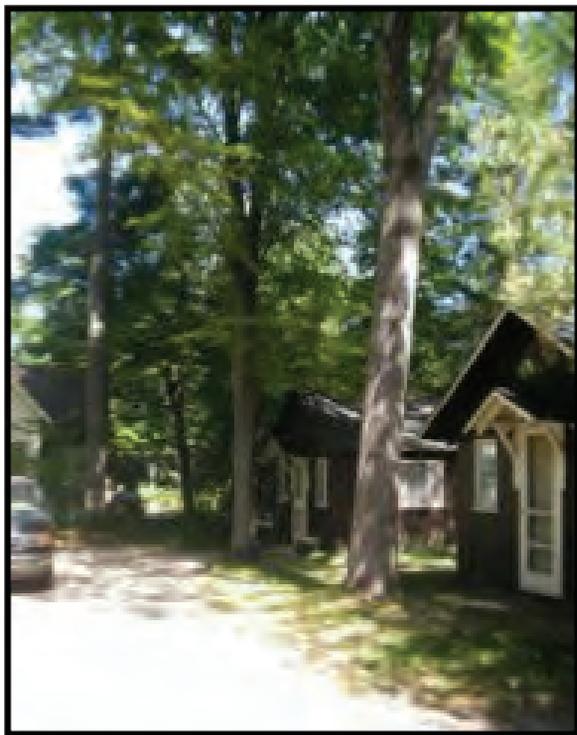
**Ferndale Cabins circa. late 1920's-1930's**

**Pine Hollow Cabins/Cottages circa 1930's- 1940's - Next to Grand**



**Fig. 34**

**Fig. 36a**



**Fig. 35**



**Fig. 36b**



**Fig. 36c**

**Figure 34:** Ferndale Cabins, circa 1930's. (Courtesy of the Elk Rapids Historical Society, Photo Archives)

**Figure 35:** Ferndale Cabins looking North, September 2009. (Courtesy of Lucie Audette)

**Figure 36a, b, c:** Pine Hollow Cabins, circa 1930's-1940's. (Courtesy of the Elk Rapids Historical Society)

**Timbers Motel** – This resort was run by the Manker family- vintage unknown.





### A Brief History of Auto Camps and Cabin Camps

American auto camping began in the early 1900's, a few years after the introduction of the first automobile in the United States. The original auto campers stopped anywhere along the roadway, sleeping in open fields and generally creating unsightly conditions for farmers and the local communities they traveled through. Auto tourists often left garbage behind where they had set up their informal camps. They stole produce such as corn and apples from the local farms to supplement their meals consisting of canned beans and pork or breakfasts of bacon and eggs. Many of these early auto tourists viewed camping as an "anti-institutional sport" (Belasco 71).

The free campground movement was an attempt by local communities to "balance public order, private profit and tourist comfort." By the early 1920's auto campers generally no longer stopped along the roadside, but in public campgrounds located in municipal parks. During this time somewhere between 3,000-6,000 camps existed in the United States (71).

During auto camping's peak from 1923-1924, the average small town camp located on a main road could expect 50-60 cars a day passing through or staying for a few nights. The average 10-15 acre camp offered basic necessities such as; good water, maintained privies, electric lights, wood or gas burning stoves, a lounge area, cold showers, a caretaker and a laundry room with tubs and washboards. As this was the average public campground amenities standards, then the Elk Rapids free Tourist Camp, at about 5 acres, would have been viewed as smaller by the passing motorist, offering fewer basic necessity amenities, but providing a beautiful public beach area just up the street with a spectacular view of Grand Traverse Bay (40).

As highways improved in the 1920's, tourists discovered that all highways were potential raceways; the initial focus of auto campers on leisurely driving gave way to an obsession with making miles (88-89). Despite better road and better-insulated cars, tourists were worn out from making miles on straighter, faster roads and looked forward to comfort of the auto camp. In 1916, the average miles per day were 125. In 1920, 170 miles per day; 200 in 1925 and 300 in 1931. As motoring became more established it became a means to get somewhere rather than as an end in itself. Due to this change in culture, by the 1920's, the American roadside was getting ugly—traffic jams, litter, billboards and old run down food stands (88-89).

Automobile touring guidebooks printed during the 1920's typically included a summary of campgrounds facilities as well as etiquette rules. The 1922 West Michigan Pike Guide book included standard protocol and also identified the communities and locations of the existing free municipal and state camping facilities on its centerfold map. It also mentioned the existing facilities in the description of local communities along the West Michigan Pike. Elk Rapids' village campsite was not mentioned in the 1922 guidebook since it would not officially become a dedicated free municipal campground for another two years.



**Free Tourist Camp Sites**

With a tremendous increase in the number of tourist campers, free tourist camps have been established by the State and by cities and villages all along THE WEST MICHIGAN PIKE. (See map, center pages). These free camps vary from mere sites where the tourist may pitch his tent to those fully equipped with electric lights, kitchens, running water, and all modern conveniences. Campers are requested to pick up and destroy all papers and refuse, leaving the grounds as attractive as they would wish to find them. Great care should be taken to extinguish all match, cigarette, and cigar ends, especially during the dry season and it is a crime to leave without quenching, or stamping out, your camp fire.

In the event that one of the regular camp sites cannot be reached by nightfall, any resident along the PIKE will direct you to some suitable spot nearby. Your camp should be in the shade but near the open, convenient to wood and water supply, and preferably on sloping ground. Remember that bugs and insects are most likely to breed among dead timber and dense forest.



Figure 37: General information in the West Michigan Pike Guidebook on tourist camps and the appropriate protocol that should be followed by motorists, 1922. (Bentley Historical Library, University of Michigan)

Free municipal auto campgrounds were short-lived in many areas of the U.S. By the mid-to-late 20's "cabin camps" began appearing along the more popular auto routes and they would ultimately displace many auto camps throughout the late 1920's, 1930's and 1940's. This occurred for a number of reasons, as early motorist and auto campers "were more likely to be prosperous farmers, small town merchants, professionals, suburbanites—all with middle class values... There were occasional eccentrics- circus people, peddlers, cowboys, wandering poets— added interest."



By the 1920's more working and lower class people could afford cars, but still needed reasonably priced accommodations and the free auto camps were the only place they could afford to stay. Middle-class auto tourists began to fee; uncomfortable with the "melting pot" phenomenon that began occurring in the auto camps, and many towns, wanting to retain the better class of tourists, began to impose fees, registration requirements, time limits and police supervisions of camps to allay the fears of respectable campers (105-107). In addition, camp life was difficult and time consuming. Setting up and taking down camp took hours and many families grew to dread this aspect of auto touring. Much of the organizing and camp life was women's work and, after the first year or two of adventure, women increasingly grew disgruntled with the rigors of this pastime (133). Cabin camping appealed to women especially due to the ease and comfort they promised after a long day of travel. With these changes, the sale of auto tents began to decline after 1925.

The first to desert the camps were the millionaires (113). Henry Ford (1863-1947), the founder of the Ford Motor Company, was originally, an early proponent and participant in auto camping,





yet ended this type of vacationing in 1924.<sup>2</sup> As one writer for *The New York Times*, puts it, “The very fact that all the mechanics, the clerks, and their wives and sweethearts were driving through the Wisconsin lake country, campaign at Niagara, scattering tin cans and soda pop bottles over the Rockies, made those places taboo for bankers and chairmen of the board. Some went to Europe; others rediscovered the resort” (113).

From 1925-1930, due to lack of guests, an increasingly large number of public camps were either sold, converted to private campgrounds or became upgraded to roadside cottages. . Some tourist camp pioneers transformed into owners of roadside food stands, grocery stores, or gasoline stations for which a campground was originally a sideline (130).

### The Rise of Cabin Camps

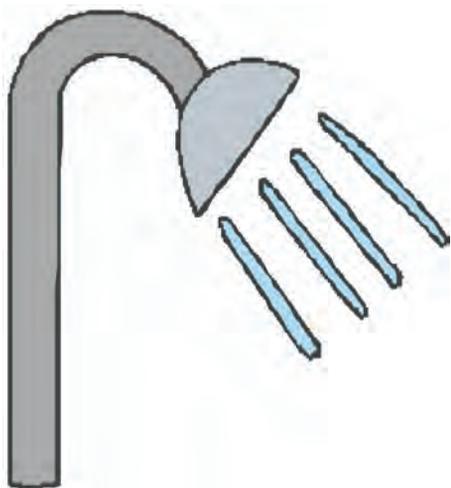
“Cabin camps were attractive to three different groups –families, mileage fiends and roadhouse patrons” (139).

Many early cabins were little more than wooden tents with dirt floors, as accessible and low cost alternatives for emergencies and inclement weather. More elaborate units rented for \$1/night furnished with a bed, straw mattress, a few benches, table water pitcher, and bowl. Improved cabins might have a cotton-stuffed mattress, store-bought table and chairs, a bureau/mirror, coat hooks, a throw rug, and a gas plate. For an extra quarter, tourists might rent sheets another extra quarter rent dishes. A married couple almost always ran cabin camps, with wives managing the daily business and the husbands responsible for maintenance and repairs.

Camps had to be visible from the road to attract motorists. Various amenities were added to the cabins to entice travelers such as: green shutters, front porches, window boxes with flowers, playground equipment and long driveways for easy turnoffs from the road were all helpful in promoting cabin camps. As the U.S. Interstate Highway system developed in the late 1920's it led to widened and improved roads therefore increasing traffic and also the demand for cabin camp facilities. The late 1920's were boom years for cabin camps and a \$2 charge per night was a standard rate (134-135).

There still was a communal feel to the cabin camp. Strangers still met and shared stories while waiting in line to use the shower or toilet. At cabin camps, the proprietor-hosts could ban undesirables and the cabin afforded a degree of privacy not available with tent camping. Finally, it allowed vacationing families to travel much lighter since didn't need all the camping gear/tent (134).

Motorists who had never auto-camped tried out cabin camping and became big promoters of the concept helping to spread the popularity of these camps by word of mouth. They were attracted to the easy access, free parking, no reservations, no tipping, and homelike atmosphere of these facilities. Of course, camps did not have private showers and most campers made use of the office/main house that provided bathrooms, showers, and laundering facilities (135-138). The old Ferndale Cabins on South Bay Shore Drive are arranged in a semi-circle around the main camp house that today is a rental unit, but in the 1930's contained the shower facilities and bathrooms for travelers.





During the early 1930's and the start of the Great Depression, many farmers with highway property found that tourist camps paid better than crops, so they built small cabin camps to supplement their income. In addition, oil companies worked with cabin camp owners to promote sales of their fuel. While hotel occupancy rates fell from 75% to 50% during the Great Depression years, cabin camps, at least initially, saw a huge surge in their clientele. Many viewed the cabin camps as a depression-built business. They attracted many new travelers who were happy with better prices, privacy, and standardization of amenities such as mattresses (142- 143).

No reliable statistics exist, but according to most experts, there were 5,000 camps operating in 1927 and by 1935 there were 15,000 to 20,000 camps across the United States. Construction companies reported that cabin building and upgrading existing cabins were some of the few jobs available during the Great Depression. By 1932, the industry had its own journal known as the "Tourist Trade" and by 1934, its circulation was 12,000 (144).

As the depression wore on, it became more of a buyers' market with cabin camps competing with each other, under cutting prices and leading to the closing of more marginal properties. In addition, tourist homes became another important source of competition to the cabins. Depression weary homeowners, trying to make ends meet, opened their homes and rented a few rooms to the traveler and providing a meal and good conversation in the evening (152).

The construction dates for the various Elk Rapids cabin camps and cottages along the old State Road /U.S. -31 are unclear. Generally, locals believe that the Paradise Pines Motel establishment was constructed in 1937. No date has been fixed for the construction of the other resort facilities along this section of road including: Ferndale Cabins- immediately north of Paradise Pines; Pine Hollow Cottages – no longer in existence, but were located at the far southern end of South Bay Shore Drive, beyond and across the street from the current location of the Twisted Fish Art Gallery. In a 1939 entry of *Bay Breezes*, there is a reference that states a Mr. Rigtoft as the owner of the "Pine Hollow Cabin Camp". This would seem to suggest that the camp was in existence prior to 1939. Note the name in the Bay Breezes entry is different than the name that is written on the pictures of Pine Hollow in this report. There it is referred to as Pine Hollow Cottages. There seems to be some agreement that these all came into existence sometime during the 1930's to early 1940's. In addition, one local who grew up in Elk Rapids during the 1950's indicated that another resort property had been on the Old State Road called the "Timbers Motel".

### *Chronology of Tourism Area*

- 1861 – 1866** - State of Michigan legislature authorizes construction of State Roads including the Emmet and Grand Traverse State Road, from Traverse City by Elk Rapids, Antrim, Pine River, and Little Traverse to Mackinac on March 15, 1861. The State Road to Elk Rapids is completed between the years 1861 and 1866 and a weekly stagecoach route is established between Traverse City and Elk Rapids using State Route.
- 1874** - Original plat map for Elk Rapids is filed by Dexter and Noble Land Company. They name the Western Boundary Road in the platted village as Maple Street.
- 1879** - Tourism is already established as an important industry in Elk Rapids and a Tourist Guide Map is published. The local newspaper reports that tourists reaching Elk Rapids desire to fish.
- 1882** - First mention of planting of shade trees in Elk Rapids and report that the "path-master" is required by state law to plant at least 50 trees, 90 feet apart, along the line of the highways in their respective districts each year until each road is provided with ample shade.
- 1887** - The Chicago and West Michigan Railroad bypass Elk Rapids. Civic and business leaders are disappointed about impact on Elk Rapids' trade and tourism industry.
- 1890 -1895** - Report of Village growth along the old State Road. Newspaper reports existence of a brewery on "State Road" and the purchase and clearance of 10-12 acres of land opposite the brewery-- speculation that area will be platted and added soon to the Village.





- 1891** - A railroad to Elk Rapids opens up the Village to increased commerce/tourism. Railroad spur completed from Williamsburg to Elk Rapids – connecting the Village to the mainline of the Pere Marquette Railway.
- 1899 -1901** - First mention of Village campsite. Local newspaper reports that the building of the Portland Cement Company on “Emmet State Road”, leads to housing shortage and a “little tent village grew-up on the village campsite.”
- 1900** - Tourist Map of the Traverse Bay area is published; highlighting the Elk Rapids area routes, resorts, and areas rich in fish.
- 1903** - Annual “Michigan Summer Resorts” brochure developed by Pere Marquette Railway describing communities along railroad route and also promoting Elk Rapids as a destination in some brochures.
- 1902** - Residential Circulation Pattern – cement sidewalks begin to be laid. By 1905 the local newspaper reports that nearly three miles of cement sidewalks have been laid in the Village
- 1905-1908** - Local newspaper reports that automobiles are getting to be a common sight on Elk Rapids Streets, “hardly a day passes, but one or more are down from Traverse City. We expect to have a regular bus line in a few days now and understand one of our stages will be discontinued and the driver will work on an automobile.”
- 1913** - Era of Automobile Touring Guides: The Wolverine Automobile Club of Detroit highlights the “auto route” through Elk Rapids through its Scarborough’s Road Map and Motor Guide of Michigan.
- 1913** - Auto tourists are now visiting Elk Rapids more frequently. A newspaper story announces that a number of cars have passed through Elk Rapids with passengers touring from San Francisco, California, Lincoln, Nebraska and Tulsa, Oklahoma, all bound for Walloon Lake.
- 1913- July** - “GOOD ROADS TOUR” comes to Elk Rapids – “The Good Roads” movement, started in response to bicyclist needs for better road surfaces and, shifted to promoting longer, transcontinental roads including the West Michigan Pike.
- 1915** - West Michigan Pike officially opens. This 400+ mile road from Chicago to Lake Michigan Shores and up through the Straits of Mackinaw is billed as an automobile touring road. The Pike is completed in 1922. It is a collection of existing roads, graveled and crushed with stone to make them passable.
- 1916** - State of Michigan officially joins the Dixie Highway Association. State develops two routes through Michigan the western route follows the West Michigan Pike through Elk Rapids.
- 1921- July** - Auto tourists are now camping in Elk Rapids. The Elk Rapid Progress reports that at least twenty automobile loads of tourists about 60 people camp near the foot of River Street adjacent to the pine grove.
- 1922 – Aug** - TOURIST CAMP DEAL FINALIZED and accepted by village council. The *Elk Rapid Progress* reports, “The tract consists of five acres of well wooded land, situated just south of, and in the rear of, Fred Smith's residence and about opposite the old cement plant. It is convenient to water, lights and all needed utilities and is near the bay and but a short distance from the business district. The work of fitting it up and preparing it for a camp site is being done by voluntary contributions of labor by our men.” NOTE: Village paid the asking price of \$500 for campground to Dexter and Noble Land Company 3 years later.
- 1922** - West Michigan Pike ceases to exist. Roadway is re-designated as U.S. 31.





**11922 – Sept** - *Grand Rapids Press* reports, “The era of automobiles has brought Michigan good roads and these in turn a tremendous tourist business... Elk Rapids, in the path of this new boom, has reached out for its opportunity. Today it is a thriving and buzzing a village as any in the region. This week it went one ahead of the rest of the state by voting for village [golf] links, sure to attract resorters to the vicinity.”

**1923** - State Road is labeled “M-11” on the Michigan Department of Conservation Land Economic Survey Map for Antrim County. Land use along State Road consists of two commercial orchards, cleared farmland, and wetlands. There are also a number of well- stocked stands of timber on both sides of the roadway with timber diameters ranging from 6 to 15 inches.

**1923 – 1924** - Booster Club Puts up “Welcome to Elk Rapids” sign on State Road- at town boundary.

**1928** - Tourist Camp depicted on Sanborn’s Fire Maps. Shows the Tourist Camp occupying a much larger piece of land then what later maps show. This is important because village purchase of land had occurred in 1922. Tourist Camp stretches from Chippewa all the way to 1<sup>st</sup> Street (today’s Fourth Street). Map labels road as both “State Road” and “U.S.31.”

**1928** - Asphalt paving of M-11/ U.S.31 completed by the State Highway Department from Kewadin to Traverse City.

**1932-1935** - Campground is still operating and is affected when U.S.31 is straightened. First, the Elk Rapids Garden Club cleans up the area and provides plantings. In 1935 the State Highway Department plants a row of juniper trees on the strip of land adjacent to the campground.

**1935 – 1937** - Paradise Pines Motel constructed along U.S.31 within Elk Rapids Village limits. Resort is named after the owners, “Paradis”. Cabins feature both single and double units that hug the hill. Some of the cabins back- up to archeological remains from the former brick works’ operation. Resort property lies across from undeveloped land. Small building is erected in center of property and it is reported that gasoline pumps are installed and fuel sold to passing tourists and guests.

**1939** - Pine Hollow Cabin Camp- Newspaper indicates this resort property is owned and operating along U.S. 31.



## Section IV: Existing Conditions

The following grid illustrates the existing conditions of the Residential and Tourism Areas of Elk Rapids. It offers the specific characteristic, followed by its description and its conditions.

Table 1: Existing Conditions in the Village of Elk Rapids, 2009. (Survey Notes Grid from Quinn Evans Architects)

Characteristic	Description	Conditions
<p><b>Natural Systems and Features</b></p> <p>Land Forms                      Geology                      Water Systems                      Habitat                      Climate</p>	<p>Flat and gently rolling landscape bordered on the west by the east arm of Grand Traverse Bay and on the south by wooded wetlands.</p> <p>Temperate climate with an abundance of snow in the winter.</p> <p>The water systems drain directly into Grand Traverse Bay, Elk Lake, and Bass Lake.</p>	<ul style="list-style-type: none"> <li>• Small hills, wetlands, and woods south of 4<sup>th</sup> Avenue</li> <li>• Flat landscape north of 4<sup>th</sup> Avenue</li> <li>• Temperate climate with lots of snow in the winter.</li> <li>• Chain of Lakes, East Grand Traverse Bay, Elk River, and Bass Lake are all connected to the hydrology important to the area.</li> <li>• Wetlands restoration south of 4<sup>th</sup> Avenue</li> </ul>
<p><b>Land Use</b></p> <p>Activities                      Cultural Use</p>	<p>The land use of Elk Rapids is mostly for residential, single-family uses. Although many of the residents live in Elk Rapids seasonally.</p> <p>Primarily an urban residential community with few structures used for commercial and religious activities.</p> <p>Near Bay Shore/2<sup>nd</sup> Street, there is a senior living community as well as an established tourist area to the south.</p>	<ul style="list-style-type: none"> <li>• Mixture of residencies – rental and owner occupied</li> <li>• Used as a retirement or vacation location</li> <li>• Homes are in good condition, well-manicured landscapes and established trees</li> <li>• No evidence of abandonment</li> <li>• Residential area in varying states of occupancy – depending on the season</li> <li>• The population varies greatly from the summer to winter months as there are a number of “Snow Birds”</li> <li>• Southwest section of residential/tourism area is undeveloped, wooded wetlands.</li> </ul>
<p><b>Spatial Organization</b></p>	<p>Streets are organized in two platted grid patterns. The southern section includes 4<sup>th</sup>, 3<sup>rd</sup>, 2<sup>nd</sup>, and 1<sup>st</sup> Streets, all on an east-west axis and Pine, Cedar, Spruce and Elm running on a north-south axis. To northern section includes Pine, Cedar, Spruce and Elm; all are angled</p>	<ul style="list-style-type: none"> <li>• Street grid pattern is in tact with functioning alleyways</li> <li>• Garages oriented to alley</li> <li>• Smaller lot sizes in southern part of the residential area</li> <li>• Homes sit a decent distance from sidewalk/street</li> <li>• Mailboxes are all on one side of the road</li> <li>• Larger front yards compared to the back yards</li> <li>• Sidewalks are more abundant and consistent in the</li> </ul>

	<p>slightly toward the northwest and are crossed perpendicularly by Chippewa and Ottawa, which run on a northeast-southwest axis. This section extends three blocks toward the west and includes two additional streets, Oak and Ash, which are parallel to Cedar, Spruce, Elm, and Pine.</p>	<p>northern part of the residential area</p> <ul style="list-style-type: none"> <li>• Very few curb cuts for access to driveways on main roads, mostly alley access for garages</li> <li>• A continuous roadway for S. Bay Shore, some curb cuts and access to property off of the road</li> </ul>
<p><b>Cluster Arrangement</b></p> <p>Groupings of features</p> <p>Repetition of clusters</p>	<p>There are many groupings of trees and features throughout the residential area. There are some very old willow trees and many row plantings marking property lines or used as decorative plantings around the home.</p>	<p>Significant clusters throughout the area:</p> <ul style="list-style-type: none"> <li>• 2<sup>nd</sup>/Ash line of trees and plants along property line</li> <li>• 2<sup>nd</sup>/Elm row of trees</li> <li>• 3<sup>rd</sup>/Pine row planting</li> <li>• 3<sup>rd</sup>/Spruce tree grouping</li> <li>• 4<sup>th</sup>/Pine trees along property line</li> <li>• 4<sup>th</sup>/Cedar clustering of trees and property line</li> <li>• 4<sup>th</sup>/Cedar Alley row of trees</li> <li>• 3<sup>rd</sup>/Cedar alley row of trees, grouping of trees</li> <li>• 2<sup>nd</sup>/Cedar grouping of trees, two old willows</li> <li>• 2<sup>nd</sup>/Spruce row planting around house</li> <li>• 4<sup>th</sup>/Livingston large trees</li> <li>• Spruce between 2<sup>nd</sup>/1<sup>st</sup> row of trees</li> <li>• Abundance of coniferous and deciduous trees on S. Bay Shore providing a continuous canopy along the roadway</li> <li>• Old maples form an alley of trees to a private property off of S. Bay Shore</li> <li>• Tourism areas off of S. Bay Shore are small clusters of single cabins</li> </ul>
<p><b>Topography</b></p> <p>Specific topographical features</p> <p>Natural or human made</p>	<p>The Residential district has a relatively flat topography occurring naturally at a slightly higher elevation than the waterfront and bay. Sidewalks, roads, and lawns tend to be at the same elevation.</p> <p>Topography is varied and interesting within the Tourism Area. The escarpment, which is about 60 feet, provides significant elevation and a view</p>	<p>The residential topography is relatively unchanged and in good condition. There are no signs of significant changes to the features.</p> <p>In the tourism area there are significant topographical features that are hidden due to the cabins, overgrown vegetation, and fencing for the County Park. These features diminish the ability to see changes in elevation. The dune areas that are found in the park are obstructed by the fencing and overgrown vegetation on the road.</p>

	<p>of forested areas. On the east side the land slopes downward toward Grand Traverse Bay, so considerable that one can see rooftops, roads, and the county park. There is also a roadway grade change as you proceed into the Village of Elk Rapids from the south on S. Bay Shore.</p>	
<p><b>Vegetation</b></p> <p>Planted for agricultural or ornamental purposes</p> <p>Volunteer vegetation</p> <p>Indigenous, naturalized, or introduced species</p> <p>Purpose and function</p>	<p>Most residential lots feature lawns of grass, dotted throughout by ornamental plantings. Foundations of most residential structures are bordered by ornamental plantings, flowers and small bushes, as well. A few exceptions can be found where a lot is either blanketed by ornamental plantings, or conversely, where no such plantings exist at all. Many of the streets, especially Ottawa and Chippewa, feature intentional rows of large old trees planted along the right of way. Tree species are predominately maples, black walnut and but also include white pine and oak.</p> <p>Tall, mature trees dominate the South Bay Shore Drive landscape. Maples and White Pines are the prominent species. In addition there is diverse, vegetation, including some residential areas, which are overgrown and uncared for. Many of the roadway trees appear to have been planted 50 – 75 years ago. Coniferous trees are clustered especially in the tourism area while mature</p>	<ul style="list-style-type: none"> <li>• Vegetation acts as screening for many homes that are close to the road</li> <li>• Natural wooded areas in the southern areas</li> <li>• Tree canopies are found along roadway</li> <li>• Many Pines, maples are in good health for their age</li> <li>• Lawns focused on the front of residencies with some gardens in back – very controlled</li> <li>• Foundation plantings</li> <li>• Tree lined streets</li> <li>• Exception – Ravine of untamed natural growth (“volunteer” landscape) in a low topographic space north of Ottawa St between Oak and Ash street</li> </ul> <p>Along the streets and in the gardens, there is a strong amount of foundation plantings and hardy trees. In the undeveloped areas, there is a large amount of trees, brush, bushes, and grasses.</p> <p>Well-maintained plantings in the residential home lots. Trees on the streets seem to be mostly planned trees, while the largest of trees appear to be in clusters on the corner, less planned lots.</p> <p>Common plantings/trees that were found are:</p> <ul style="list-style-type: none"> <li>• Butterfly Weed</li> <li>• Various Asters</li> <li>• Blue Cohosh</li> <li>• Purple Coneflower</li> <li>• Sunflowers</li> <li>• Black Eyed Susan</li> <li>• Stiff Goldenrod</li> <li>• Switch Grass</li> <li>• Wild Oats</li> </ul>

	<p>maples are along the entire roadway.</p> <p>Most of the plantings, indigenous and adapted, are native Michigan plants. The Elk Rapids area is considered Eastern Deciduous Forest and a 5a-5b USDA Plant Hardiness Zone.</p>	<ul style="list-style-type: none"> <li>• White Spruce</li> <li>• White Pine</li> <li>• Pawpaw</li> <li>• Pussy Willows</li> <li>• Willow Trees</li> <li>• Red Maple</li> <li>• Beech</li> <li>• Black Gum</li> <li>• White Oak</li> <li>• Sycamore</li> <li>• And others</li> </ul>
<p><b>Circulation</b></p> <p><b>Patterns of movement</b></p> <p><b>Pedestrian and vehicular</b></p> <p><b>Forms and materials</b></p>	<p>Automobile traffic is limited to two-way asphalt paved roads and one-lane dirt alleys. Regulating traffic are intermittent two-way stop signs. Streets are in a grid pattern (see spatial organization).</p> <p>The circulation of the residential area is very systematic. Set up in a grid pattern with two-way streets allows for easy flow through the community. Alleys allow for garages at the back and less curb cuts at the front of the houses keeping sidewalks continuous and pedestrians safe.</p> <p>Sidewalks are in some places throughout the residential area, however often stop/end at random points and do not allow for continuous walkability throughout the residential are.</p>	<p>Streets and alleys are, generally, in good repair.</p> <ul style="list-style-type: none"> <li>• Very little vehicle traffic was observed during a 1.5 hour period</li> <li>• Very few pedestrians and bicyclists were seen using the sidewalks/roads</li> </ul> <p>The roadways and alleys in the Residential area are generally laid out in a grid pattern according to US Public Land Survey System. Ottawa and Chippewa Street are slight exceptions in that they are oriented South West to North East, facing the bay whereas First through Fourth Street are laid out East to West. The roadways are asphalt and the alleyways are dirt. One exception exists regarding alleyways. The neighborhood block between Pine and Cedar and Ottawa and Chippewa Streets has an asphalt alley.</p> <p>The sides of the roads show evidence of the old gravel roads underneath, and below the gravel roads, dirt roads. The sidewalks are placed on at least two of the four sides of nearly each block and are concrete. Between the sidewalks and the road lies a strip of grass and trees.</p> <p>There is an even mixture of homes with brick, stone, or concrete walkways from the sidewalk to the house and those with no established walkway, suggesting the primary circulation pattern is from alleyway to garage to home's rear entrance.</p> <p>Circulation into park is confusing. Unclear where entrance way is. Roads into park are dirt.</p>



<p><b>Views and Vistas</b></p> <p>Natural or deliberate</p> <p>Views into and out of</p>	<p>Views – Looking northward on the north/south running streets gives one the view of Grand Traverse Bay. At Ottawa and Bay Shore a clear view out to the Bay when looking NNW.</p> <p>Vistas – Looking north on Spruce from Ottawa, one can see the Bay through rows of trees on either side of Spruce. The intentional planting of trees along the right of way on Ottawa give the on looker a bit of a vista, although one does not feel as if he is looking into or out of anything.</p> <p>Entering South Bay Shore Drive from US -31, the view is of a very secluded and continuous road.</p>	<p>Street construction is presently obstructing this view.</p> <p>Condition of view is excellent.</p> <p>Condition of vista is excellent.</p> <ul style="list-style-type: none"> <li>• Part of the vista is obstructed by too many signs, fencing around the county park</li> <li>• Degraded vista due to disrepair of the resort properties</li> <li>• Further north on Bay Shore this is not the case but from further south it looks undeveloped and forested throughout</li> </ul>
<p><b>Buildings and Structures</b></p> <p>As elements of the landscape</p>	<p>Buildings consist mainly of residential structures, accompanied by ancillary structures (garages, carriage houses...) Additionally there are a handful of churches and a funeral home.</p> <p>Housings stock ranges in date from 1870 to contemporary. The majority of this stock dates from the period prior to 1928 (Sanborn) and includes such as the upright and wing, the gabled, the gable frontier, and the foursquare. Included within the housing stock are specimens that feature romantic styles like the Queen Anne, gothic revival, and post-Victorian styles like the classical and colonial revival.</p>	<p>Many of the historic houses have been stripped of ornamentation and are clad in vinyl or aluminum siding.</p> <ul style="list-style-type: none"> <li>• Former resort properties (cabins) Paradise Pines Motel and Ferndale Resort in disrepair</li> <li>• Small residential homes (converted cabins)- well maintained an attractive</li> <li>• Former gas station servicing US-31 traffic and village campground - current conversion is unattractive</li> <li>• Residential home former headquarters of cement factory (west side) - beautiful 6 foot hurricane fence that surrounds the Elk Rapids Day Park and is adjacent to South Bay Shore Drive - this structure encloses important natural features and cuts off significant part of the view while traveling on South Bay Shore Drive</li> <li>• 19<sup>th</sup> Century homes on Ottawa and Chippewa</li> <li>• Largely 20<sup>th</sup> Century homes with 19<sup>th</sup> Century homes intermixed (mostly on corners) on other neighborhood streets</li> <li>• Outbuildings on alley side of each lot</li> <li>• Telephone lines in East – West alleys and North –</li> </ul>

	<p>The properties and small permanent residences that were once affiliated with the resort properties dominate the buildings along South Bay Shore Drive</p> <p>There is a former gas station adjacent to South Bay Shore Drive south of the Noble Senior Facility. This gas station may be a remnant of the old US -31 activity.</p>	<p><b>South streets</b></p> <ul style="list-style-type: none"> <li>• Utility lines and fire hydrants extend the length of South Bay Shore Drive</li> <li>• Former railroad bed- for tracks to the cement factory is visible just beyond the Paradise Pines Motel (now a horse shoe pit)</li> <li>• Former headquarters of cement factory converted to a lovely residential property on west side of Roadway</li> </ul> <p>Ottawa and Chippewa Street have the most 19<sup>th</sup> Century homes and all the other residential streets have a mixture of 19<sup>th</sup> and 20<sup>th</sup> Century homes – the 20<sup>th</sup> Century homes being the most predominant. They tend to be located toward the front of each lot following the grid pattern of the neighborhood system. Garages and other outbuildings are all located in the back of each lot toward the alley. With regard to utility systems, fire hydrants are found on every street block and each street block has multiple manholes on the street and only a few water drainage grates were noticed on the side or just off the street in the residential area. Telephone lines were focused largely in the alleyways north of Chippewa and in the streets south of 1<sup>st</sup>.</p>
<p><b>Small Scale Features</b></p> <p>Site furniture</p> <p>Water features</p>	<ul style="list-style-type: none"> <li>• Front yard fences</li> <li>• Flag pole (3<sup>rd</sup>/Pine)</li> <li>• Unique lamp posts (4<sup>th</sup>/Iosco)</li> <li>• Backyard tree house</li> <li>• Historical home markers</li> <li>• City ordinance signs (3<sup>rd</sup>/Ash)</li> <li>• Large rock fence (south of 3<sup>rd</sup>/Ash)</li> <li>• Paradise Pines -motel sign</li> <li>• Small structure in center of Paradise Pines – with water fountain</li> <li>• Old shuffle board courts on motel grounds- visible from road way</li> <li>• Individual cabins in both Paradise Pines and Ferndale</li> </ul>	<ul style="list-style-type: none"> <li>• Good condition, maintained by owners</li> <li>• Large and in good condition</li> <li>• Brand new, in new development south of the residential area, currently on hold</li> <li>• In disrepair, unique, view from alley</li> <li>• New, added touch to identify historic homes</li> <li>• Good condition, visible from road, unsure what is behind signs and reasoning for location</li> <li>• Good condition, large boulders visible from new development, creating a wall or hiding a hill</li> <li>• Motel Sign is deteriorated</li> <li>• Very interesting structures, asbestos shingles, in good shape</li> <li>• Shuffle board- unused abandoned</li> <li>• Cabins- in various states of disrepair but with many interesting features</li> </ul>

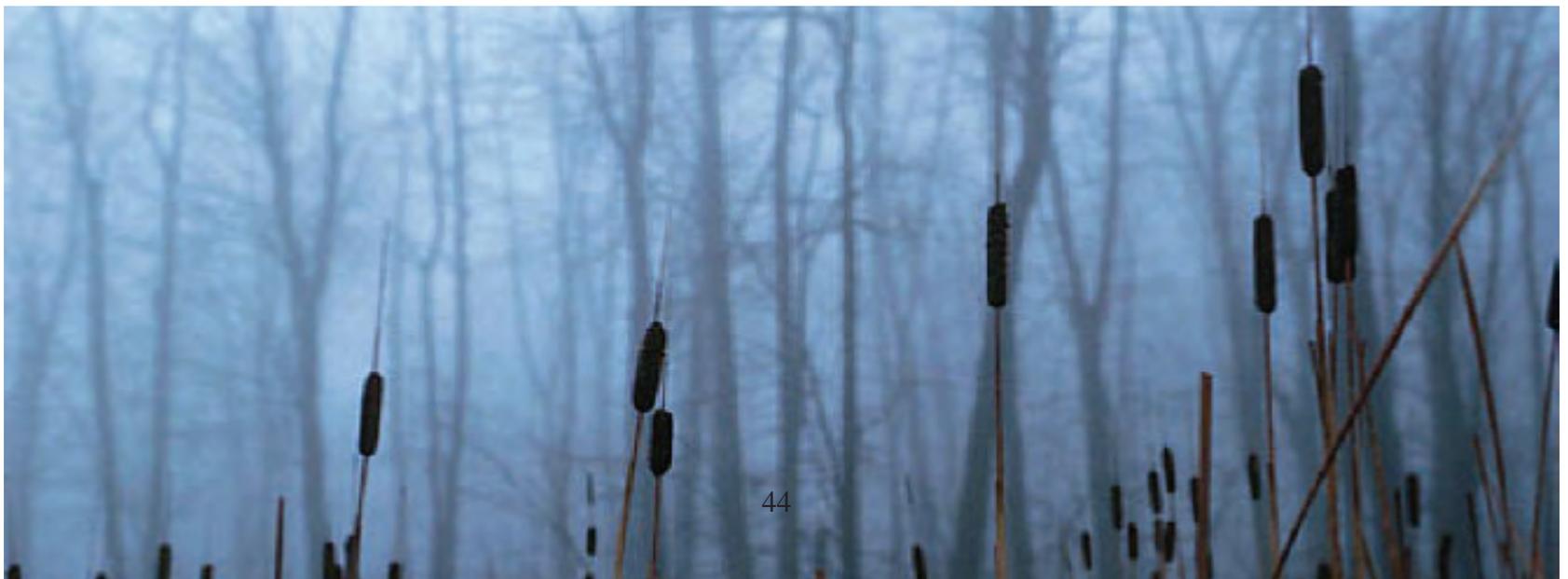
	<p>resort</p> <ul style="list-style-type: none"> <li>• 6 signs posted at Elk Rapids Village limits (speed limit, school bus, seat belt warning, Village sign)</li> <li>• Private drive with thank you message</li> <li>• Park signs on entry, exit, service drive, &amp; 613 South Bay Shore Drive sign</li> <li>• Gas station</li> </ul>	<ul style="list-style-type: none"> <li>• Signage—too many- need a better entryway into Elk Rapids (see historic signage)</li> <li>• Very tasteful- mysterious</li> <li>• Signs in good condition but need updating</li> <li>• Looks structurally sound, but current configuration detracts from historic significance</li> </ul>
<p><b>Archaeological Resources</b></p> <p>Surface and subsurface</p> <p>Foundations and ruins</p>	<ul style="list-style-type: none"> <li>• 19<sup>th</sup> Century mortar curb on South side of Ottawa between Ash and Elm</li> <li>• Evidence of evolution of street surfaces</li> <li>• Road bed from old railroad</li> <li>• Sculpture in intersection of 2<sup>nd</sup>/Spruce</li> <li>• Brickworks clay pit south of residential area</li> </ul>	<ul style="list-style-type: none"> <li>• Fair condition, barely visible as gravel from road and grass from sidewalk has grown up around it. It is the old courthouse square curb</li> <li>• Fair condition, preserved, gravel over dirt underneath the asphalt was visible</li> <li>• Fair condition, not easily visible</li> <li>• Poor, object is lost, no longer at site</li> <li>• Poor condition, not easily visible and accessible</li> </ul>

### Condition Assessment and Impacts

The overall landscape is in good condition. The buildings and roadways seem to be in decent shape and in general are maintained. The native vegetation of the region is also in good condition and the non-native vegetation seems to be well acclimated to the area.

The wetlands at the southern end of the Residential area have been compromised due to improper development. It was halted by legal intervention a few years ago and will need continuous monitoring for future proper development.

The level of impact severity is low. The landscape has been developed as its intended purpose since it was platted in the 1870s. The development of homes for permanent residences and rental properties has created a unique fabric on this landscape. Any potential impact on the landscape would be limited by access to the waterfront or demolition of old structures because of new development.





### Comparison Photographs: Historical Conditions and Existing Conditions



Figure 38: Episcopal Church, date unknown (Courtesy of Elk Rapids Historical Society)



Figure 39: Episcopal Church in 2000 (Courtesy of Elk Rapids Historical Society)



Figure 40: Episcopal Church in 2009 (Courtesy of Beth Bahls)





Figure 45: German Church in 2009 (Courtesy of Andrew Wilhelme)



Figure 41: Streetscape looking north on Spruce at Ottawa (Courtesy of Elk Rapids Historical Society)



Figure 44: German Church in 1906 (Courtesy of Elk Rapids Historical Society)

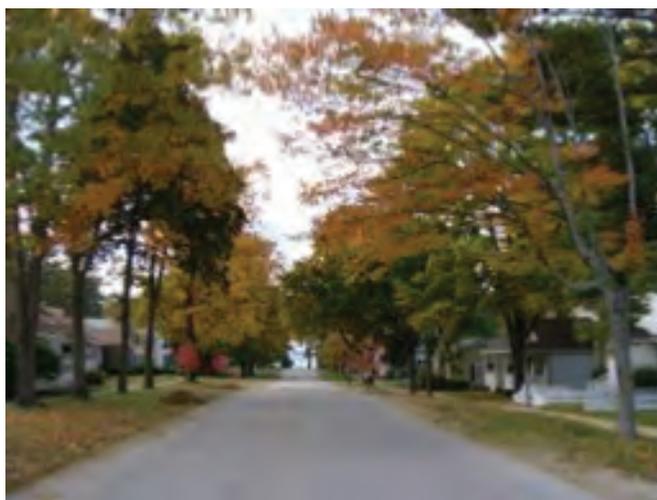


Figure 43: Streetscape looking north on Spruce at Ottawa in 2009 (Courtesy of Beth Bahls)



Figure 42: Streetscape at corner of Spruce and Ottawa (Courtesy of Beth Bahls)





**Fig. 46**

*Figure 46: Original Courthouse Square, date unknown. (Courtesy of Elk Rapids Historical Society)*

*Figure 47: Courthouse Square in 1990s (Courtesy of Elk Rapids Historical Society)*

*Figure 48: Courthouse Square in 2009. (Courtesy of Beth Bahls)*



**Fig. 47**



**Fig. 48**





# Section V: Analysis of Integrity

## Natural Systems and Features

Information regarding the natural systems and features of the residential/tourism areas is not readily available for the period of significance. However, there is evidence of features from the period of significance including, but not limited to: Grand Traverse Bay, Elk Lake, Bass Lake, wetlands, and climate. These features are obviously still in existence, but it is hard to evaluate whether their integrity has been altered over time. An assumption can be made that they have changed due to development along these waterways and wetlands.

## Land Use

The residential/tourism area holds its integrity as it was in the period of significance. The land use being mainly residential, institutional, and tourism. The integrity has been maintained according to its location and setting in Elk Rapids. While, some of the structures and uses have changed, the overall feeling of the area has stayed the same, as a residential community with many churches and a few tourism locations.

## Spatial Organization

The residential/tourism area retains a high level of integrity pertaining to its spatial organization. No major changes have been made to the fabric of Elk Rapids; it still maintains the residential/tourism areas as they were in the period of significance.

## Topography

The topography of the residential/tourism area of Elk Rapids remains largely unchanged from the period of significance. It is largely flat with a few exceptions. The land elevation drops on Ottawa Street between Pine and Cedar Streets while the south side lawns and sidewalk rise up in elevation by several feet. Another major exception in the topography is found in a lot north of Ottawa Street between Oak and Ash Streets. This low land/wetland area does not appear suitable for building. Very few of these wetland areas remain even though they encompassed a majority of the southern residential area in the original landscape.

## Vegetation

Vegetation in the residential/tourism area has maintained the abundance of trees and plantings that are still evident today. Tall, mature trees dominate the residential and tourism areas. Most of these tree lines are focused on the east to west streets instead of north to south streets with the greatest propensity of mature trees being on Ottawa Street, especially near the site of the old courthouse. Maples and White Pines are the prominent species. Many of the trees appear to have been planted 50-75 years ago. Along with many planned plantings, there are also many natural plantings in the undeveloped areas. Indigenous plants are common in all the areas.

## Patterns of Circulation

The integrity of the residential/tourism area circulation patterns have maintained their integrity, but has dwindled in use with the relocation of US-31 further east to avoid passage through the Elk Rapids downtown. The neighborhood streets follow the same grid pattern, and general width





and right of ways as they did during the period of significance, however the materials used on the streets have changed from dirt and gravel to asphalt.

### Views and Vistas

The views and vistas of the Bay are integral to the character of the residential/tourism landscape. The vistas along the north-south running streets of the Grand Traverse Bay are integral to the landscape. Their integrity has been maintained by the location of the streets and maintenance of the vegetation along the streets that may obstruct the view. The view entering South Bay Shore Drive from the south has a medium level of integrity because signs, fencing, and overgrown vegetation have obstructed it. At Ottawa and South Bay Shore Drive, there is a view of the Bay while looking north and slightly west. This view has high integrity and maintains its original visibility of the Bay and natural vegetation in the foreground.

### Buildings and Structures

Several houses in the southern portion of the residential area do fit within the established period of significance and contribute to the historical integrity of the residential landscape. A number of these houses have been altered, while others have been kept largely the same with the exception of vinyl siding and asphalt shingles that closely resemble the shape, texture, or color, of the original structure. Two early 20<sup>th</sup> century houses were moved from their original site next to the Presbyterian First Church to the southern residential area. The most noteworthy portion of the residential area is between Bridge Street and South Bay Shore Drive and Ottawa Street and First Street. This area has maintained the most uniform historical integrity and retains the most surviving structures in their original or nearly original condition.

### Small Scale Features

- **Front yard fences:** low level of integrity
- **Flag pole (3<sup>rd</sup>/Pine):** low level of integrity
- **Unique lamp posts (4<sup>th</sup>/Iosco):** low level of integrity
- **Backyard tree house:** moderate level of integrity
- **Historical home markers:** moderate level of integrity
- **City ordinance signs (3<sup>rd</sup>/Ash):** low level of integrity
- **Large rock fence (south of 3<sup>rd</sup>/Ash):** moderate level of integrity
- **Paradise Pines motel sign:** moderate level of integrity
- **Small structure in Paradise Pines with water fountain:** moderate level of integrity
- **Old shuffle board courts on motel grounds:** moderate level of integrity
- **Individual cabins in Paradise Pines and Ferndale:** moderate level of integrity
- **Gas Station:** low level of integrity



### Archeological Resources

The archeological remains include the cement curb on the south side of Ottawa Street in front of the original courthouse site as well as the railroad bed and the remains of the brickworks plant/clay pit south of the residential area. The latter contributes significantly to the history of industry in Elk Rapids and all maintain their historical integrity even though there are in poor condition. There was also a marker in the middle of the intersection at Spruce and 3<sup>rd</sup> Street marked on the 1928 Sanborn map, which is no longer present.





*Contributing, Compatible, and Non-Contributing Features*

The period of significance for Elk Rapids is from the development of the Emmett and Grand Traverse State Road to the end of the Great Depression (1866 to 1939). There are many landscape features in the Residential and Tourism Areas of Elk Rapids that have maintained their integrity, while others have not.

For a feature to have integrity it must have one or two of the following outstanding qualities as it relates to the historical context: location, design, setting, materials, workmanship, feeling/sense of the period, and association. It is important to remember that integrity does not equal condition. Condition is somewhat objective while integrity follows guidelines that are more subjective. Intrusions to integrity include single major changes or the cumulative effect of minor changes. Changes in landscape over time are an example of intrusions to integrity.

There are three classifications of integrity: contributing, non-contributing, and compatible. While not considered a contributing feature, a compatible feature is one that is well matched and in harmony with the surrounding features. Several landscape features also exist in this landscape that would be considered compatible with the features that have integrity.

The following tables show contributing, compatible, and non-contributing components of the Elk Rapids residential and tourism cultural landscape.

**CONTRIBUTING FEATURES**

*Table 2: Contributing Features for the Village of Elk Rapids Residential and Tourism Areas*

<b>Contributing Feature</b>	<b>Description</b>	<b>Condition</b>
View of Hose House #1	Hose house #1 for the fire station is not included in the residential section of Elk Rapids but the view of it is being considered as important to the residential section. The building is in poor condition, but the view on Cedar and Traverse streets from Ottawa Street is much the same as it would have been.	Fair in
Cider Mill	The Cider Mill is now being used as a single-family residence and is devoid of signage, but the structure looks the same overall.	Fair
Presbyterian First Church	The Presbyterian First Church on 404 Spruce Street was added on to and a parking lot was added, but the original portion of the structure (1873-1878) stands out the most and is in excellent condition.	Good
The German Reformed Church	The German Reformed Church was built in 1884 on Chippewa at Pine Street and has had several additions since its construction. Overall, the	Poor





	building is in poor condition and is not well maintained.	
Fairbank/Pine Grove Hospital	Fairbank/Pine Grove Hospital is located on 705 Ottawa Street. It has been converted to a single-family residency and the front façade is altered from its original state.	Fair
Paradise Pines Motel	On old US-31/ South Bay Shore Drive used as weekly rentals or single-family homes. In a state of disrepair.	Fair
Ferndale Cabins	On old US-31/ South Bay Shore Drive used as weekly rentals or single-family homes. In a state of disrepair.	Poor
View of Grand Traverse Bay	There is a view of the bay that has been maintained throughout the years. A view of Grand Traverse Bay when looking northwest on Bay Shore Drive as it turns into Ottawa Street.	Good
Spruce Street Vista	Spruce Street is lined with trees starting at Ottawa Street and going north culminating in a view of Grand Traverse Bay. This vista is nicely framed by the trees	Good
Pre-1940 Residences	The majority of pre-1940 residences have been lovingly restored to their original or nearly original appearance. Most of these residencies are focused on Ottawa and Chippewa Streets.	Good

**COMPATIBLE FEATURES**

*Table 3: Compatible Features for the Village of Elk Rapids Residential and Tourism Areas*

Compatible Feature	Description	Condition
Sidewalks	While dirt or wooden sidewalks dominated the period of significance, concrete sidewalks were installed in the residential area of Elk Rapids in the early 1900s. Clearly the vast majority, if not all of the current sidewalks in place are replacements of the originals installed during the period of historical significance, the general design and grid layout in the residential area remains the same.	Good
Fire Hydrants	Fire hydrants and trees lining the streets serve as a mixture of objects from both the selected	Good





	period of significance and objects existing after the period of significance. However, it is important to note that the presence of water and sewage lines and the general placement of many of the fire hydrants are compatible with the period of significance.	
Power Lines	The power lines ran predominantly through the alleyways of the residential area during our period of significance as they do today, although the power lines and poles themselves are not the same as the ones installed prior to 1940. In the southern residential area, the power lines run along the street. Since this is a younger portion of the area, the power lines are compatible, but not original to the area.	Good

**NON-CONTRIBUTING FEATURES**

*Table 4: Non-Contributing Features for the Village of Elk Rapids Residential and Tourism Areas*

Non-Contributing Feature	Description	Condition
Street Lights	Three street lamps remain from a large installation project of street lamps ca. 1950. These lamps are very noticeable and were installed after the period of significance.	Fair
Noble Pines	The presence of Noble Pines on the site of the Village Campground diminishes the integrity of the historic landscape as the Village Campground was important to our period of significance and it no longer exists.	Good
Parking Lots	Two relatively new parking lots have been installed to accommodate the church members attending Presbyterian First Church and Grace Lutheran Church. These lots are on triangular and trapezoidal lots between Chippewa and First Streets and Ash and Spruce Streets. They replace buildings that once stood there and are not from the period of significance.	Good
Post-1940 Residences	Post 1940-residences do not fall within the period of significance and are therefore	Good





	considered non-contributing features.	
Courthouse	The Court House was built in 1866 on the original courthouse square (Ash to Elm Streets and Ottawa and Chippewa Streets). It was moved between 1900 and 1907 to the northeast corner of Elm and Ottawa Streets. It burned down in 1945, and the structure that has replaced it is a post-1940 non-contributing feature.	N/A
Elk Rapids High School	Elk Rapids High School was built in 1874 and once stood on Spruce and First Streets. It has since been demolished and post-1940 residences have been erected in its place.	N/A





## Section VI: Management Philosophy and Treatment

### Management Philosophy

The publication *The Secretary of the Interior's Preservation Brief #36, "Protecting Cultural Landscapes and Management of Historic Landscapes"* provides a step-by-step process for preserving a Historic Vernacular Landscape – a landscape that evolved through use by the people whose activities or occupancy shaped that landscape and reflects the physical, biological and cultural character of those everyday actions. These types of cultural landscapes evolve from or are often dependent on natural resources and are typically composed of a number of features which individually or collectively contribute to the landscape's physical appearance as it evolved over time. Elk Rapids is such a place - its landscape includes the interconnected systems of water, roads, paths, parks, public spaces, buildings, sidewalks, and tree cover that contribute to its unique historical landscape character.

Prior to undertaking work on Elk Rapids' historic residential and tourism landscape, a treatment plan should be developed. The four primary treatments identified in the *Secretary of Interior's Standards for the Treatment of Historic Properties and Cultural Landscapes* are preservation, rehabilitation, restoration, and reconstruction.

#### Preservation

Preservation involves applying measures to sustain the *existing* form, integrity, and materials of the historic resource. This approach focuses upon stabilizing and protecting the historic resources, rather than replacing missing elements. It is appropriate when a historic resource is essentially intact and does not require extensive repair or replacement; depiction at one particular period is not appropriate; and when continuing a use or introducing a new use does not require additions. Preservation is a potential treatment for some of Elk Rapids' residential and tourism landscape, although current use needs and safety considerations must be taken into account when applying this philosophy.

#### Rehabilitation

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 the historical and cultural values. This approach is appropriate when depiction at one particular time period is not appropriate; repair or replacement of deteriorated features is necessary; and alterations or additions are needed for a new use. Rehabilitation is the most appropriate management philosophy for Elk Rapids' residential and tourism landscape. This philosophy has been selected because of the presence of historic resources related to different periods of development and the need for accommodating contemporary uses.

#### Restoration

Restoration is the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period in time. This includes reconstruction of missing features from the period, and removal of features from all other periods. The approach can be considered only when the property's significance during a particular time period outweighs the loss of existing elements from other historical periods; when there is substantial physical





and documentary evidence for the work; and when contemporary alterations and additions were not planned. Restoration is not an appropriate approach for the Elk Rapids' residential and tourism landscape because adequate documentary evidence does not exist to restore this area to one period and more importantly, because to do so would limit the interpretation of this cultural landscape to 1866 through 1939 which is the period of significance chosen for this landscape component of Elk Rapids.

### *Reconstruction*

Reconstruction is the act or process of using new construction to depict a non-surviving site, landscape, building, structure, or object as it appeared at a specific period of time in its historic location. This approach is appropriate only when the property's significance during a particular time period outweighs the potential loss of features that characterize other historical periods. In addition, there must be substantial physical and documentary evidence for the work, and the work must be clearly identified as a contemporary re-creation. The Elk Rapids' residential and tourism landscape has a number of landscapes that no longer exist, but it is not eligible for reconstruction because there is a lack of a critical period of significance associated with any areas within this landscape.

### Management Issues

The historic landscape as described in this report will not be free from development or change because of any designation by the National Park Service, as in a National Register or National Landmarks nomination. It is the charge of the Village of Elk Rapids to sustain and implement a management plan for the residential and tourism areas. The following issues may arise given the current recommendations for the management of the areas.

- The residential area is a mix of housing styles and ages. Buildings north of 1<sup>st</sup> retain a more historic character, while those south of 1<sup>st</sup> are more often covered in vinyl siding.
- A portion of the tourism area along South Bay Shore Drive is outside the boundaries of the village and agreements will need to be reached to fully implement the recommendations.
- The remaining "cabin camps" and other elements of the tourism area along South Bay Shore Drive are currently in a significant state of disrepair.
- The growth of dense shrubs and new development along the west side of South Bay Shore Drive impacts views looking outward toward Grand Traverse Bay.
- The old tourist camp property only partly remains, a senior citizen residential community has been erected on a portion of the property. The undeveloped land is currently designated as parkland but is densely overgrown.
- The County Day Park on South Bay Shore Drive is an underutilized recreational resource and its current hurricane fencing and overgrown shrubbery obstructs and degrades the view looking outward toward the Bay. This resource could be a centerpiece of the heritage road designations since the entire park area is directly across from the remaining cabin camps.
- Additional investigation should be undertaken to understand both the old railroad bed from the rail line spur that once ran to the old cement plant, neighbors have continued to uncover remains.





- There is some evidence of the old brickworks behind a number of the Paradise Pines cabins that should be explored and documented.
- The old 19<sup>th</sup> century mortar curb around the old courthouse on the south side of Ottawa between Ash and Elm should be further explored.
- There are two story early garages in the alleyways of Traverse, Ottawa and Chippewa and 2<sup>nd</sup> Street that are likely of historic significance. Further study should be undertaken to more fully document and determine if these should be a priority to preserve.
- The Hose House #1 on Cedar Street and the former Cider Mill at the corner of Cedar at Ottawa Streets need to be further researched.
- The Old German Reformed Church is one of the older buildings and is in major need of repair.

### General Recommendations

1. Develop a vibrant interpretive program for the residential and tourism areas that incorporate the evolving nature of the town first by industrial development and then by auto tourism. A self guided tour with interpretive signs, like those placed in Ann Arbor, are a unique and interesting way to educate visitors about the past and the present.
2. Develop a natural area to the south of the residential area. This area is full of wetlands and is not available for development since law prohibits it. Therefore, this is a great opportunity to develop a nature center or parks system that connects the wetland area, county day park, library island park, and others that may extend to the other side of Elk Lake. A greenway for residents to walk, bike, or run throughout their neighborhood would encourage recreational opportunities and fitness among residents.
3. Develop a tour of the areas based on different themes that have changed the fabric of the landscape in the residential and tourism areas. This could be the evolution of industry, tourism, architecture, culture and everyday life, among others.
4. Provide adequate sidewalks throughout the residential and tourism area. Sidewalks often start and stop in awkward spots and prohibit visitors and residents from taking a stroll in safety. Many people choose to walk in the street or not walk at all and use a car. This could be a simple fix for a unified look in the residential neighborhood and an easy way to address pedestrian safety in the neighborhood.
5. Develop the rails to trails idea with the old railroad tracks. This national program seeks to reuse unused railway paths for recreational uses.
6. Develop a plan for South Bay Shore Drive, which creates a West Michigan Pike/ Old US- 31 Resort & Heritage Road Area. The plan should stress rehabilitation of cabin camps, restoration of the old gas station, rehabilitation of the old tourist campground along with a renewed emphasis on the recreational potential of this area including non-motorized touring such as bicycling, running, and kayaking. This should include adaptive reuse of the cabin camps to include mixed use, such as artist studios. Also a new sign that welcomes visitors to Elk Rapids from US-31 to South Bay Shore Drive.





7. Develop an overall landscape design plan that addresses the rehabilitation of the existing historic tree canopy in both the residential and tourism areas.

*Specific Recommendations*

**RECOMMENDED TREATMENT FOR CONTRIBUTING FEATURES**

*Table 5: Recommended Treatment for Contributing Features in the Village of Elk Rapids*

<b>Contributing Feature</b>	<b>Recommended Treatment</b>
View of Hose House #1	Rehabilitate and interpret
Cider Mill	Private Residence, possibly develop interpretive signage
Presbyterian First Church	Preserve
The German Reformed Church	Restore: new railing and new foundation plantings
Fairbank/Pine Grove Hospital	Restore and interpret
Paradise Pines Motel	Repair and Rehabilitate cabins and small scale features on property
Ferndale Cabins	Repair and Rehabilitate
Gas Station on South Bay Shore Drive	Rehabilitate and develop adaptive reuse for this historic structure tied to recreational or interpretive for entire heritage route
South Bay Shore Drive, Ottawa, and Spruce	Preserve as Heritage Recreation Route
View of Grand Traverse Bay	Preserve along South Bay Shore Drive and as it turns onto Ottawa Street. Develop and implement a landscape plan to determine goals for vegetation, circulation and recreational potential of corridor
Spruce Street Vista	Preserve Spruce Street trees starting at Ottawa Street and going north culminating in a view of Grand Traverse Bay
Trees	Preserve healthy specimens and rehabilitate and reconstruct missing canopy elements.
Archeological Remains	Conduct further research and develop a treatment plan for remains including cement curb on Ottawa Street in front of the original courthouse site and railroad track bed and the remains of the brickworks plant/clay pit adjacent to South Bay Shore Drive area.
Topography	Preserve
1866 to 1939 Residencies	Preserve character through heritage area designation and/or national register





**RECOMMENDED TREATMENT FOR NON-CONTRIBUTING FEATURES**

*Table 6: Recommended Treatment for Non-Contributing Features in the Village of Elk Rapids*

Non-Contributing Feature	Recommended Treatment
Street Lights	The streetlights, ca. 1950, should be evaluated for their utility. If it is determined that the three streetlights are unnecessary in the residential area, they should be removed. If it is determined that they must be retained for the safety of nighttime traffic, they should be replaced with Non-Contributing Compatible lamps much like the ones installed on River St.
Noble Pines	The presence of Noble Pines on the site of the Village Campground cannot be changed. Perhaps an informational sign could be placed at the entrance to Noble Pines to create an awareness of the previous land use. Even a small display of photographs and information in shadow box displays etc. in the main office of Noble Pines would serve to create an awareness of a valuable lost resource.
Parking Lots	The parking lots surrounding Presbyterian First Church and Grace Lutheran Church cannot be removed, as their presence is necessary. Perhaps shrubbery could be planted around the perimeters of said parking lot spaces to somewhat distract one's view of the lots themselves.
Post 1939 Residencies	Perhaps the most beneficial contribution post 1939 residencies can make to surroundings in which they are not compatible, is to keep or return them to their original appearances. This way in the years to come, these residencies could also be considered a part of the 1960s to present historical character of the residential area.
Courthouse	As the Courthouse is no longer present, placing sign or marker would be a beneficial substitute for the building itself as it is no longer present.
Elk Rapids High School	Elk Rapids High School is no longer present, so placing either a sign or marker with the photograph of the high school on it and its history would be a beneficial substitute for the building, as it is no longer present.





**RECOMMENDED TREATMENT FOR COMPATIBLE FEATURES**

*Table 7: Recommended Treatment for Non-Contributing Compatible Features in the Village of Elk Rapids*

Compatible Feature	Recommended Treatment
Sidewalks	Monitor condition of sidewalks periodically and repair when needed. Add sidewalks where needed for consistency in the residential area.
Circulation pattern	Maintain current pattern of vehicular traffic. Repair asphalt paving when necessary. Examine the feasibility of separate lanes for bicycles, especially along South Bay Shore Drive and Ottawa Street. Maintain and repair alleyways as needed.
Trees	Maintain current tree coverage within the component. Take necessary measures to insure the health and vitality of this coverage. Take special care to maintain the location and coverage of the trees that were planted within the period of significance. Replace trees, when needed, with like species.
Power Lines	Maintain current electrical grid. Repair/replace utility poles and lines when needed. Explore the potential to move power lines to all alleyways in order to hide the distraction.

**Recommended Treatment Zones for Residential and Tourism Areas**

**Zone A:**

- Explore the creation of a West Michigan Pike/Old US 31- Resort Heritage Road Area
- Rehabilitate Paradise Pines Motel and the Ferndale Cabins as part of heritage road areas explore adaptive reuse options such as artist studios
- Restore gas station at north end of Road- adaptive reuse to recreation activity such as kayak/bicycle rental or art gallery
- Rehabilitate the Village Tourist Campground- remove excess foliage and restore to 1923-1930 time period – adaptive reuse to neighborhood park
- Remove fencing around County Day Park and open up vista to Bay view
- Enhance use of park for water/recreational tourism
- Develop new signage on US-31 to encourage exploration of the heritage road





- Erect Interpretive signage along roadway & reduce cluttered signage at Village boundary
- Explore Conservation Easements along west side of South Bay Shore Drive to protect the “view”
- Create bike/jogging path along heritage road consistent with Elk Rapids Recreation Master Plan

**Zone B:** 

- Rehabilitate street tree canopy with appropriate species and attempt to plant new stock that matches the historic form
- Undertake maintenance and installation of sidewalks and painted bike path along streets
- Explore preservation easements for this area
- Encourage designation of selected homes to National Register of Historic Places
- Explore increasing street lighting with historically appropriate elements
- Develop interpretive stations along Ottawa and Spruce to mark heritage road, site of courthouse, and historically significant resources
- Restore old fire hose building

**Zone C:** 

- Restore buildings to original facades, removing vinyl siding and other modern fixtures
- Undertake maintenance and installation of sidewalks
- Rehabilitate street trees with appropriate species
- Remove outdated ‘cobra’ lights from intersections and replace with energy efficient, historic lights
- Address development of wetlands and the impact this will have on the established residential areas





### *Recommendations for Future Research*

1. Research the potential for a heritage road along South Bay Shore Drive, Ottawa, Spruce, River Streets and the entire old West Michigan Pike route, including the Eastside of Elk Rapids and continuing toward Kewadin. This could potentially serve as an important link to bring the entire village under a cohesive historic framework.
2. Additional research and a landscape treatment plan needs to be undertaken for the four resort properties along South Bay Shore Drive to accurately understand dates of origin and changes to their landscape over time.
3. Conduct interviews with older Elk Rapid residents to capture their memories and recollections of the residential and tourism areas. This could be used to both document the local culture and history as part of the overall interpretive effort.
4. Research the wetlands to the south of the residential area and investigate the natural habitat. Consider the possibility of an educational and interpretive site about the wetlands in the area. Another possibility is creating a hiking/walking trail throughout the wetland and undeveloped area south of the residential area.
5. Investigate the potential for cyclists to use old US-31 as a route to Mackinac Island.
6. Research preservation easements and conservation easements for the residential and tourism areas, as well as the wetlands south of 4<sup>th</sup> Street.
7. Research the brickworks clay pit and railroad tracks south of the new residential development and any potential uses for the area.
8. Research the extent of the sidewalks. Were there always sidewalks? Where did they begin and end? Rectify any differences between current and historic placement.





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