

## Chapter III: Existing Conditions / Affected Environment

This chapter describes existing conditions within the Quincy Unit at two levels of detail. Unit-wide existing conditions are those that relate to the overall Quincy Unit (Figure 3-1 illustrates the boundaries and existing conditions of the Quincy Unit). Unit-wide conditions addressed include land use, vegetation, circulation, archaeological resources, wetlands, special status species, socioeconomics, visitor experience, and park operations at a broad scale, providing a context for understanding the overall unit.

The remainder of the chapter provides more detailed descriptions of existing conditions in each of the landscape character areas within the Quincy Unit. Landscape character areas are defined by their physical qualities and cultural resources present. Chapter I includes an introduction to the landscape character areas addressed for the Quincy Unit.

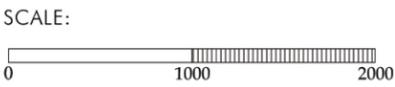
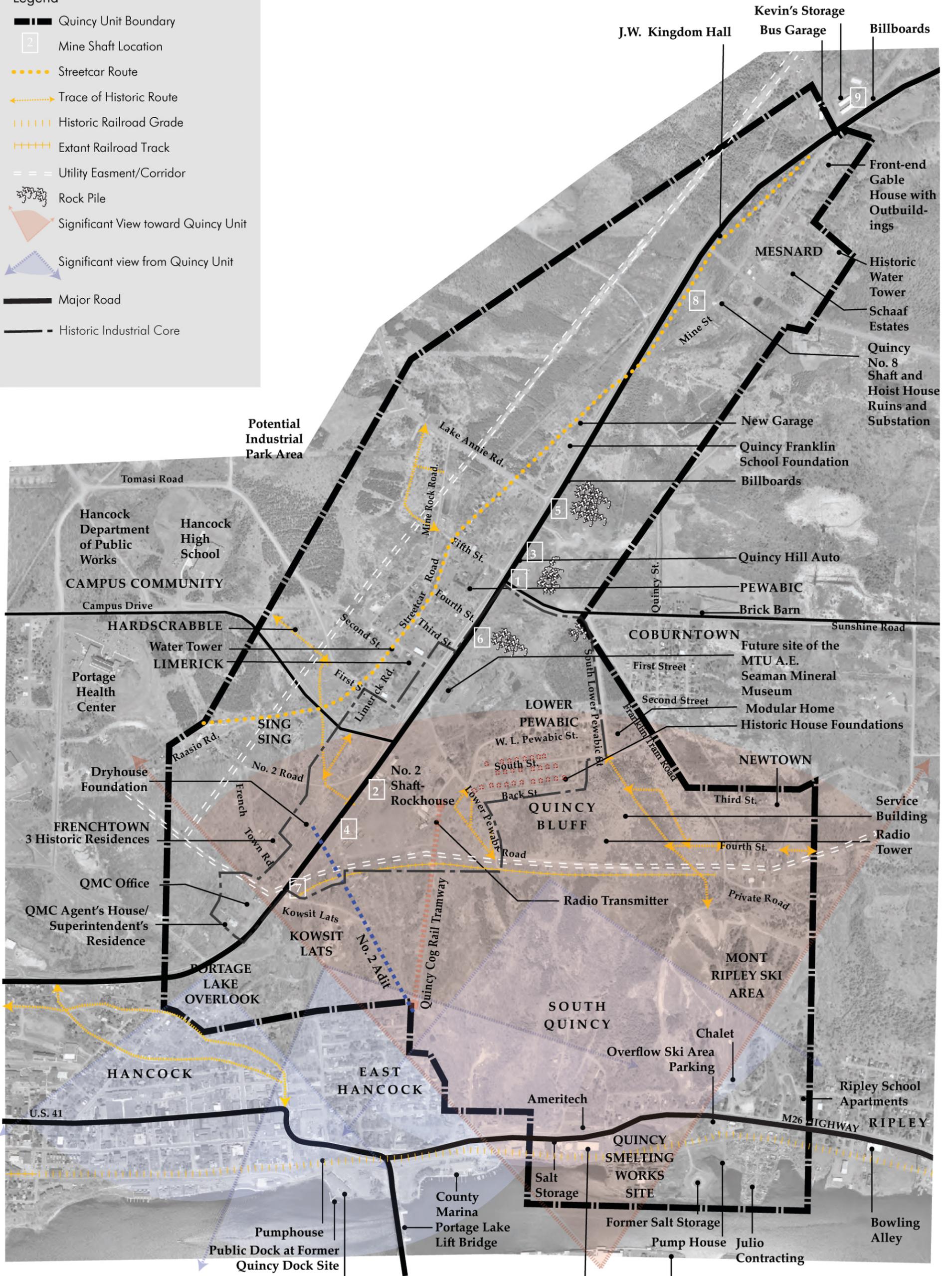
The project area for this Cultural Landscape Report is defined by the boundary of the Quincy Unit of Keweenaw National Historical Park as described in Chapter I. The Torch Lake area is not included within the boundary of the Quincy Unit. Chapter II: Landscape History, addresses the Torch Lake area to help readers understand the comprehensive landscape development related to the corporate history of the Quincy Mining Company. Because the Torch Lake area is not within the project area, it is not covered by the Existing Conditions, Landscape Analysis, or Recommended Treatment sections of this Cultural Landscape Report.

Following page:

Figure 3- 1: Quincy Unit Existing Conditions

**Legend**

- Quincy Unit Boundary
- Mine Shaft Location
- Streetcar Route
- Trace of Historic Route
- Historic Railroad Grade
- Extant Railroad Track
- Utility Easment/Corridor
- Rock Pile
- Significant View toward Quincy Unit
- Significant view from Quincy Unit
- Major Road
- Historic Industrial Core



NORTH



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**Unit-Wide Existing Conditions**

**Land Use**

The Quincy Unit of Keweenaw National Historical Park is located in Houghton County, about 210 miles east of Duluth, Minnesota and 340 miles north of Milwaukee, Wisconsin. Houghton County is located in the northwestern portion of Michigan’s Upper Peninsula, on the southern shore of Lake Superior. The county lies on the Keweenaw Peninsula, a stretch of land that extends 75 miles into the lake. Houghton County encompasses an area of 667,904 acres. The County is comprised of 14 townships (Adams, Calumet, Chassell, Duncan, Elm River, Franklin, Hancock, Laird, Osceola, Portage, Quincy, Schoolcraft, Stanton, and Torch Lake), five villages (Calumet, Copper City, Lake Linden, Laurium and South Range) and two cities (Hancock and Houghton). The Quincy Unit is located within Franklin and Quincy Townships. It is adjacent to the City of Hancock and across the western arm of Portage Lake from the City of Houghton.

***Existing Land Use***

Land use in Houghton County is predominantly forest with 30 percent of all lands located in a state or national forest, park or recreation area. Agricultural land uses are located predominantly in the northeast portion of the county, while commercial, residential and recreational uses are concentrated in the north and north-central parts of the county (see Table 3-1).

The current land use designation in the Quincy Unit is mainly rural residential with scattered residential (see Figure 3-2). Public uses are identified at U.S. 41 and Pewabic Location Road and the Mt. Ripley Ski Area. Commercial is identified at U.S. 41 and Lake Annie Road. Commercial and Industrial activities are identified south of State Hwy 26 adjacent to Portage Lake. Site specific land use descriptions are in the Land Use portion of the Cultural Resources / Cultural landscape section.

**Table 3-1**  
**Houghton County Existing Land Use**

Land Use	Acreage
Agricultural	0
Commercial	80.5
Commercial Forest	0
Private Forest	0
Public Forest	0
Industrial	17.5
Public, Institutions	120.7
Residential, Rural	768
Residential	117
Water	9.6
<i>Source: Houghton County, 2007</i>	

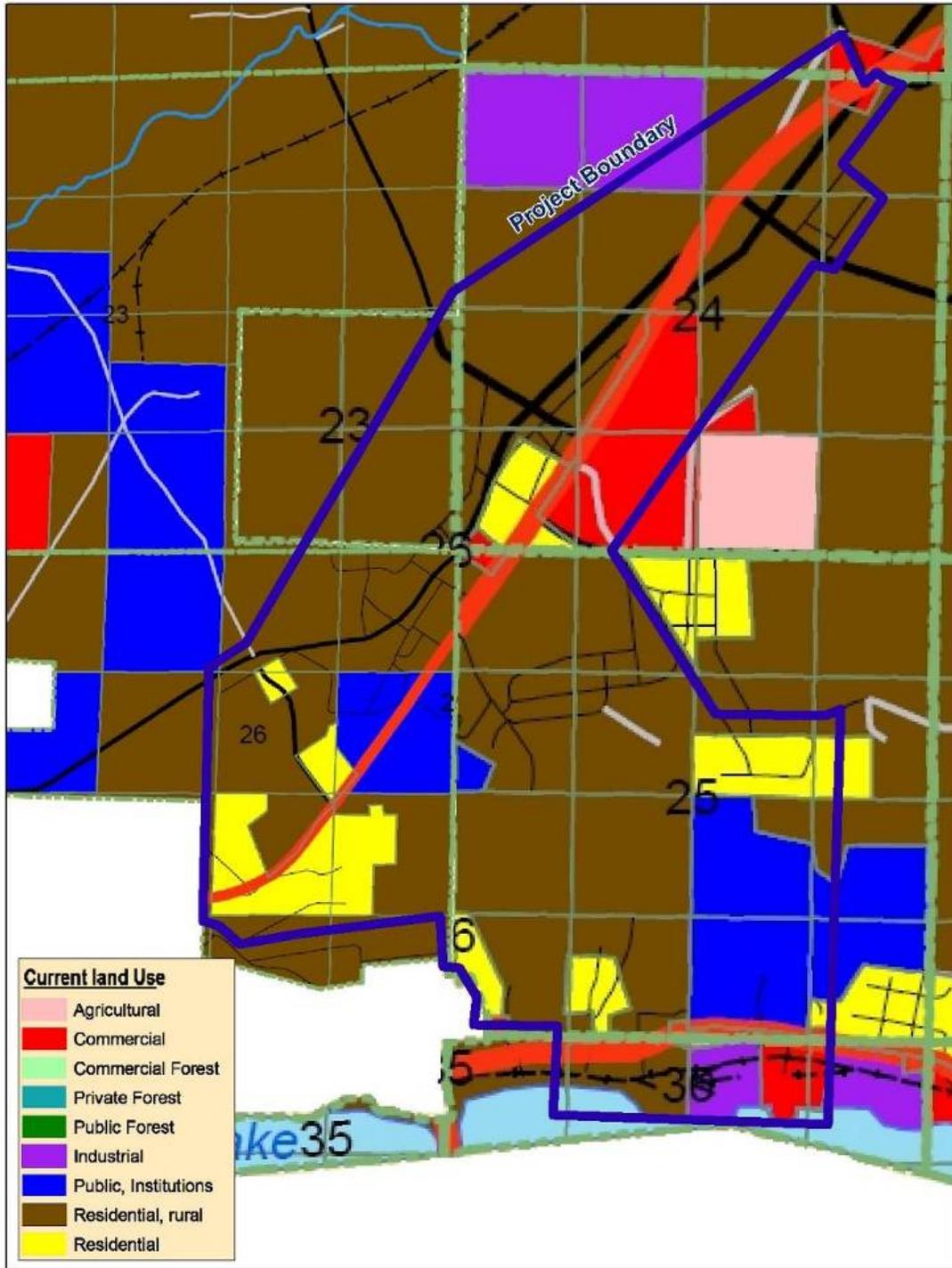


Figure 3- 2: Houghton County Land Use Plan, Current Land Use, 2006 (source: Houghton County, Michigan Land Use Plan)

**Future Land Use**

Figure 3-3 illustrates desirable future land use for the Quincy Unit. The majority of change between Existing Land Use and Future Land Use occurs within the Residential, Rural category. Residential, Rural on the Existing Land Use map becomes Forest and Residential on the Future Land Use map indicating a desire for natural resource restoration and preservation (see Table 3-2). Another significant change is the reclassification of land identified as Public, Institutions to Recreation. With the lack of land use controls in Houghton County, adherence to the Land Use Plan is not enforceable. The intention of the Future Land Use map is to guide the growth of townships and municipalities.

**Table 3-2**  
**Houghton County Future Land Use Definitions**

Future Land Use	Description	Acreage
City Urban	Areas inside cities.	13.7
Agricultural		0
Commercial	Includes industrial.	125.1
Forest	Private and public.	373.9
Recreation	Non-forested.	117
Residential	More dense communities, villages, and small towns.	338.6
Residential, Rural	Year round residences, second homes, lakeshore houses, and camps. Year round access limited to local residents.	135.1
Water	Portage Lake	9.6
<i>Source: Houghton County, 2007</i>		

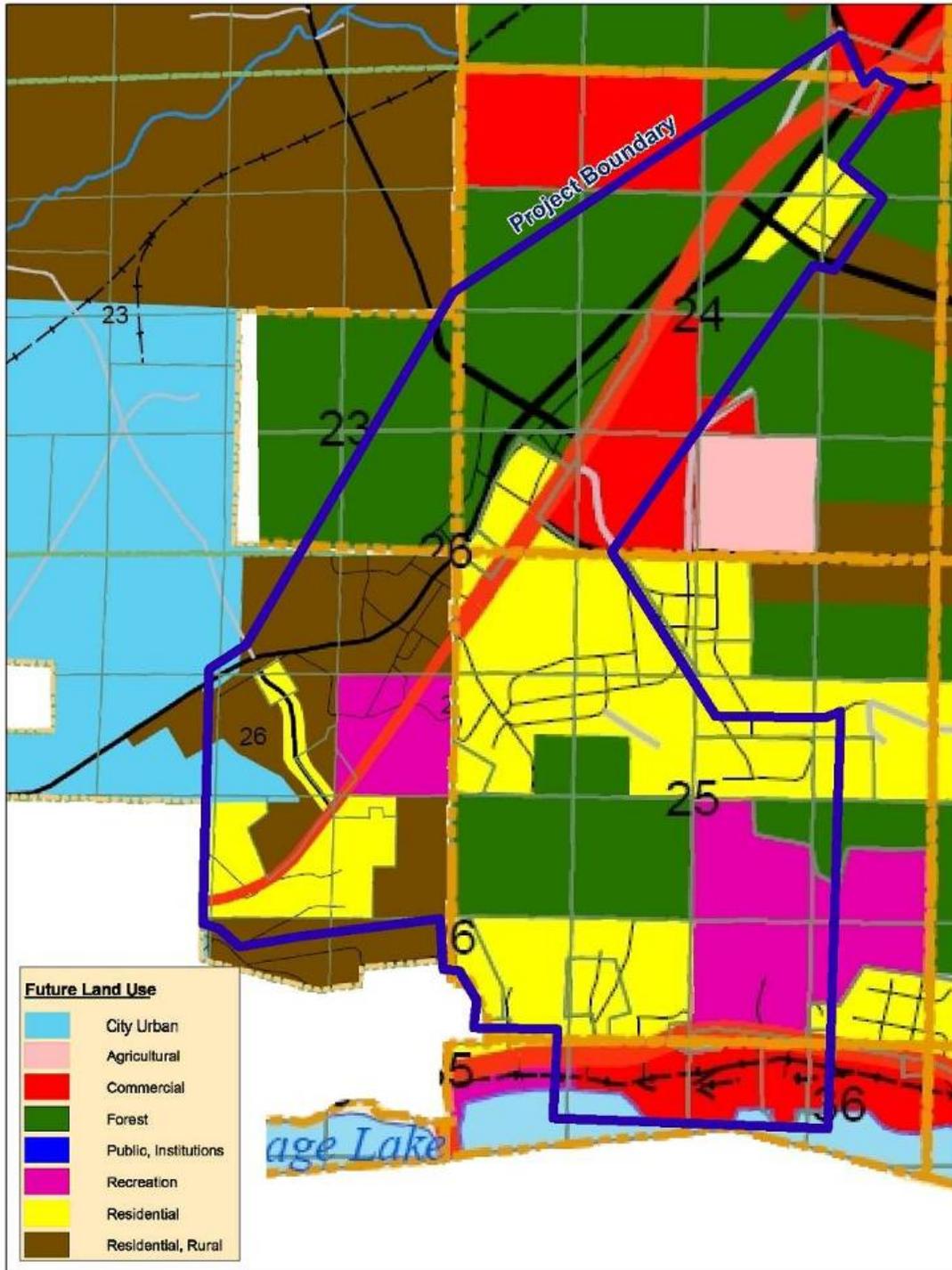


Figure 3-3: Houghton County Land Use Plan, Future Land Use (source: Houghton County, Michigan Land Use Plan)

### Zoning

No local governments that overlap the Quincy Unit of Keweenaw National Historical Park have adopted zoning to direct land use. A limited number of local ordinances address specific topics but community growth is shaped primarily through private interests and building codes.

### Transportation and Circulation

The main access to the Quincy Unit is provided by automobiles. Large-scale circulation within the Quincy Unit is mainly dominated by vehicular routes. U.S. 41 is the primary road through the unit, providing access from both the north and the south. Highway 2 and Michigan Route 28 provide the primary east-west access to Houghton County and the entire Keweenaw Peninsula. There are no interstates in the vicinity.

Secondary roads provide access to neighborhoods and other facilities within the unit, as well as links to other areas (see Figure 3-4). In addition to the roads, historic railroad right-of-ways provide informal circulation corridors that are utilized by all terrain vehicles, snowmobiles, bikers, and pedestrians. The Quincy cog rail tramway provides access from the No. 2 hoist house area to the No. 2 adit. The No. 2 adit links the surface with the underground corridors of the mine (see Figure 3-5).

The Cities of Houghton and Hancock provide an on-demand bus service and there is a regional bus terminal in downtown Hancock. There is no passenger train service in the area. Houghton County Memorial Airport is located three miles northeast of the Quincy Unit and has two flights daily to and from Minneapolis-St. Paul International Airport. There are no road improvements planned by the Houghton County Road Commission or the Michigan Department of Transportation for roads within the Quincy Unit.

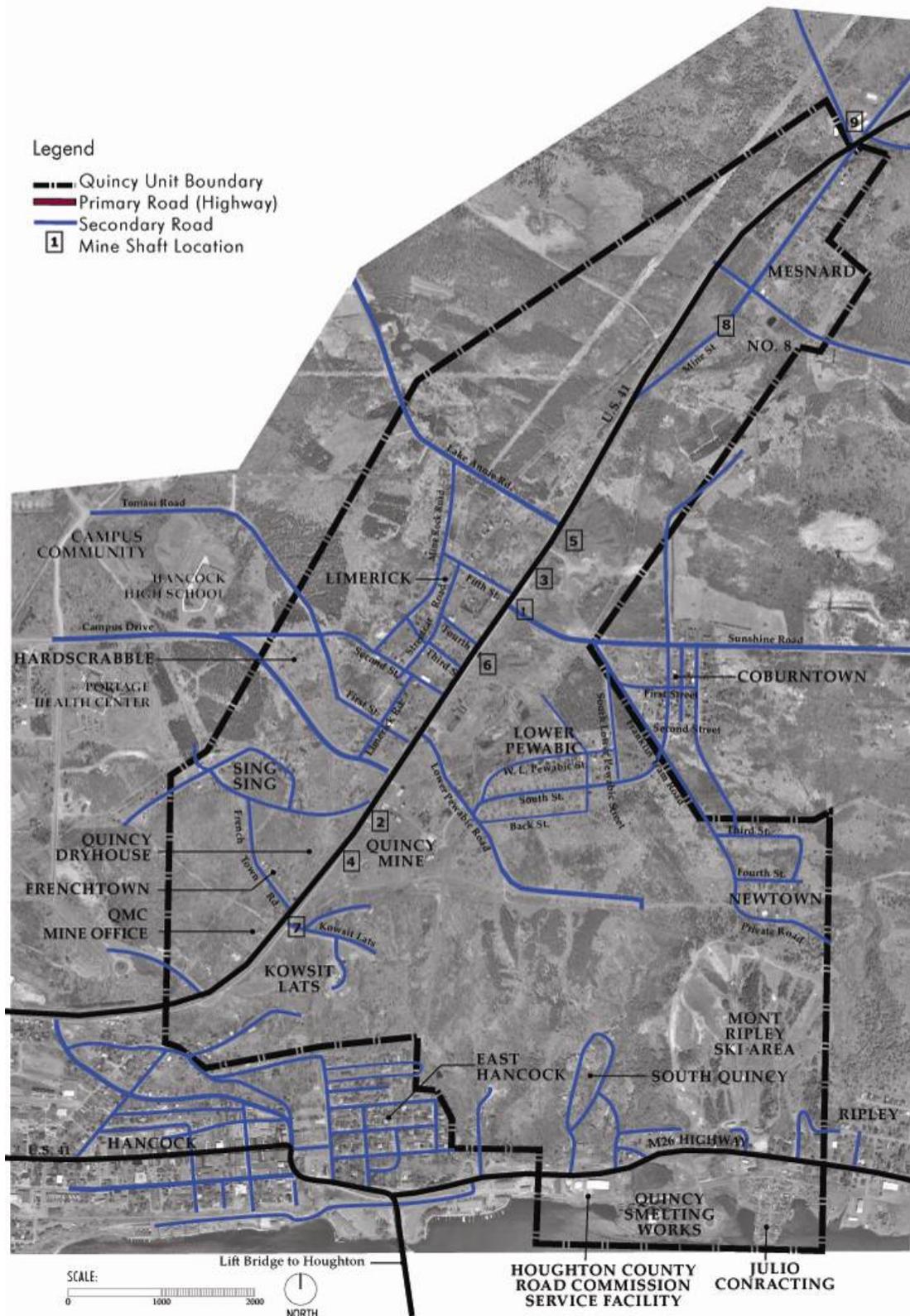


Figure 3- 4: Existing Roads

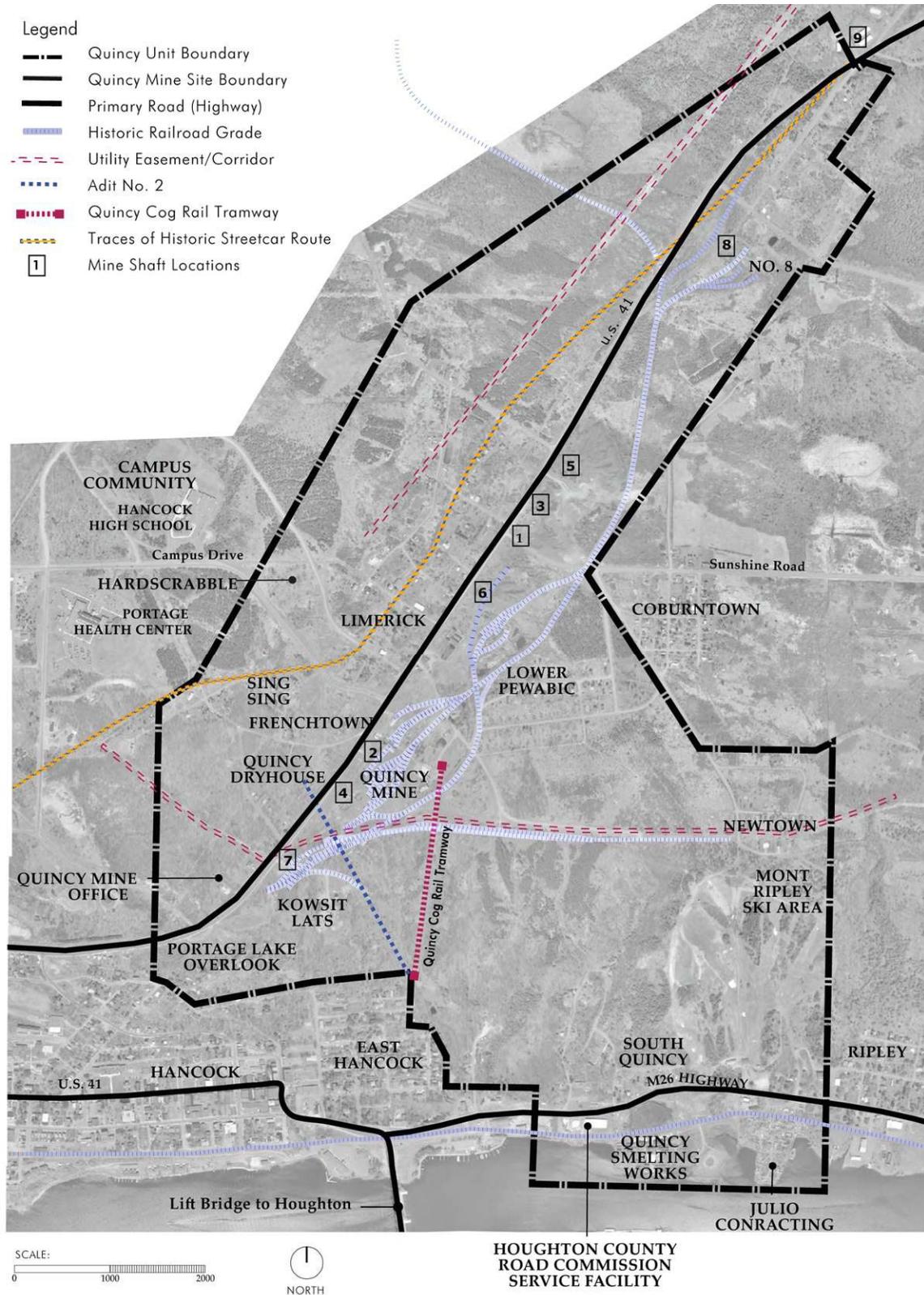


Figure 3- 5: Existing Railroad Grades and Tram Route

Vegetation

Vegetation within the Quincy Unit is addressed in association with Landscape Character Areas. A general overview of vegetation throughout the unit is provided in Figure 3-6. The figure includes an infrared aerial photograph of the unit that can be used to identify large areas of conifers, mixed shrubs and trees, lawn, and meadows. Conifers include mainly balsam fir, mixed spruce, mixed cedar, and red pines. Mixed shrubs and trees include a broad range of woody plants in various phases of succession and transition. These include mixed maple, oak, birch, aspen, alder, apple, and lilac species. Lawn areas are those that include grass species that are mown. Meadow areas contain mixed grass and forb species as well as scrub plants (woody plants that are seedlings or saplings).

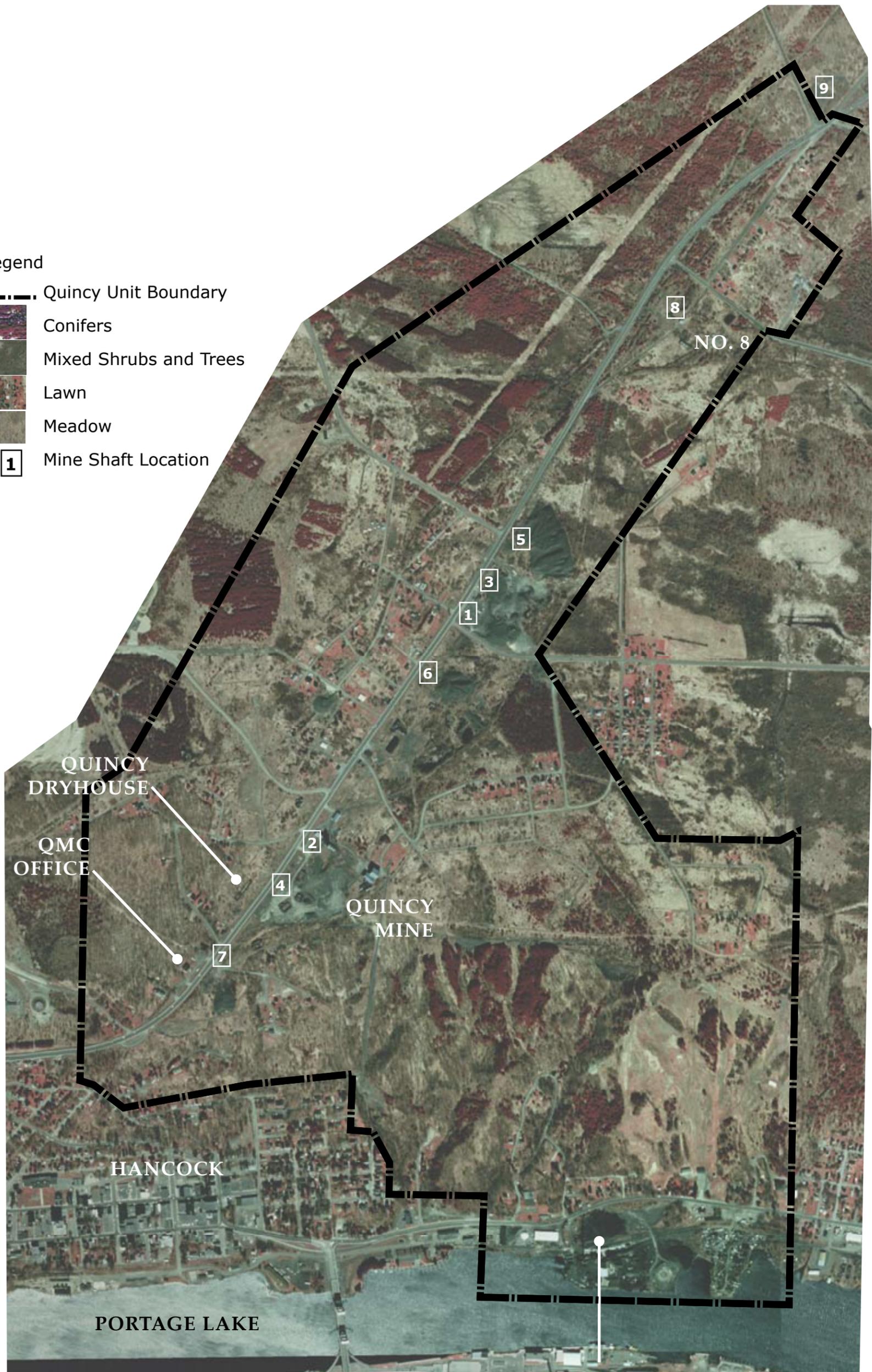
Woodland covers large portions of the Quincy Unit. Vegetation in non-developed areas is highly disturbed with natural succession reclaiming cleared land. Within the Unit, there are two red pine plantations with even-aged trees of approximately 30-40 feet height. Abandoned industrial and company housing sites are overgrown with volunteer herbaceous and woody plants. Some of the domestic plants that were introduced to the area by residents have survived and spread, including rhubarb, lilacs, lilies, apple trees, and Lombardy poplar trees. These plants provide hints of former activities and help to identify historic company housing sites.

**Following page:**

**Figure 3- 6: Quincy Unit Vegetation**

Legend

-  Quincy Unit Boundary
-  Conifers
-  Mixed Shrubs and Trees
-  Lawn
-  Meadow
-  Mine Shaft Location



Source: Infrared aerial of the Quincy Unit, Keweenaw National Historical Park.

QUINCY SMELTING WORKS

NORTH

*Archeological Resources*

Although the purpose of this CLR/EA is to address above ground historic landscape resources, consideration of known and potential archeological resources is necessary. Data regarding the extent of archeological resources contained in the park is incomplete. However, it is indisputable that there is great potential for both prehistoric and historic archeological resources within the Quincy Unit. Although archeological resources have not been comprehensively inventoried within the Quincy Unit, a number of projects have been conducted that indicate the area contains extensive archeological resources. As early as 1863 Charles Whittlesey published his observations regarding early copper mining in the area. A recent report by Larry Mishkar focuses on the site of the A.E. Seaman Mineral Museum and numerous unpublished reports conducted by Michigan Technological University have focused on archaeological sites within the Quincy Unit. These have included a survey for the path of a water line that documented the presence of rail and tram lines; documentation of the presence of the first Euro-American cemetery associated with the Quincy Mining Company; and documentation of residential neighborhoods. Extensive buried deposits have been documented in the area near the Quincy Machine Shop and Blacksmith Shop.<sup>1</sup> Plans are underway for the preparation of an Archaeological Inventory and Evaluation for the two units of the park. It is likely that extensive archaeological resources related to historic copper mining in Michigan's Keweenaw Peninsula will be identified. In addition, it is possible that prehistoric resources may be discovered. The Keweenaw Peninsula hosts one of the oldest known copper-working sites in North America, dating to the early Holocene. Although historic activity has resulted in extensive ground disturbance at Keweenaw National Historical Park properties, the prehistoric record has yet to be systematically investigated, and could offer additional information about early activity in the Upper Great Lakes.

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<sup>1</sup> Mishkar, Land Use History and Archaeological Survey, A.E. Seaman Mineral Museum Project, Quincy Mine National Historic Landmark, Houghton County, Michigan; Whittlesey, Ancient Mining on the Shores of Lake Superior, Smithsonian Contributions to Knowledge; other unpublished projects conducted by Michigan Technological University.

**Socioeconomics**

**Demographics**

The population in Houghton County in 2000 was 36,016 (see Table 3-4). The populations of the City of Houghton and the City of Hancock both declined between 1990 and 2000 while the populations of Houghton County and the Census Tract increased. Per capita income of residents in Houghton County in 1999 was \$15,078, compared to \$22,168 for the State of Michigan. A comparison of per capita income, unemployment rate, and poverty rate can be seen in the table below.

In 2000, the largest employment sectors in Houghton County were in the areas of educational, health and social services (40.1 percent), retail trade (13.4 percent) and arts, entertainment, recreation, accommodation and food services (10 percent). The unemployment rate for Houghton County declined from 9.9 percent in 1990 to 7.9 percent in 2000, but was still significantly higher than the state and national level of 5.8 percent in 2000.

The Quincy Unit is completely contained within census tract 9905 of Houghton County. This census tract experienced a slight population growth in the 1990s. Although there is a relatively high unemployment rate in the census tract, the poverty rate is slightly lower than the cities of Hancock and Houghton and Houghton County.

**Table 3-4: 2000 Census Data**

	Census Tract 9905	City of Houghton	City of Hancock	Houghton County	State of Michigan
1990 Pop.	3,152	7,498	4,547	35,446	9,295,297
2000 Pop.	3,393	7,010	4,323	36,016	9,938,444
White	98.1%	89.2%	96%	95.5%	80.2%
Black	.4%	1.9%	.8%	.9%	14.2%
Native Amer.	.5%	.4%	.9%	.5%	.6%
Other	1%	8.5%	2.4%	3%	5%
Per Capita Income	\$16,310	\$11,750	\$16,669	\$15,078	\$22,168
Unemployment Rate	8.5%	8.6%	7.4%	7.9%	5.8%
Poverty Rate	12%	36.9%	14.3%	16.8%	10.5%

Source: US Census Bureau, 1990 and 2000

**Economic Resources**

Tourism on the Keweenaw Peninsula has both a summer and a winter season. Summer and early fall is the main tourist season and lasts from Labor Day through mid-October. Winter activities like ice fishing, snowmobiling, and cross country skiing makes this region popular from November through March.

In 1996, it is estimated that tourism generated \$137,459,000 in the Keweenaw Region which includes Baraga, Houghton, Iron, Keweenaw and Ontonagon Counties.<sup>2</sup> Houghton County accounted for approximately 23 percent of the revenue generated or roughly \$32,000,000. In 2000, Houghton County accounted for over 46 percent of revenues generated from tourist

<sup>2</sup> Michigan State University, 2007.

expenditures. A break down of visitor expenditures for Keweenaw NHP and the Quincy Unit is given in the Visitor Study Summary.

In 2000, Houghton County had 172 licensed eateries, 946 rooms available in commercial lodging establishments and 332 campsites. During the summer tourist season rooms are available from various sources including national hotel chains, inns and rental cabins located along Lake Superior. During the winter tourist season approximately 900 rooms remain available.

**Visitor Expenditures**

Keweenaw National Historical Park VSP Visitor Study was conducted between 24 July and 1 August 2004. During the study 332 visitor groups were questioned. Of the visitor groups questioned, the average group expenditure was \$365 with an average per capita expenditure of \$189 (see Table 3-5). At the Quincy Unit, visitor groups only averaged \$36 in expenditures with a \$9 per capita average. A summary of visitor expenditures can be seen in the table below. In all categories, visitors to the Quincy Unit spend considerably less money than the average park visitor.

**Table 3-5**  
**Visitor Expenditure Summary**

Category	Proportion of Total Expenditures (\$ value)	
	All Visits (\$365 per group)	Visits to Quincy Unit (\$36 per group)
Hotel/Motel Cabin	21% (\$77)	-
Restaurant/Bar	17% (\$62)	-
Gas/Oil	11% (\$40)	-
Camping Fees	10% (\$36)	-
Groceries/Take-Out Food	10% (\$36)	-
Admission/Recreation	9% (\$33)	46% (\$17)
Other Transportation	4% (\$15)	-
Donations	1% (\$4)	1% (<\$1)
All other Purchases	17% (\$62)	53% (\$19)

*Source: Keweenaw National Historical Park, 2004*

**Visitor Experience**

The Upper Peninsula of Michigan provides a wide variety of outdoor experiences for visitors. Opportunities for hiking, camping, skiing, hunting, biking, paddling and boating as well as the option to visit numerous cultural sites are attractive to tourists from throughout the country. Because Keweenaw National Historical Park is a “partnership park,” partner organizations also contribute resources to the overall experience of visitors.

Keweenaw Heritage Sites that are heavily visited include Porcupine Mountains Wilderness State Park; McLain State Park; Fort Wilkins State Park. The main attractions available at the

Quincy Unit include the Quincy Mine Hoist Association underground mine tours, the cog rail tram, the Quincy Mine Museum in the No.2 Hoist House, the Nordberg Steam Hoist Tour, the No. 2 shaft-rockhouse self-guided tour, the Quincy Mine Gift Shop and the National Park Service visitor information desk at the Supply House. Soon, an added attraction will be the A.E. Seaman Mineral Museum. The Michigan Technological University facility is relocating from Houghton to the Blacksmith Shop and Machine Shop buildings within the Quincy Unit.

Although current visitation to Keweenaw NHP exceeds 500,000, the park, including the Quincy Unit has experienced a decrease in visitors since 2003. Table 3-6 outlines attendance of the Keweenaw cooperating sites and the Quincy Unit since 2003.

**Table 3-6**  
**Keweenaw NHP Annual Visits**

	2003	2004	2005	2006
Porcupine Mountains Wilderness SP	366,600	470,650	253,461	313,544
Fort McLain SP	183,000	177,300	149,277	
Fort Wilkins SP	165,000	147,800	106,469	108,694
<b>Quincy Unit</b>	<b>45,000</b>	<b>33,600</b>	<b>40,000</b>	<b>30,800</b>
Others	64,700	61,301	49,960	64,401
<i>Total</i>	<i>824,300</i>	<i>890,651</i>	<i>599,167</i>	<i>517,439</i>
<i>Source: Keweenaw NHP, 2007</i>				

The Division of Interpretation and Education is currently implementing the park’s Education Plan. The plan includes recommendations for teacher workshops, history camps and ranger-guided and self-guided tours of the park. Ranger-led tours of the park include a Quincy Ruins Walk that is conducted two times a week during the summer. Park staff also provides interpretive training for cooperating sites.

To better understand visitor preferences and demographic information, a Visitor Study was conducted for the park in the summer of 2004. The visitor study was conducted by the Park Studies Unit at the University of Idaho. A visitor questionnaire was utilized to generate data on visitor experiences and expenditures at Keweenaw National Historical Park and cooperating sites.

According to the survey, the majority of visitors tend to be from Michigan and immediately surrounding states. Michigan accounts for over half of the park visitors and the states of Wisconsin, Illinois, and Minnesota account for another thirty percent. The average group size is five people and the average visitor age is about forty nine.

The primary reason visitors cited for visiting the Keweenaw Peninsula was to enjoy the natural resources and scenic beauty. Another important reason for visiting the region was for outdoor recreation. Other attractions in the region that are often seen on the same trip as visits to Keweenaw NHP include Copper Harbor, Pictured Rocks National Lakeshore, Apostle Islands National Lakeshore, and Isle Royale National Park.

Keweenaw NHP does not have a Visitor Survey Card program. Current data on visitor satisfaction is based solely on results of the 2004 Visitor Study. The NPS has a service wide goal of ninety-five percent visitor satisfaction with park facilities, services, and recreational opportunities. Because Keweenaw National Historical Park is relatively new, it has an overall goal of seventy percent satisfaction by 2008. Over fifty percent of visitors rated their visit to the Quincy Mine & Hoist as being very good. Fifty-three percent of visitors rated the overall quality of visitor services as very good. Keweenaw NHP also has a goal that seventy percent of visitors will understand significance of the Park after their visit.

Since most property within the boundaries of Keweenaw National Historical Park is not owned by the NPS, park staff work collaboratively with the Keweenaw Heritage Sites to mitigate hazards and to educate visitors about safety concerns. Interpretive staff insert safety-related articles in the annual park newspaper, and plan to develop a site bulletin related to visitor safety. Nine percent of visitor groups that participated in the study had a member with a disability. The disabilities included eighty-five percent with mobility impairments, twelve percent with hearing impairments, and nine percent with visibility impairments. Twenty-seven percent of respondents rated Quincy Mine and Hoist disability access as very good. Forty seven percent of visitors with disabilities/impairments reported having access problems at the Quincy Unit. Full accessibility is provided at the gift shop and the cog rail tram.

### **Park Operations**

The park headquarters is located in Calumet, Michigan, which is ten miles north of the Quincy Unit. The *Superintendent's Annual Report, Fiscal Year 2005* listed a total of thirty-three employees at Keweenaw National Park. Fourteen of these employees are permanent. Eleven employees are seasonally involved in maintenance and construction and eight employees are seasonally involved in interpretation and museum curation. Park management, interpretive and maintenance staff are stationed at the Park Headquarters. Keweenaw National Historical Park interpretive staff provides on-site interpretation and visitor contact at the Quincy Unit. In addition, much of the park interpretive and museum staff's time is spent working with cooperating sites and school groups throughout the region to tell the story of the park's history. The preservation services division serves park partners and property owners through technical assistance offered by the historical architect and landscape architect. Park maintenance staff provides routine maintenance for park facilities, and repair and rehabilitation to historic structures in both the Calumet and Quincy Units.

### Quincy Unit Landscape Character Types and Associated Landscape Character Areas

To better understand the existing conditions of the Quincy Unit landscape, the Unit was divided into areas with similar physical characteristics, qualities and attributes. These subdivisions, hereafter referred to as landscape character areas, are distinguished by their related cultural landscape resources.<sup>6</sup> Given the variety and number of landscape character areas within the Quincy Unit, three *landscape character types* have been identified to group the landscape character areas for purposes of inventory and analysis. The landscape character types include 1) character areas related to historic mine/industrial landscapes, 2) character areas that include historic mine housing locations, and 3) character areas that contain non-historic and adjacent land uses (see Figure 3-7). Figure 3-8 illustrates the industrial and mine related sites within the Quincy Unit.

The existing conditions descriptions included herein provide an overview of the primary site features related to each landscape character area, rather than a detailed field inventory at the site level. Figure 3-9 illustrates the locations of existing buildings, remnants of buildings, and major landscape features within the Historic Industrial Core of the Quincy Unit.

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<sup>6</sup> Page, Robert R., Cathy A. Gilbert, and Susan A. Dolan, 1998. A Guide to Cultural Landscape Reports: Contents, Process, and Techniques (Washington, DC: U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Park Historic Structures and Cultural Landscapes Program), 75.

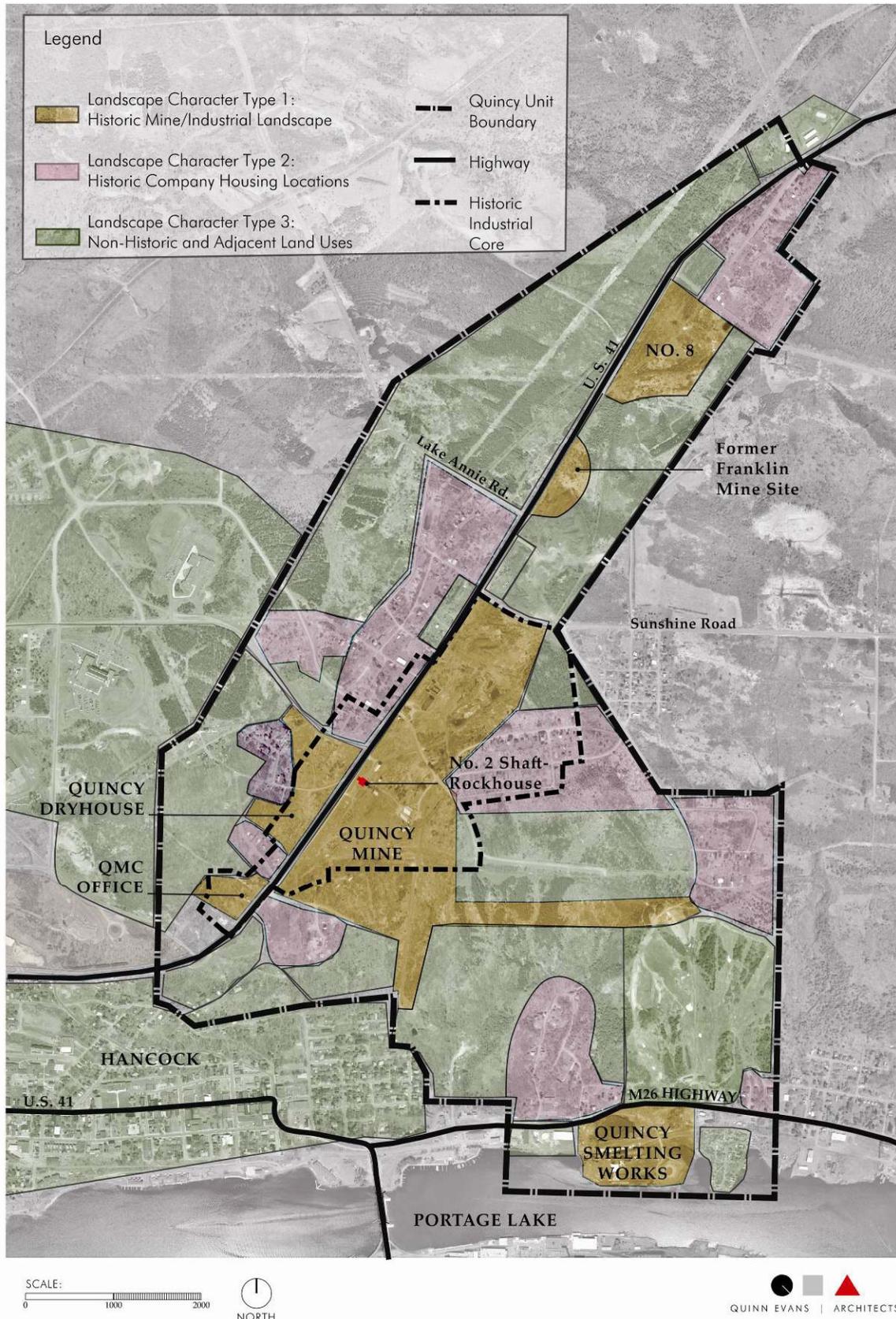


Figure 3- 7: Quincy Unit Landscape Character Types

***Landscape Character Type 1 - Historic Mine/Industrial Landscapes***

*Quincy Mine landscape character area*

*Quincy Smelter landscape character area*

*Quincy Mine Office and Superintendent's Residence landscape character area*

*Quincy Dryhouse landscape character area*

*No. 8 landscape character area*

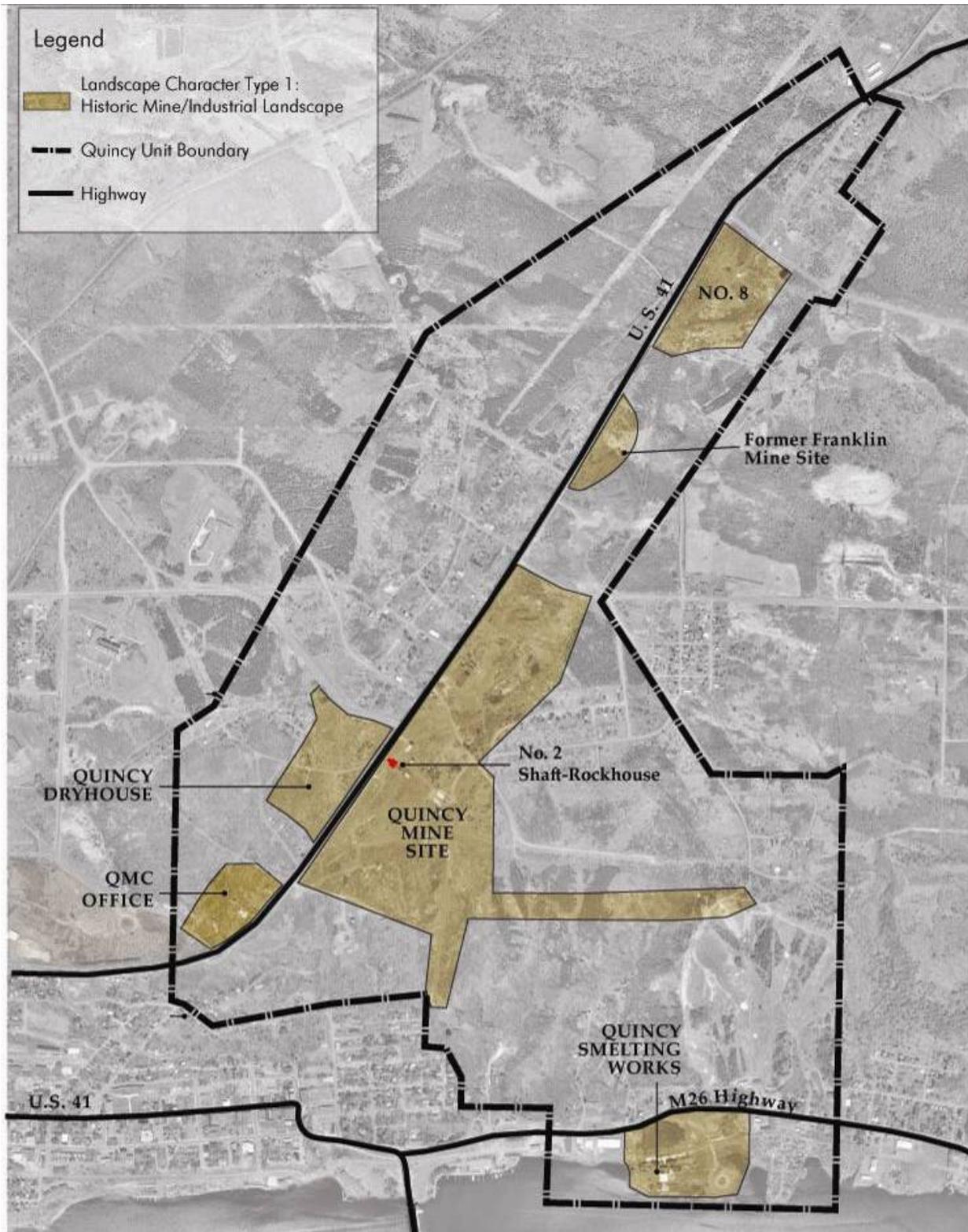


Figure 3- 8: Landscape Character Type 1: Industrial / Mine Related Areas

**Landscape Character Type 2 – Historic Company Housing Locations**

*Limerick landscape character area*

*Hardscrabble landscape character area*

*Kowsit Lats landscape character area*

*Lower Pewabic landscape character area*

*Sing-Sing landscape character area*

*Coburntown landscape character area (adjacent to unit boundary)*

*Frenchtown landscape character area*

*Ripley landscape character area (adjacent to unit boundary)*

*Mesnard landscape character area*

*Newtown landscape character area*

*South Quincy landscape character area*

**Landscape Character Type 3 - Non-Historic and Adjacent Land Uses**

*Hancock landscape character area (adjacent to unit boundary)*

*Portage Lake Overlook landscape character area*

*U.S. 41 landscape character area*

*Community: Campus Drive landscape character area (adjacent to unit boundary)*

*Houghton County Road Commission Service Facility landscape character area*

*Julio Contracting landscape character area*

*Mont Ripley Ski Area landscape character area*

*Wooded landscape character area*

**Next Page:**

**Figure 3- 9: Existing Conditions, Historic Industrial Core**

**Legend**

- Historic Industrial Core Boundary
- Pedestrian Route
- Extant Historic Building
- Historic Railroad Grade
- Remnant of Historic Building
- Contemporary/Modified Building
- Extant Railroad Track
- Artifact pile
- Vegetation
- Rock Piles
- Cog Rail Tramway
- Mine Shaft Location



Buildings and Remnants of Buildings

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. Blacksmith's Shop</li> <li>2. Machine Shop</li> <li>3. Captains Office</li> <li>4. Supply House</li> <li>5. Oil House</li> <li>6. No. 2 Shaft-Rockhouse</li> <li>7. No. 2 Hoist House (1882)</li> <li>8. Martin House and Outbuilding</li> <li>9. No. 2 Hoist House (1918-20)</li> <li>10. No. 2 Hoist House (1894-95)</li> <li>11. No. 5 Boiler Plant (1912)</li> <li>12. Ruin of Diamond Drill Core House</li> </ol> | <ol style="list-style-type: none"> <li>13. Remnant of Compressor Building</li> <li>14. Remnant of No. 4 Boiler House (1882)</li> <li>15. Hancock Township Fire Department</li> <li>16. Remnant of No.4 Hoist House (1885)</li> <li>17. Remnant of No. 7 Boiler House (1898)</li> <li>18. Quincy &amp; Torch Lake R.R. Water Tank</li> <li>19. Remnant of Engine House (1889)</li> <li>20. Dryhouse Foundation</li> <li>21. Mine Captain's Office</li> <li>22. Assay Office</li> <li>23. Captain White's Residence</li> <li>24. Quincy Mine Office</li> <li>25. Superintendent's Residence</li> </ol> |
|--|--|

Sources:

1. Aerial photography, prepared for Keweenaw National Historical Park by Ayres Associates, Inc., of Madison, Wisconsin, May 2002.
2. Eric M. Hanson, "Quincy Mining Company Maps," HAER Heritage, Conservation and Recreation Service, 1978.
3. Land ownership information provided by Keweenaw National Historical Park.
4. Larry Mishkar, "Land Use History and Archaeological Survey, Seaman Mineral Museum Project, Quincy Mine National Historic Landmark, Houghton County, Michigan," Industrial Archaeology Laboratory, Michigan Technological University, Houghton, Michigan, 2005.
5. Period of Change Plans, Chapter II, Landscape History, Quincy Unit Cultural Landscape Report.
6. Smithgroup and Hitch, Inc., "A.E. Seaman Mineral Museum Master Plan Report," 20 January 2006.

SCALE: NORTH

QUINN EVANS | ARCHITECTS

Landscape Character Type 1 – Historic Mine/Industrial Landscapes

*Quincy Mine landscape character area*

The Quincy Mine landscape character area is the principle mining attraction in the Quincy Unit of Keweenaw National Historical Park. This area includes the most intact historic mining resources within the unit including the No. 2 shaft-rockhouse and the No. 2 hoist house (see Figures 3-8 and 3-9). The area is managed by the Quincy Mine Hoist Association (QMHA) to provide tours and educational programs about the history of the mine for the public. The QMHA utilizes several of the historic resources as part of their interpretive program. These include:

- **The No. 2 shaft-rockhouse:** The building is a significant component in the interpretive tour of the site. It also provides the region with a major icon of its copper mining past, visible on the horizon for miles (see Figures 3-10, 3-11, 3-12 and 3-17)
- **The Gift Shop:** Once a supply office, the building now functions as the Quincy Mine Hoist Association gift shop and houses a seasonal visitor information desk staffed by the National Park Service (see Figures 3-12 and 3-13).
- **Public Restrooms:** Once an oil house, the building now houses public restrooms on the upper level and a seasonal blacksmith demonstration below (see Figure 3-14).
- **The No. 2 Hoist House (1894-1895):** The building functions as a Quincy Mine Hoist Association museum, comfort station, and interpretive tour staging area (see Figures 3-11 and 3-15). The building is connected to the No. 2 Hoist House (1918-1920).
- **The No. 2 Hoist House (1918-1920):** This building houses a Norberg steam hoist which is the world's largest steam hoist and a National Historic Landmark. The building is connected to the No. 2 Hoist House (1894-1895).
- **The Cog Rail Tramway:** The tramway provides a link between the No. 2 hoist house and the mine adit for visitors experiencing the mine tour (see Figure 3-16).
- **The Adit:** The adit is an entrance to the underground mine tour and links the surface to the seventh level of the mine (see Figure 3-16).
- **The area between the No.2 shaft-rockhouse and No.2 hoist houses:** This is a display area of mine-related artifacts. A complete inventory of the artifacts was prepared by Scott See of Michigan Technological University. The eastern portion of the area is used for parking (see Figure 3-17).
- **The Parking Lot:** This area between the supply house and the No. 2 shaft-rockhouse is utilized for undefined gravel parking (see Figures 3-12 and 3-13).

- **The Quincy Machine and Blacksmith shops:** This property is owned by Michigan Technological University. The machine shop is being rehabilitated to house the A.E. Seaman Mineral Museum. Plans for the blacksmith shop include utilizing it in the future when the museum facility expands (see Figures 3-18 and 3-19).
- **The lawn northeast of the No. 2 hoist houses:** This is a display area for mine-related artifacts (see Figure 3-20). A complete inventory of the artifacts was prepared by Scott See of Michigan Technological University.
- **The railroad track northeast of the No. 2 hoist houses:** The railroad track provides a display of rolling stock on a historic railroad grade (see Figure 3-21).



Figure 3- 10: North elevation of the No. 2 shaft-rockhouse at Quincy Mine, 2006 (source: QEA)



Figure 3- 11: Panoramic view of the south Quincy Mine site from the dryhouse area, 2006 (source: QEA)



Figure 3- 12: Quincy Mine gift shop, oil house, No. 2 hoist house and No.2 shaft-rockhouse, from across U.S. 41, 2006 (source: QEA)



Figure 3- 13: South elevation of gift shop and parking area, 2006 (source: QEA)



Figure 3- 14: South elevation of the restroom and seasonal blacksmith demonstration area, 2006 (source: QEA)



Figure 3-15: No. 2 Hoist Houses (1918-20 right and 1894-95 left), 2006 (source: QEA)



Figure 3-16: View looking north toward tram at the adit, 2006 (source: QEA)



Figure 3-17: The area between the No. 2 hoist house and the shaft-rockhouse is used for parking and as a display area for mining artifacts, 2006 (source: QEA)



**Figure 3-18: The Quincy machine shop is being rehabilitated to be the home of the A.E. Seaman Mineral Museum, 2006 (source: QEA)**



**Figure 3-19: The Quincy blacksmith shop is planned to accommodate expansion of the A.E. Seaman Mineral Museum, 2006 (source: QEA)**



**Figure 3-20: Lawn northeast of the (1918-1920) No. 2 hoist house, facing southwest, 2006 (source: QEA)**



Figure 3- 21: Railroad track and rolling stock northeast of No. 2 hoist houses, 2006 (source: QEA)

Although the Quincy Mine Hoist Association has developed an interpretive program that focuses on the historic mining operation, the majority of the landscape resources are not highlighted in the interpretive efforts. The historic landscape features at the site provide a rich collection of resources that could add another dimension to the existing interpretive program. Extant landscape features (including buildings) that could provide an added perspective to the visitor's experience at the site include:

- **Martin House Site:** The property includes a house, privy and barn (see Figure 3-22). The Quincy Mine Hoist Association would like to use it for interpretation of a miner's domestic life. It has been stabilized by NPS workers but requires further structural repairs.
- **Cooling Ponds:** The cooling ponds are two connected concrete-lined pools that feature pipes and remnants of wooden piers located along the centerlines of the pools (see Figure 3-23). The pools were used as a cooling system for the hot water from the steam engine at the hoist house. Today vegetation growing inside the pools partially obscures the features, but they are still mostly intact and somewhat visible.
- **Area between the Cooling Ponds and the Supply Office:** This area contains dense second-growth vegetation and extensive remains of railroad tracks, building foundations and discarded materials, and utility trenches related to the Quincy Mine operations (see Figure 3-24). The ground is extremely uneven and foundations and piles of pipes and bricks are disguised by the vegetative growth. Views in this area are also obscured by vegetation.
- **Area north of Supply Office:** This area contains remnants of historic buildings, railroads, utility trenches, roads, and equipment that are mostly hidden by vegetation that has grown up in the area (see Figure 3-25).

- **Area south of the No. 2 shaft-rockhouse with foundations and ruins:** This area contains remnants and foundations of several substantial mining buildings that are surrounded by a rocky landscape with uneven topography (see Figures 3-26 and 3-27). The area contains remnants of poor rock piles that have been mined recently to provide fill for road projects and gravel in the region. The removal of the rock has left an unusual landscape with rock piles and cut out areas. Vegetation includes herbaceous species among the rock and successional vegetation in clusters, especially inside and adjacent to the building foundations.
- **No. 5 Boiler Plant, trestle remnant, utility trench, and smokestack:** This area includes significant mining related structures that are deteriorating. The No. 5 Boiler Plant lacks a roof, and the partitions, hoppers, and overhead rails are being impacted by weather related the elements. The connection between the trestle remnant and the No. 5 Boiler Plant is still evident, yet its condition is precarious. The smokestack was determined to be structurally unsound and it was demolished in early 2009. The utility trench connecting the No. 2 Shaft-rockhouse to the No. 5 Boiler Plant has been covered with mesh and vegetation is growing over it, so that the connection is no longer visible.
- **No. 6 Site:** This area contains a large poor rock pile surrounded by volunteer vegetation and extensive remnants of buildings and artifacts (see Figures 3-30 and 3-31). This portion of the site has not been actively managed, but it has value in its ability to represent the landscape change over time – after human activities are halted.
- **Area east of the cog tram track:** This area slopes steeply down toward Portage Lake and is covered by dense vegetation (see Figure 3-28). Intermixed with volunteer native species are domestic plants, including apple trees that produce fruit.
- **Rock Piles:** Throughout the region poor rock piles are being mined for road construction, and in some cases they have been disguised by vegetation (see Figure 3-29 through 3-32). Their loss as a visual landscape feature is changing the region’s identity to one that is not as easily associated with its historic mining activities.



Figure 3- 22: View of Martin House Property facing northwest, 2008 (source: QEA)



Figure 3- 23: View looking south of northernmost cooling pond, 2006 (source: QEA)



**Figure 3- 24: The area between the cooling ponds and the supply house includes a recently added informal trail and sign for blacksmith, 2006 (source: QEA)**



**Figure 3- 25: View from No. 2 shaft-rockhouse showing area north of supply office, 2006 (source: QEA)**



**Figure 3- 26: View looking north at the area south of No. 2 shaft-rockhouse with foundations and ruins, 2006 (source: QEA)**



Figure 3- 27: View looking northeast at the area south of the No. 2 shaft-rockhouse, 2006 (source: QEA)



Figure 3- 28: Vegetation east of the cog tram track, 2006 (source: QEA)



Figure 3- 29: Used car lot east of U.S. 41 with privately owned poor rock pile in the background, 2006 (source: QEA)



Figure 3- 30: Poor rock pile at No. 6 site, 2008 (source: QEA)



Figure 3- 31: View of No. 6 site, Machine shop and No. 2 Shaftrock house from poor rock pile at No. 6 site, 2008 (source: QEA)

### *Quincy Smelting Works landscape character area*

The Quincy Smelting Works is situated on the north side of Portage Lake, east of Hancock and south of Highway 26 (see figure 3-32 through 3-37). Its location positions it as a focal point along a very visible and dynamic waterfront environment. The site offers expansive views of the adjacent waterway and downtown Houghton. It also features more than thirty historic structures and several site features that represent the smelting process and once supported operations at the site. The conditions of these resources vary greatly but collectively represent how the complex functioned as part of the Quincy Mine Company. It is currently owned by Franklin Township and is an EPA superfund site.

During the 2006 field inventory, the core area of the Quincy Smelting Works site was not accessible. It was completely encircled with chain-link fence and posted with warning signs

regarding hazards – features that remain from U.S. Environmental Protection Agency efforts to remove asbestos and other hazardous materials from the site. The fence remains around the core structural complex, even after a much more complete abatement of asbestos in the buildings was carried out by the EPA in 2008. The fence has reduced, but not eliminated, problems associated with trespassing, looting and vandalism. Similar asbestos abatement was also conducted by EPA at the barn and garage where temporary fencing was removed.

Despite limited access, a review of the 2002 *Quincy Mining Company Smelting Works Historical Land Use Survey* prepared by Dr. Patrick Martin and Gianfranco Archimede and investigation outside the fence identified several character defining landscape features. Below is an examination of these features and their association with the site (see Figure 3-32 for locations of the features).

- **Former Railroad Grades:** The site is bisected from east to west by former Mineral Range and Copper Range Railroad grades now owned by the State of Michigan and used for recreation purposes and to accommodate underground utilities. Since removal of most of the rails contemporary users for the trail include snowmobilers, all terrain vehicle enthusiasts, bicyclists and pedestrians - including walkers and runners. Today two spurs on the south side of the grade remain. One continues to feature a locomotive resting on rails and ties while the other provides a ramped berm (formerly a wood trestle) to the upper level of the sandstone mineral house.
- **Tram Lines & Trestles**  
Transportation of materials on site was handled by a system independent of the railroad. Evidence of this smaller gauge network of rails is found at four steel trestles built to facilitate movement of slag and coal. One can be seen north of the cupola furnace building where it bridges the Mineral Range Railroad grade to access the north slag pile. A second may be found south of the briquetting building where it connects the cupola furnace building with the reverberatory furnace building and facilitates the movement of materials between them. A third is located north and east of the casting shed where it functioned as an elevated charging system for the furnaces. Finally, a fourth trestle exists east of the dockside warehouse loading dock where it was once integrated with the disposal of slag from the reverberatory furnace.
- **Slag Piles**  
Three slag piles exist on the site and contribute to the industrial character of the site. While all are byproducts of copper smelting each pile exhibits varying characteristics.

#### *North Slag Pile*

The largest (north slag pile) is located directly north of the cupola furnace building. It is a massive pile with steep sides and a relatively flat top. Primarily black in color, its fine glass-like texture is most evident when viewed up close. This pile was formed when slag from the cupola furnace was trammed here while still in a molten state. It was begun in 1905 when construction of the elevated steel trestle connecting it to the cupola furnace building was complete.

### *East Slag Pile*

The second largest (east slag pile) is located at the far eastern edge of the site, immediately adjacent to the Portage Lake. It is lower in height, smaller in area and slopes upward from west to east with the highest point found on the east side of the pile. The shape of the slag pile suggests it has been worked or distributed by a bulldozer(s) at some time. The variable composition of the slag includes large pieces that reflect the use of slag buggies or molds and smaller pieces similar to those found on the north slag pile. Included within the pile is a mixture of debris including brick, fire brick, metal objects and stamp sand. Color exhibits greater variability from the black found in the north slag pile. Historical photos, maps and company records suggest this pile began in the 1920's after the land was acquired from the Franklin Mining Company and an elevated tram system was expanded to reach this area.

### *East Shoreline Slag Pile*

The smallest slag pile (east shoreline slag pile) is located east of the dockside warehouse, at the end of an elevated tram trestle, near the shore of Portage Lake. This slag pile curves and slopes upward as it once functioned to support a tram line between the casting shed and the elevated tram trestle. Although rails are no longer present several wood ties may still be seen today and its former use is still evident. Included within the pile is other industrial debris like fire brick, structural brick, coal ash, and many iron artifacts. Its construction date is unknown but it is presumed this pile began with the expansion of the tram in 1923.

- **Open spaces**

There are four primary open spaces evident at the Quincy Smelting works that require further explanation.

#### *Northern Open Space*

North of the railroad grade and south of M-26 lies an open area east of the north slag pile. This area is gently sloped and features stamp sand deposits and vehicle circulation routes. Historic photos or maps do not indicate this area was used for anything except anticipated eastward expansion of the north slag pile.

#### *Central Open Space*

Southeast of the elevated trestle approach to the mineral house and east of the casting shed and dockside warehouse lies an open space that was once occupied by a semicircular approach of a tram line to the dockside warehouse. Although evidence of the tram line approach has been altered, foundation remains from two structures no longer present are still visible. The area has been bisected by grading and installation of the previously mentioned fence installed during EPA's remediation efforts.

#### *Salt Storage Area*

The southeastern corner of the site contains an open space defined by the shoreline and the east slag pile. Within this area is a circular drive and a concave asphalt pad that is approximately 125 meters in diameter and nestled into the surrounding stamp sand. This area was previously used for barges with conveyors to offload road sand for the Houghton County Highway Commission in the 1980's. From here the material could be loaded, transported and distributed to other areas.

### *Southwest Open Space*

The southwestern corner of the site is an open space positioned between historic buildings and the Portage Lake. This area is flat and was historically associated with the presence of a coal dock, tram lines, a slag shed, scale house and other features no longer present. Evidence of these uses may still be found within the varied soil deposits and artifacts in this area.

- **Soil composition**

The Quincy Smelting Works was constructed on a site created entirely by fill placed in the Portage Lake. The land is documented as man-made, the result of two previous companies dumping waste stamp sand into the Portage Lake to develop their own stamp mills. Since the site is not part of the original shoreline the composition should be noted as hard packed stamp sand accrued between 1860 and 1898.

On the surface this site lacks soil typically found in natural environments. Instead, the ground plane is composed of a mixture of stamp sand, finely crushed slag, coal, coal ashes, limestone, iron ore, mould sand, and structural debris like brick, mortar and wood. This mixture provides a gritty industrial feel that further conveys the character of the site's former use and limits the growth of vegetation except where soil has accumulated or become intermixed with the coarser rock and mineral elements.

Below the surface of the site there is likely to be little or no clay layer or bedrock for considerable depth. Because of the way the site was constructed with deposits of stamp sand it is possible that artifacts from the stamp mill or dock remnants remain buried in the soil.

- **Loading Dock**

The construction of the concrete loading dock began in 1898 following shoreline dredging and once support piles were driven. The concrete we see today was installed later, in 1909. While the concrete is generally in poor condition, it continues to reflect the area intensively used for loading and unloading of copper and supplies. Numerous wood pilings continue to mark the location of the wooden dock structure that once allowed ships to dock and facilitated the exchange of copper and supplies.

- **Structures and Artifacts**

The Quincy Smelting Works Site continues to be rich with historic structures and artifacts that communicate its historic use and significance. To better understand the individual structures, and their respective roles on the site, please reference the 2002 *Quincy Mining Company Smelting Works Historical Land Use Survey* prepared by Dr. Patrick Martin and Gianfranco Archimede of Michigan Technological University.

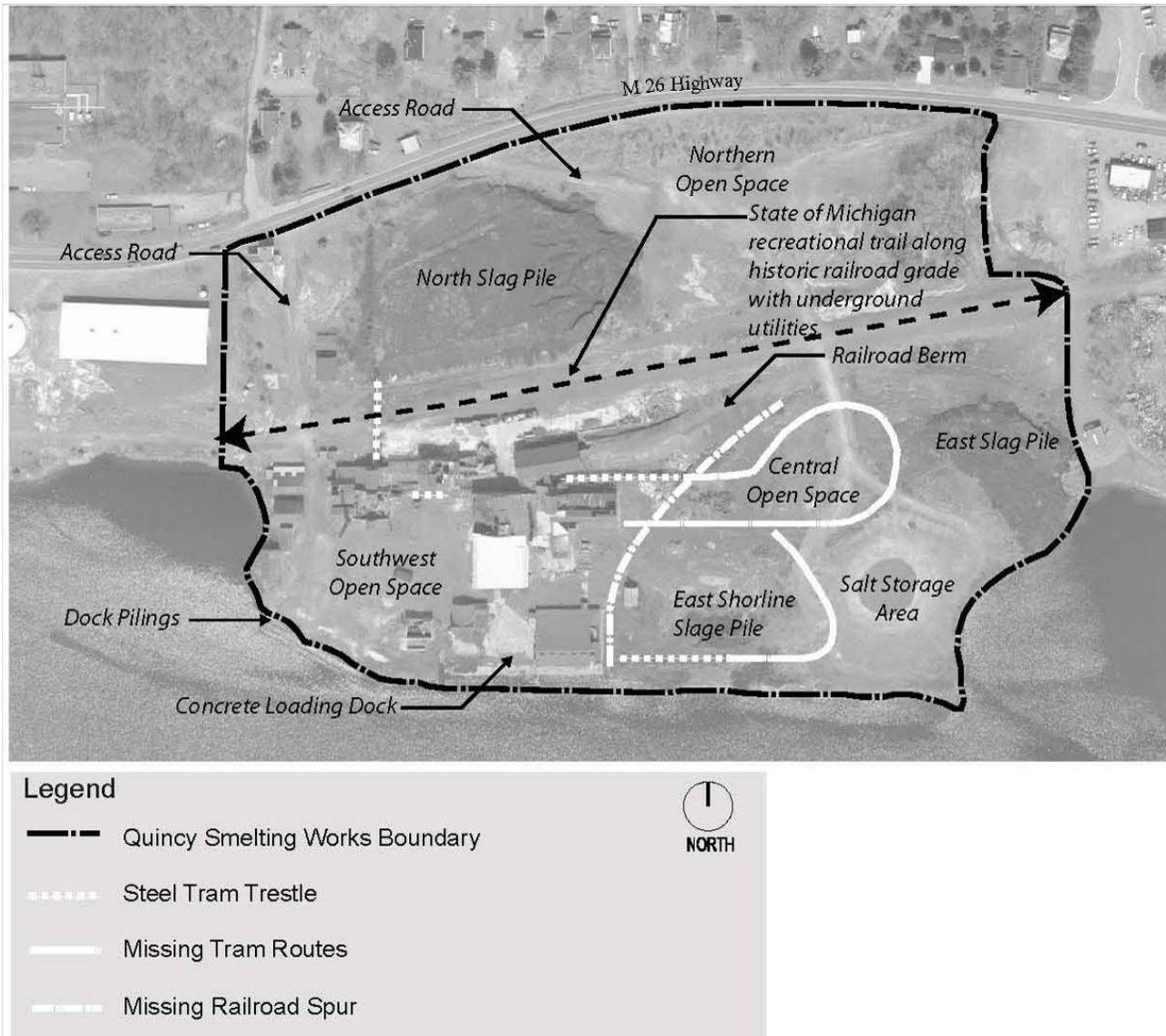
Artifacts are generally described as widely distributed and greatly varied on this site. They range from small hand tools, mechanical fasteners and personal effects to large industrial carts, molds and fixed machines or equipment. Many are rare or uniquely crafted for this site and its operation. The presence of artifacts in the landscape adds a human scale element to a large gritty, industrial place. Lacking a complete inventory of artifacts leads to the suggestion that photographs may offer the best opportunity to understand these elements and how they enrich the industrial landscape.

- **Shoreline**

The EPA also conducted a site remediation project that involved placing geotextile fabric and rock rip-rap armoring along the shoreline east of the dockside warehouse. Additional work is presently being considered as part of a site re-use and environmental remediation planning effort conducted by EPA and their consultants.

- **Adjacent Uses and Storm water**

Adjacent property uses include the Houghton County Road Commission facility, Mont Ripley downhill ski area, a salvage yard, and marina. Storm water from the ski hill previously ran through the smelter site undirected. A recent EPA project installed culverts with large rock aprons below the existing railroad grade to channel and direct the storm water, preventing further negative impacts to the smelter site. Check dams were also installed downstream to slow water movement and trap sediment before entering Portage Lake. This effort is also being re-examined in the course of recent EPA planning efforts related to site re-use and environmental remediation.



Note: See HAER Drawings (1920 Site Plan) for building names and locations. Ground conditions that contribute to industrial site character are described in the report narrative.

Figure 3- 32: Character Defining Landscape Features - Quincy Smelting Works



Figure 3-33: View of the Quincy smelter and the north shore of Portage Lake (source: QEA)



Figure 3-34: Looking northwest toward chain link fence encircling the Quincy smelter core, downhill ski operation in background (source: QEA)



Figure 3-35: View looking east from the Quincy smelter railroad grade toward slag pile and former salt storage area (source: QEA)



Figure 3- 36: View looking west toward extant buildings at the Quincy smelter (source: QEA)



Figure 3- 37: North elevation of the cupola furnace building at the Quincy smelter (source: QEA)

*Quincy Mine Office and Superintendents House landscape character area*

The Quincy Mine Office cultural landscape is located in the southwestern portion of the Quincy Unit. The 4.36 acre parcel is owned by the National Park Service and was defined and evaluated in a cultural landscape inventory prepared by the Midwest Regional Office in 2006. The site includes the Quincy Mine Office, a two story building displaying elements of both Richardsonian Romanesque and Classical Revival styles. The building is located beside U. S. 41 (see Figure 3-38). Although U.S. 41 was realigned near the building, a trace of the historic route remains and serves as a parking area. Concrete walks from the historic period connect the old road with the building. Other historic features on the property include an in-ground poor rock utility trench and a stone building foundation. In addition, there are remnants of a short sandstone curb/wall and portions of a historic wood picket fence. The area immediately surrounding the Mine Office consists of lawn and the northwest portion of the property behind the building is wooded. Rows of trees are present running perpendicular to the road as they once separated historic land uses and defined the property boundaries. A portion of the historic Quincy Mining Company surface works is visible from the property. In addition, the property affords long, fenestrated views of Portage Lake and the Huron Mountains to the southeast.

The Quincy Mine Agent's House/Superintendent's Residence is located on the northwest side of U.S. 41, across the highway and north of the Michigan Department of Transportation (MDOT) wayside. It is a private residence, and contains extant landscape features including a concrete walk, wooden fence and vegetation along the former county road trace. Within the property mature shade trees are present along with a gravel drive, garage/outbuilding and remnants of a fence surrounding the property.

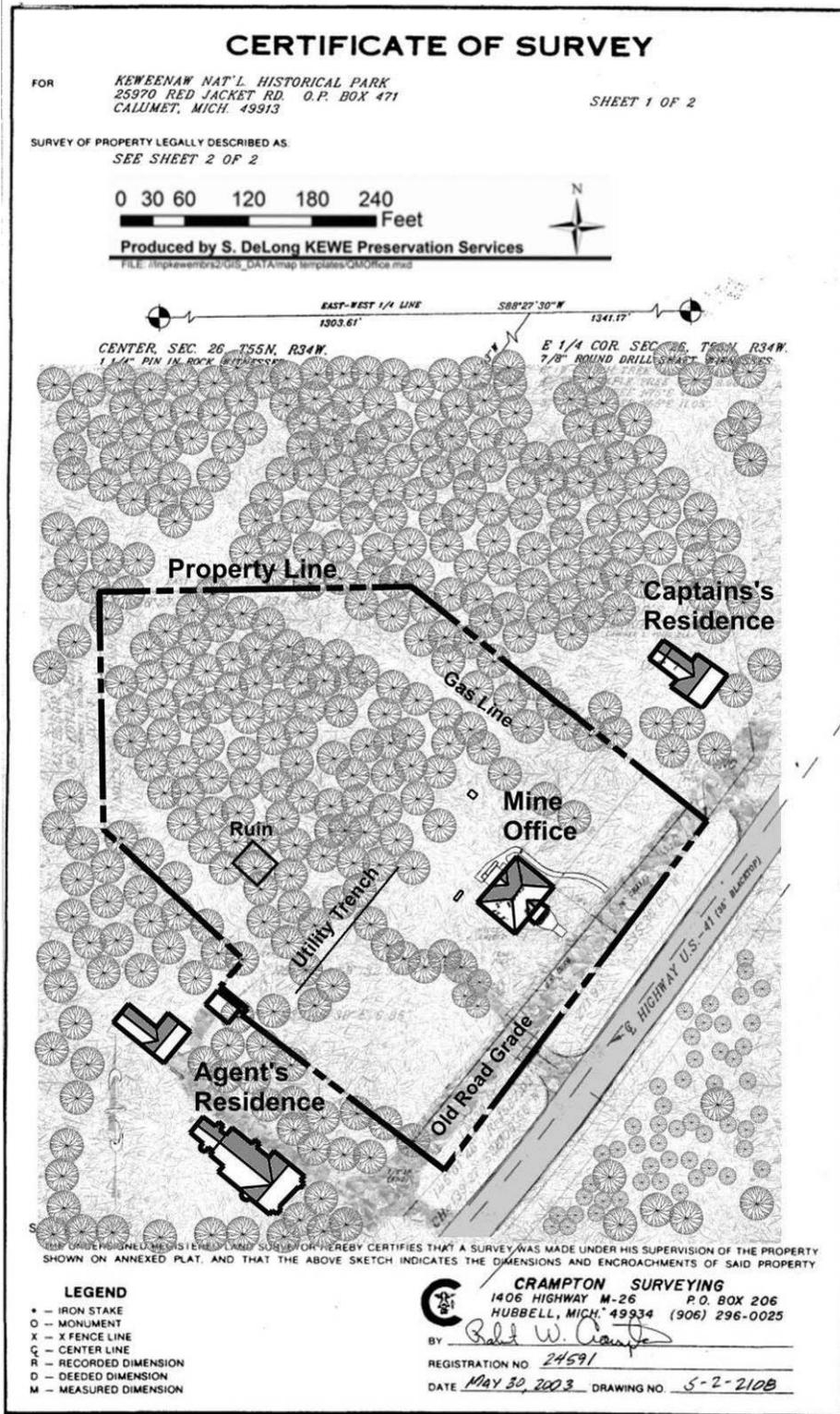


Figure 3-38: Quincy Mine Office Cultural Landscape, Existing Conditions, 2006 (source: CLI, Quincy Mine Office, MWRO)

*Quincy Dryhouse landscape character area*

The Quincy dryhouse is located on the northwest side of U.S. 41, directly across the road from the Quincy Mine site (see Figures 3-39 through 3-44). This area is divided by the No.2 Road, which leads from U.S. 41 to Frenchtown Road. The area contains the foundation and partial walls of the dryhouse, as well as foundations of a mine captain’s office and several houses . The dryhouse and other foundations were stabilized in 2005. The repair mortar offers greater visual contrast against the basalt stone than unrepaired or unstabilized portions of the structure, however, time and weathering may reduce the contrast in materials. The mortar used for these repairs was carefully selected to ensure that it would not damage historic materials. In order to stabilize the dryhouse ruin, a mortar wash was applied as a cap. Globbs of mortar remain inside and outside the structure—left over from the stabilization effort. The area is also home to a few contemporary features. A radio tower and three small service buildings are located to the northwest of the dryhouse (see Figure 3-42). A large, green “Portage Health” sign is located near the intersection of U.S. 41 and Campus Drive (see Figure 3-44) at the former bathhouse site. The sign negatively impacts views of historic resources and their setting on Quincy Hill.

The area between the dryhouse and the former bathhouse site is characterized by uneven, rocky ground with rock outcrops, residential ruins, and archeological deposits (see Figures 3-43 and 3-44). The majority of the locale is covered with herbaceous vegetation including grasses, yarrow, leadplant, goldenrod, aster, rose, raspberry and sweetpea. Woody plants present include successional and mature lilac, maple, ash, and poplar. Although the vegetation obscures views of the historic home foundations and ruins, views to the Quincy shaft-rockhouse and other structures, as well as Portage Lake, are prominent in the vicinity. This area is crossed by several dirt paths and roads that can be linked to circulation routes shown on historic company plans.



**Figure 3- 39: Northeast interior view of dryhouse foundation with No. 2 shaft-rockhouse in background, 2006 (source: QEA)**



Figure 3-40: View looking south at interior of dryhouse foundation, 2006 (source: QEA)



Figure 3-41: View facing south interior of dryhouse foundation after stabilization, 2006 (source: QEA)



Figure 3-42: View looking west toward radio tower and small service buildings near the Dryhouse Foundation, 2006 (source: QEA)



**Figure 3- 43: View looking northeast toward the Quincy Mine Site from across U.S. 41, 2006 (source: QEA)**



**Figure 3- 44: View looking north toward the Portage Health sign and surrounding landscape at the intersection of Highway 41 and Campus Drive, 2006 (source: QEA)**

**No. 8 landscape character area**

The No. 8 landscape character area is located in the northern portion of the Quincy Unit at the end of Mine Street (see Figure 3-45). Positioned on the east side of U.S. 41, the area is separated from the road by dense successional vegetation. Mine Street is an asphalt road that is in poor condition. Historic resources located in this area include the No. 8 headframe and hoisthouse, as well as a large dryhouse/storage building (see Figures 3-46 through 3-47). Southwest of the headframe are extensive remnants of historic structures, including large drylaid poor rock walls with decaying wood beams and other remnants of the mining operations. A historic streetcar grade is visible in the area. Northeast of the headframe, remnants of the mining activities include a poor rock pile, disturbed ground and scattered refuse piles (including large pieces of concrete and steel). The poor rock pile has evidence of recent extensive digging. There are overhead electric lines and power poles on the east side of Mine Street and a utility substation with three large transformers enclosed in a chainlink fence on the north side of the storage building.

This area was re-used and altered by Homestake during their 1976 mining operation and therefore provides a more recent view of copper mining on the Keweenaw than the No. 2 area. Vegetation growing here is mostly deciduous volunteer species, with some fruit trees.



Figure 3- 45: No. 8 Landscape Character Area



Figure 3- 46: No. 8 headframe and hoist house at No. 8 (source: QEA)



Figure 3- 47: Dryhouse/Storage building at No. 8, 2006 (source: QEA)

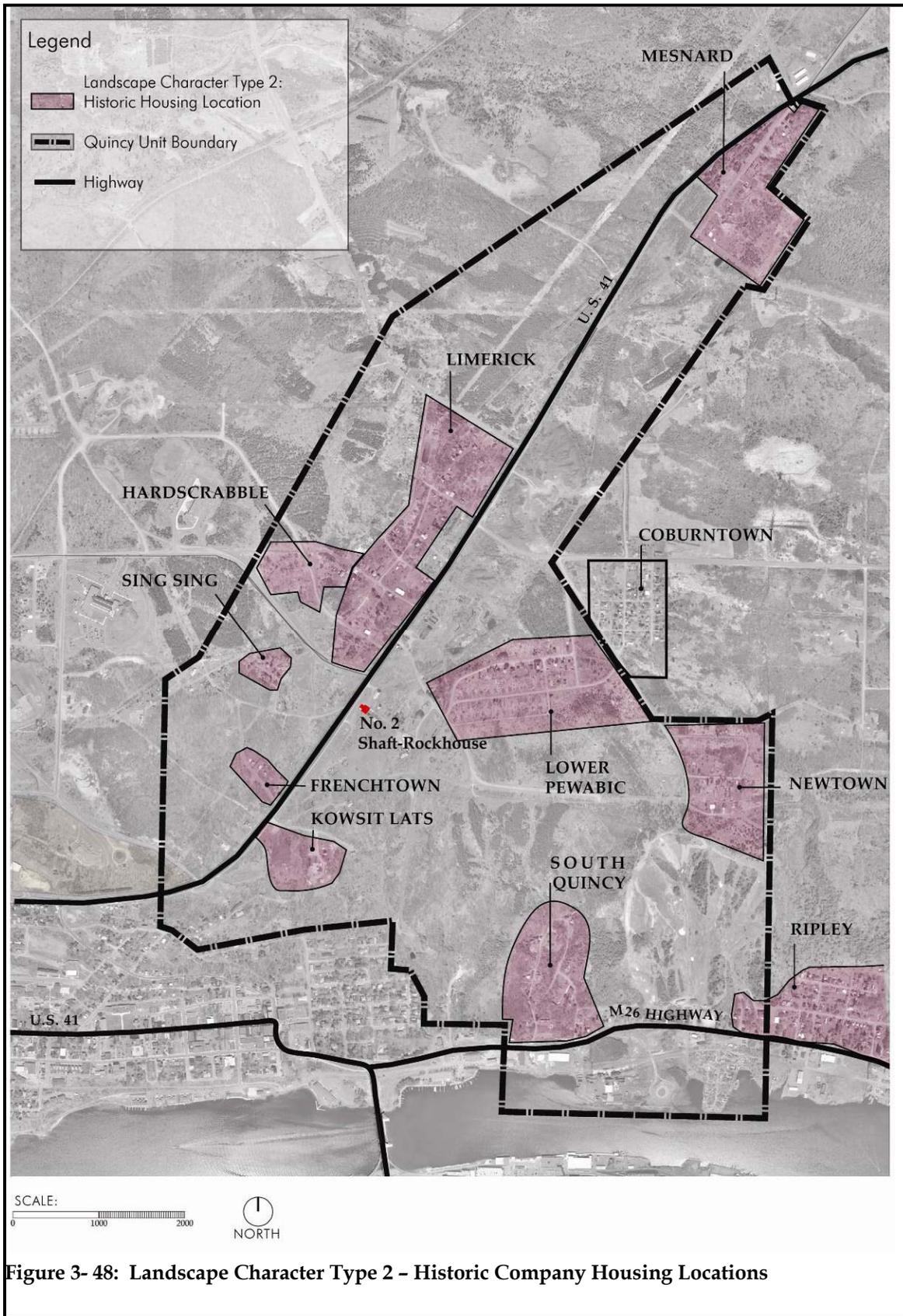


Figure 3-48: Landscape Character Type 2 - Historic Company Housing Locations

***Landscape Character Type 2 – Historic Company Housing Locations***

Remnants of several historic company housing locations exist within the Quincy Unit (see Figure 3-48). These active community neighborhoods also represent a significant group of cultural resources. Areas of company housing portray the theme of corporate paternalism and they serve as reminders of day to day conditions of the lives of the people who worked for the company. In addition, they symbolize the discrepancy between treatment of low-level mine workers and managers by the Quincy Mining Company. They also serve as reminders of day to day conditions of the company's employees and their families. Finally, they help to relate the story of immigration and ethnic settlement in the Keweenaw region.

The remnants of company housing locations within the Quincy Unit display a variety of conditions. Some have been updated to improve occupant comfort at the expense of integrity while several are occupied but need improvements. Others are vacant and dilapidated. Overall, the resources related to worker housing provide valuable information about the historic conditions within the Quincy Unit. The historic housing locations present include Limerick, Hardscrabble, Kowsit Lats, Lower Pewabic, Sing Sing, Frenchtown, and Ripley. The locations and characteristics of each of these neighborhoods are described herein. Although not a company housing location, Coburntown is also described herein due to its close proximity to and interrelated use of this historic mining community.

*Limerick landscape character area (and adjacent area)*

The Limerick location is a rugged residential locality of mixed character connected by a grid of streets (see Figure 3-49). Some properties within the location convey a strong sense of history through their integrity and setting (as seen in Figure 3-50) while others introduce layers of varied land uses, building additions and landscape alterations unrelated to their historic character.



Figure 3-49: Limerick Landscape Character Area

In some areas vegetation screens new and modernized buildings that appear out of scale and inconsistent with the pattern of historic structures and landscape features. Some properties have large mowed lawns resulting in open views that help to visually link spaces together. However, numerous non-historic landscape features relay a character different from that present historically. Table 3-7 offers general characteristics of the individual streets within the area.

The Limerick area is bordered by Campus Road, Lake Annie Road, U.S. 41, and Mine Rock Road. It includes historic residential structures and landscape features including houses, a

church, roads, and remnants of the former Houghton County Traction Company street car route (see Figures 3-49 through 3-53). The former route of the streetcar has been converted to a road in some areas and abandoned in others. Non-historic elements present include large, metal-clad storage buildings, houses, a water tower compatible in design with its surroundings, and roads that vary in their width and surface material. Vegetation includes Lombardy poplars that form distinct lines along portions of streets in the neighborhood. Also present are apple trees, mature lilac, young lilac, fir, sumac, and maple. The apples are sporadically spaced and do not spatially imply the locations of former orchards. Herbaceous species identified on site include leadplant, yarrow, snowberry, goldenrod, aster, sweet pea, and Virginia creeper.

At *Streetcar Road* the majority of the residences are historic, occupied, and in good condition (see Figure 3-51). This is a small, dense, rural residential street with play areas, outbuildings (mostly non-historic) vegetable gardens, flower beds, lawn ornaments, and successional woodland vegetation surrounding mown lawns.

*Lake Annie Road* is bordered on the north and south by dense wooded areas displaying a rural character (see Figure 3-52). There are two historic houses at the intersection of Lake Annie and Mine Rock roads that are clad in aluminum siding. Both are two story structures with gable roofs and extensive additions.

*Mine Rock Road* extends southwest from Lake Annie Road (see Figure 3-53). The eastern portion of the road is bordered on both sides by dense vegetation including mature apples trees, white pine, poplar, and buckthorn. The vegetation opens to reveal a small cluster of houses surrounded by open areas of tall herbaceous species and scattered woody plants. A cluster of homes at the southern end of the road includes ornamental side and backyards with camp sites, play areas and gardens.



Figure 3- 50: Company house at 157 Limerick Road (Emergency Address, 49841), 2006 (source: QEA)

**Table 3-7: Characteristics of Streets in Limerick**

<b>Street Name</b>	<b>Lane Width</b>	<b>Surface Material</b>	<b>Residential Character</b>	<b>Utilities</b>	<b>Vegetation character</b>	<b>Other features</b>
Limerick Road	Single	Asphalt	Small scale mining homes, closely spaced, historic outbuildings	Water tower	Lombardy poplar and lilac flank the street and yards	Road trace at Limerick and First streets, views of No 2.
Streetcar Road	Single	Gravel or Paved	Historic homes, grid not strong due to sites where homes are missing and have been replaced with volunteer vegetation	Overhead electric (north block of road only)	West side is woody with maples and box elder. East side is open with lawns, canopy trees and shrubs. Pockets of woody vegetation are present.	Five large painted boulders
Mine Rock Road	Single	Gravel	Mixed historic and non-historic homes with new garage and home structures	Overhead	Mixed - successional woodlands to open fields with garden plots	Large debris piles, open storage - some views to the northern horizon
First Street	Double	Asphalt	Non-historic east of Limerick, historic west of Limerick	Overhead electric (east of Limerick Road)	Herbaceous plants and shrubs with sporadic mixed woody growth including Lombardy poplar, apple, oak, box elder, cedar, pine and lilac	Expansive views to the horizon from the west of Limerick
Second Street	Double	Asphalt	Mixed historic and non-historic homes with new garage and home structures. A church is visible from this area.	Overhead electric crossings.	Mown lawn and taller grasses near water tower, Ornamental vegetation near rectory and mature maples at west end of street	View of Blacksmith shop and water tower, Contemporary street signs in area
Third Street	Double	Asphalt & Gravel	Non historic irregularly spaced residences with multiple non historic out buildings and additions	Overhead	Lombardy poplar, maple and lilac along north ROW, Areas of mown lawn on the south side and a mature spruce on the north	Vacant lot on U.S. 41 and paved drive with ranch-style commercial building, View of smokestack east of U.S. 41
Fourth Street	Single	Unpaved	Non historic residential commercial along U.S. 41	Overhead	Moderately open character defined by successional vegetation and open lawns	Open storage, parking area on U.S. 41, rock pile east of U.S. 41 partially visible
Fifth Street	Double	Paved	Varied historic homes and associated outbuildings	Overhead	Informal plantings, successional woodlands	Topographic relief on hilltop



Figure 3- 51: North portion of Streetcar Road, facing North, 2006 (source: QEA)



Figure 3- 52: View of houses north of Lake Annie Road from the Mine Rock Road intersection, 2006 (source: QEA)



Figure 3- 53: South end of Mine Rock Road neighborhood, 2006 (source: QEA)

*Hardscrabble landscape character area*

The Hardscrabble housing location is situated immediately north of Campus Drive and west of Limerick (see Figure 3-54). Today this area is void of buildings. The landscape has been disturbed by excavations and regrading. Herbaceous vegetation and successional woody plants obscure former circulation routes and remnants of company housing (see Figure 3-55). A few Lombardy poplar, lilacs, perennials and apple trees may be indicative of the previous domestic activities in this area as they help to delineate residential and circulation patterns. The building foundations of Hardscrabble are only visible within thick pockets of vegetation.

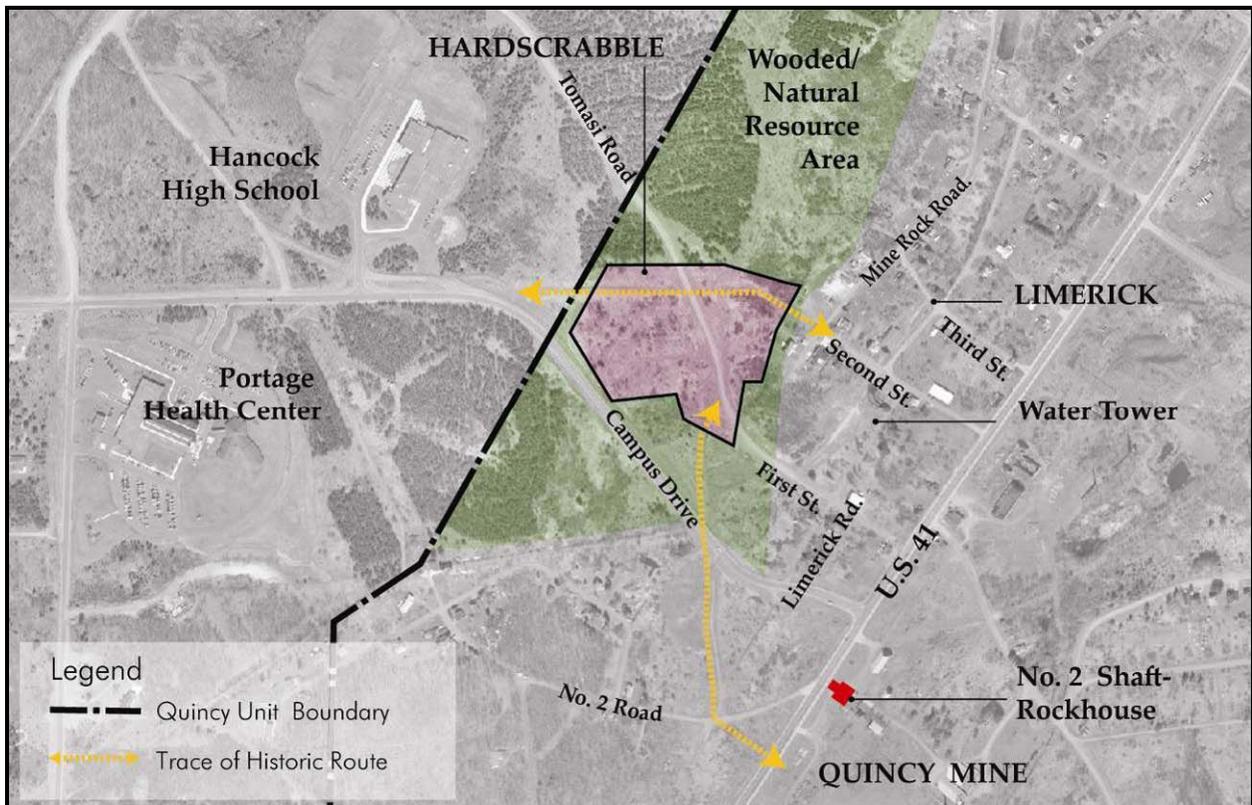


Figure 3- 54: Hardscrabble Landscape Character Area

Much of this area is now owned by the National Park Service. The extensive alterations to the topography diminish the historical integrity of the landscape. As a result the NPS does not currently invite the public to explore the ruins or provide a park experience. Human use and impacts include regular unauthorized use by ATVs and other motorized vehicles. Impromptu ramps and trails have been built for ATV use in areas that may include archaeological resources. The area has also been visited by artifact hunters who have excavated around ruins and former pit toilet sites. Disturbed areas show clear evidence of broken ceramics and glassware, possibly dating to the period of habitation.



Figure 3- 55: Hardscrabble area, 2006 (source: QEA)

***Kowsit Lats Landscape Character Area***

The Kowsit Lats location is adjacent to Kowsit Lats Road, which extends to the east from U.S 41 directly south of the Quincy Mine site (see Figures 3-56 through 3-61). Today it includes four historic residences, the No. 7 engine house, the wood timber and frame covered water tank structure, and remnants of the rock house. Roundhouse Road is built upon part of the historic alignment of a former railroad grade. To the southeast of these elements is an area including non-historic residences and a house under construction at the time of the site visit. This area includes views of the City of Houghton and Portage Lake. A small gravel parking area near the intersection of Kowsit Lats Road and U.S. 41 is owned by the Michigan Department of Transportation. Directly southeast of the parking area is a large storm drainage detention structure surrounded by mine rock.

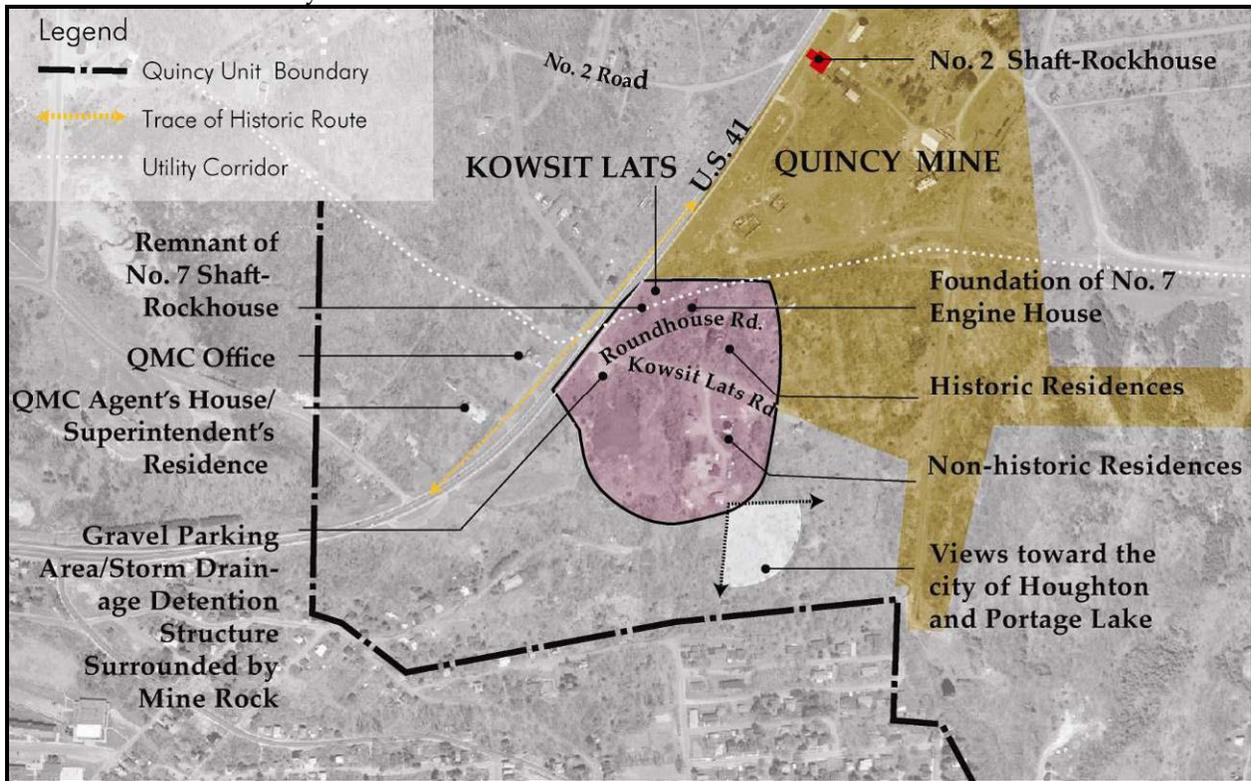


Figure 3- 56: Kowsit Lats Landscape Character Area



Figure 3- 57: Kowsit Lats southern area, 2006 (source: QEA)



Figure 3- 58: Looking west toward engine house on Roundhouse Road, 2006 (source: QEA)



Figure 3- 59: Looking east toward engine house on Roundhouse Road, 2006 (source: QEA)



Figure 3- 60: Historic residence south of Roundhouse Road, 2006 (source: QEA)



Figure 3- 61: View looking east on former railroad grade used by ATVs, 2006 (source: QEA)

*Lower Pewabic Landscape Character Area*

As a historic housing location surrounded by woodlands the Lower Pewabic area has a rural/remote character that evokes a sense of history (see Figures 3-62 through 3-65). Beyond the extant buildings are foundations that communicate the evenly spaced historic building patterns. Unlike Hardscrabble, these foundations are very much intact and readily discerned among existing vegetation. Their relatively undisturbed nature conveys a strong presence of the former residential location. Views of the No. 2 shaft-rockhouse from throughout the company housing location convey a strong feeling of association with the mine site.

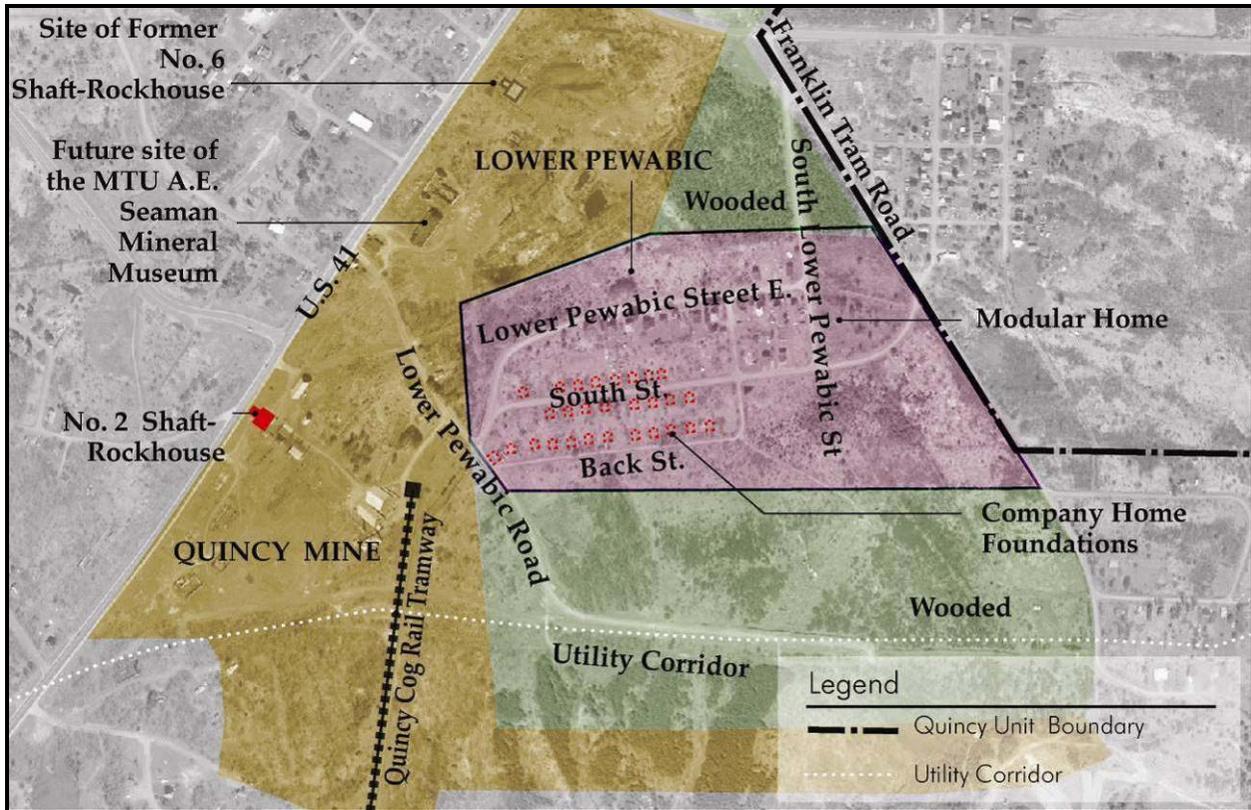


Figure 3- 62: Lower Pewabic Landscape Character Area

This location is east of the No. 2 shaft-rockhouse. It can be reached from U.S. 41 via Lower Pewabic Road. Lower Pewabic includes three parallel streets that are generally oriented east-west, and are connected on each end by shorter streets. The east half of Lower Pewabic Street East is a paved road and it includes a row of evenly spaced two and a half story front end gable residences. The collection of these houses, including their vernacular alterations and associated landscape elements, convey a strong sense of a historic company housing location. Garages, sheds, fences, plantings and mowed areas all help to define property boundaries and communicate ownership in the housing location.

South Street is parallel to Lower Pewabic Street East and located to the south. Like Lower Pewabic Street East, it includes a few evenly spaced two and a half story front end gable residences on the block furthest east. To the west, and bordering First Street to the south, are foundations that mark the evenly spaced pattern of company housing that once existed here. From the foundations one can clearly view the houses along Lower Pewabic East Street, as well as the No. 2 shaft-rockhouse. The remaining stone foundations convey the large size of this housing location. Vegetation located among the foundations includes lilies, lilac, apple trees, Lombardy poplar, small red pines, and a variety of herbaceous species. There are new street signs on some of the streets.



Figure 3- 63: Oblique view of Lower Pewabic, 2005 (source: Rob Wood, Wood Ronsaville Harlin, Inc.)



Figure 3- 64: View west toward No. 2 shaft-rockhouse from Lower Pewabic, 2006 (source: QEA)



Figure 3- 65: Lower Pewabic residences, 2006 (source: QEA)

*Coburntown Landscape Character Area*

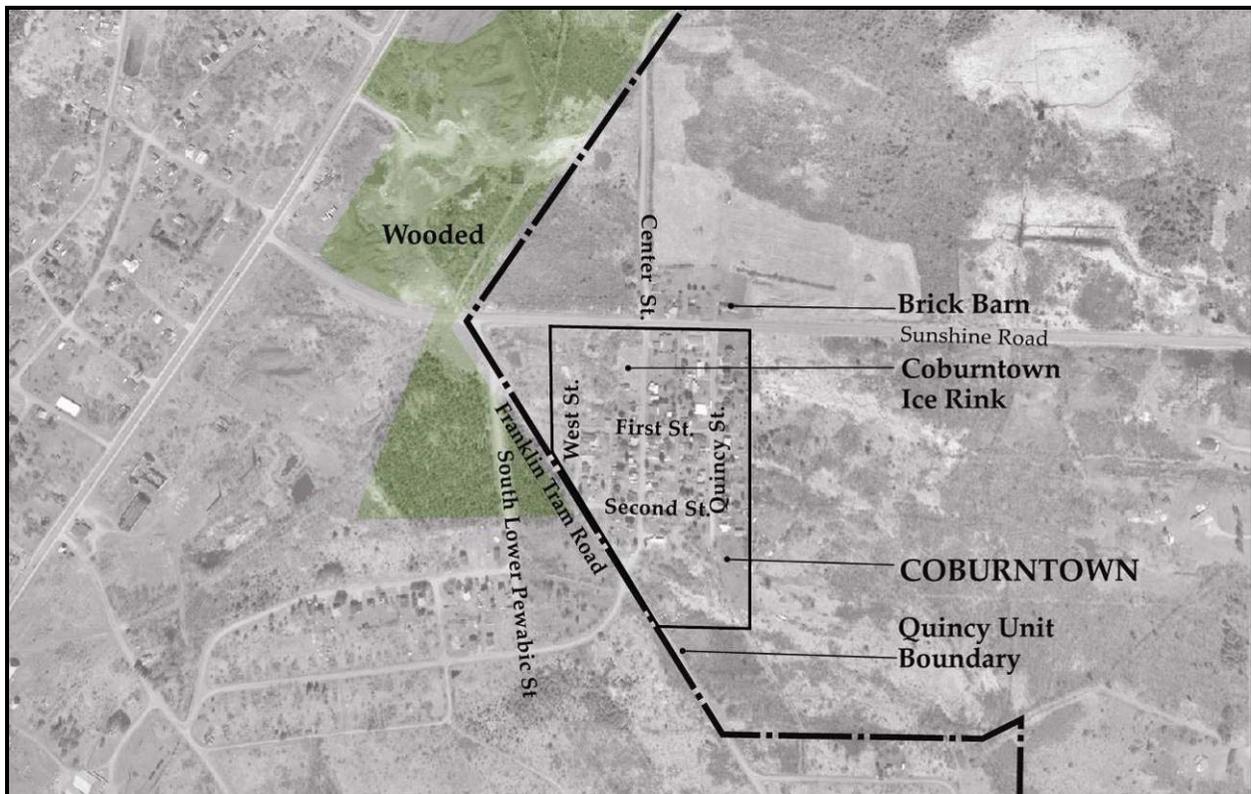


Figure 3- 66: Coburntown Landscape Character Area

Coburntown is located immediately east of and adjacent to the Quincy Unit boundary, Lower Pewabic and Franklin Tram Road (see Figure 3-66). Coburntown is a residential area arranged on a grid pattern of narrow paved streets. It retains a historic feeling, despite the presence of

several intrusions and alterations. As noted earlier, this is a historic location, however it is not a company location.

Quincy Street, in particular, has the feeling of a company town due to the regular rhythm of mining homes facing the street and their compact regular yards defined by hedges, fences, posts and arrangement of woodpiles or stored materials and outbuildings (see Figure 3-67). Foundation plantings of lilies, shrub roses, and other plants are present and often accompanied by lilacs and apple trees as specimens in the landscape. Some of the apple trees are arranged in small orchardlike fashion and this is most visible in a garden between Franklin Tram Road and West Road. Outbuildings are a common rear and side yard occurrence and typically serve as garages, saunas and garden/storage sheds.

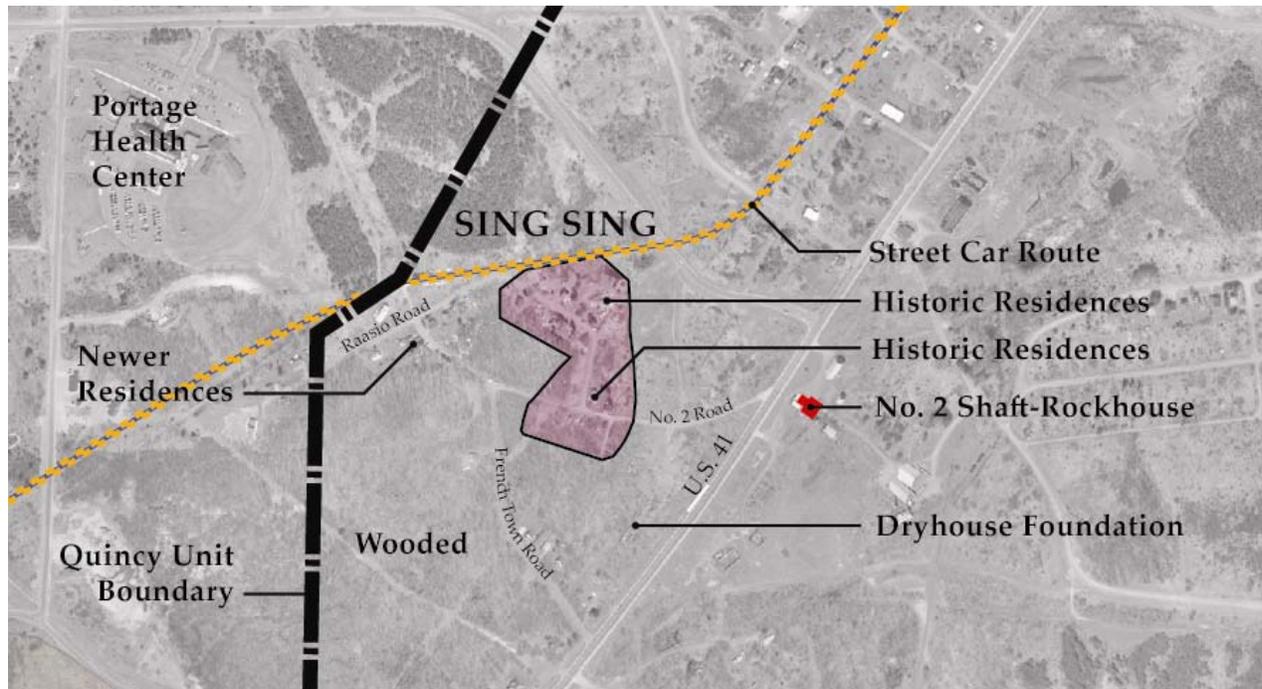
Infrastructure is visible in the form of overhead utilities on Quincy and Center Streets, and groups of mailboxes can be seen mounted on posts in some locations. Northwest of First and Center Street is the Coburtown Ice Rink – a flat open grass lot featuring a shed and two poles that suspend lights to support seasonal recreation.

Alterations to this historic setting include the introduction of modern construction materials, building additions, and road signs.



**Figure 3- 67: Quincy Street in Coburtown, 2006 (source: QEA)**

*Sing Sing Landscape Character Area*



**Figure 3- 68: Sing Sing Landscape Character Area**

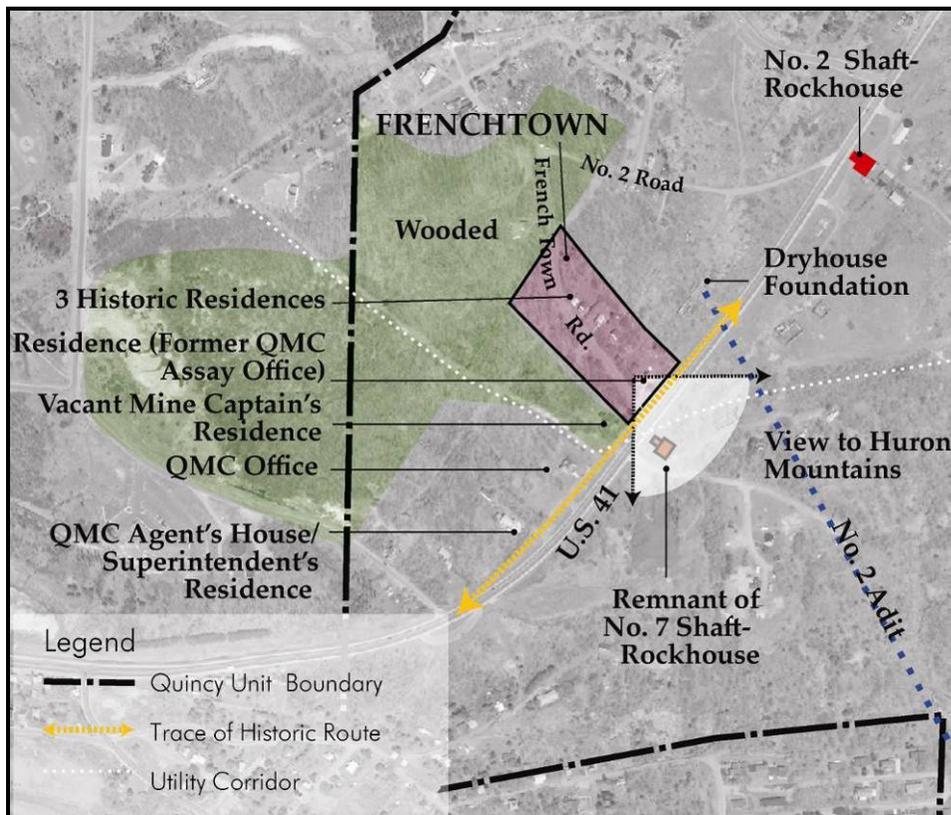
The tiny location of Sing Sing is northwest of the Quincy dryhouse and southwest of Hardscrabble (see Figures 3-68 and 3-69). The historic company housing is settled around an irregular, two lane, asphalt road alignment. This is a contrast to other housing locations that were built upon the traditional street grid settlement pattern. The area includes a small collection of historic homes that are arranged perpendicular and parallel to the roads and feature varied front yard setbacks and lot sizes. The two streets are No. 2 Road and Sing Sing Road. The buildings on No. 2 Road have been altered while the buildings on Sing Sing Road are intact. Spacing is intermittent with obvious gaps between homes (where former houses have been removed) filled by woodlands. Residential lots typically appear as approximately rectangular areas, including a residential structure and associated landscape features, cleared from the surrounding woods. The orderly appearance of the location is supported by regular mowing but lots are less defined by fences and plantings than they are in other historic housing locations.

Landscape features include small outbuildings, wood piles, building foundations and ornamental plantings. Small outbuildings are typically no larger than 200 square feet and primarily used as garages, saunas and sheds. Wood piles for residential heating appear in two forms: neatly stacked and arranged in rows along a property boundary, or piled in mounds, for future stacking or use. Ornamental plantings are sparse but include apple trees or an occasional grouping of lilies. Other vegetation includes mixed successional woodland species of maples, poplars and a few spruce and pines. The historic streetcar route passed through this area, the grade is apparent in some locations.

The nearby Raasio Road includes several newer homes that appear inconsistent with the character of the historic Sing Sing structures. Their spacing, setbacks and angled site arrangement combined with contemporary residential forms, massing, low sloped roofs, and the presence of modern materials, highlight their presence as recent additions to the landscape.



**Figure 3- 69: Baakko Residence at 19742 Sing Sing Road, 2006 (source: QEA)**

*Frenchtown Landscape Character Area*

**Figure 3- 70: Frenchtown Landscape Character Area**

Frenchtown is a small, thickly wooded housing location on Frenchtown Road. The area is located northwest of the intersection of Frenchtown Road and U.S. 41 and northeast of the Superintendent's residence (see Figures 3-70 and 3-71). Frenchtown Road is a two lane asphalt road that connects Sing Sing and Raasio Road to Quincy's mine surface works. Three historic residences, larger than most worker housing built by Quincy, are located on the north side of the road and share similar lot size, orientation and front yard setback. Across the street are small outbuildings used as garages and storage sheds. The homes are surrounded by woodland vegetation including several mature maples, ash, poplar, arborvitae, viburnum and an occasional spruce. Traveling Frenchtown Road toward the mine presents a dramatic view of the Huron Mountains beyond Keweenaw Bay on the horizon. The historic road trace of County Road is evident between U.S. 41 and Frenchtown. South of the intersection of Frenchtown road and U.S. 41 is a vacant mine captain's home that remains with few alterations and displays high integrity, including the mature shade trees presumed to be from the period of occupation (see Figure 3-71).



**Figure 3- 71: Mine Captain's home in Frenchtown, south corner U.S. 41 and Frenchtown Road, 2006**  
(source: QEA)

To the north is a slightly smaller structure that once housed Quincy's assay office but is now a residence. The exterior of this structure has been altered within the last ten years, vinyl siding and a metal roof have been added. Modern windows and doors have replaced the originals and adjusted their openings.

### *Ripley Landscape Character Area*

This housing location is located on the slope north of M-26 (see Figures 3-72 through 3-74). It includes historic homes and some recently constructed residences. Due to the steep topography, many of the properties in this area are built upon cut or fill sections reinforced by retaining walls. These walls are characteristically constructed of poor rock masonry or concrete. Some have thin veneers of mortar applied to them or have been painted to modify their appearance.

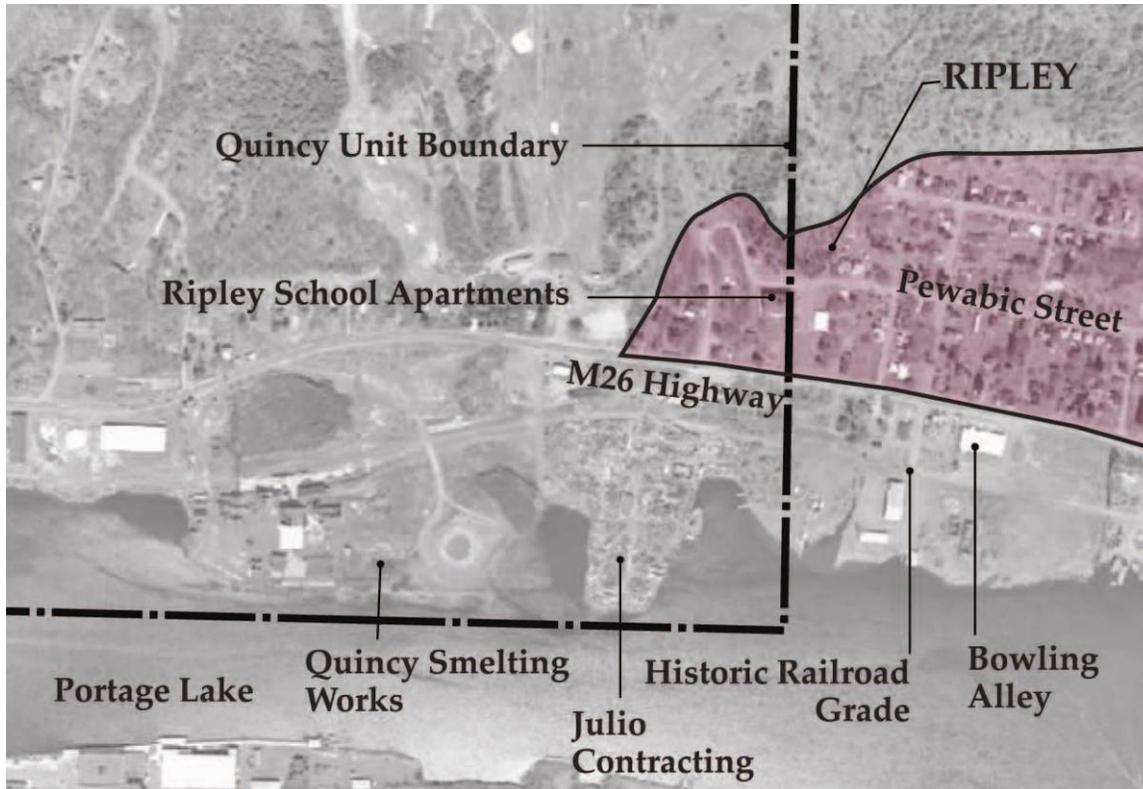


Figure 3- 72: Ripley Landscape Character Area

The historic Ripley school is located at the east unit boundary, west of existing housing. The school has been converted into apartments and reinforces the historic character of the adjacent neighborhood, and provides a strong architectural centerpiece for neighbors.

Ripley is built around a compact grid system of streets oriented north-south and east-west. The homes and lots are compact and establish an urban character with their evenly spaced, uniformly shallow, front yard setbacks flanking narrow asphalt roads. Where garages or outbuildings are present they occupy a small portion of the site and are typically detached. Landscape features include decorative fences, wooden posts, woodpiles, and ornamental plantings including hedges, foundation plantings, vegetable and flower gardens and shade trees.



**Figure 3- 73: Looking northwest toward former historic Ripley school, converted to apartments, 2006** (source: QEA)



**Figure 3- 74: Ripley historic residence, 2006** (source: QEA DSC06703)

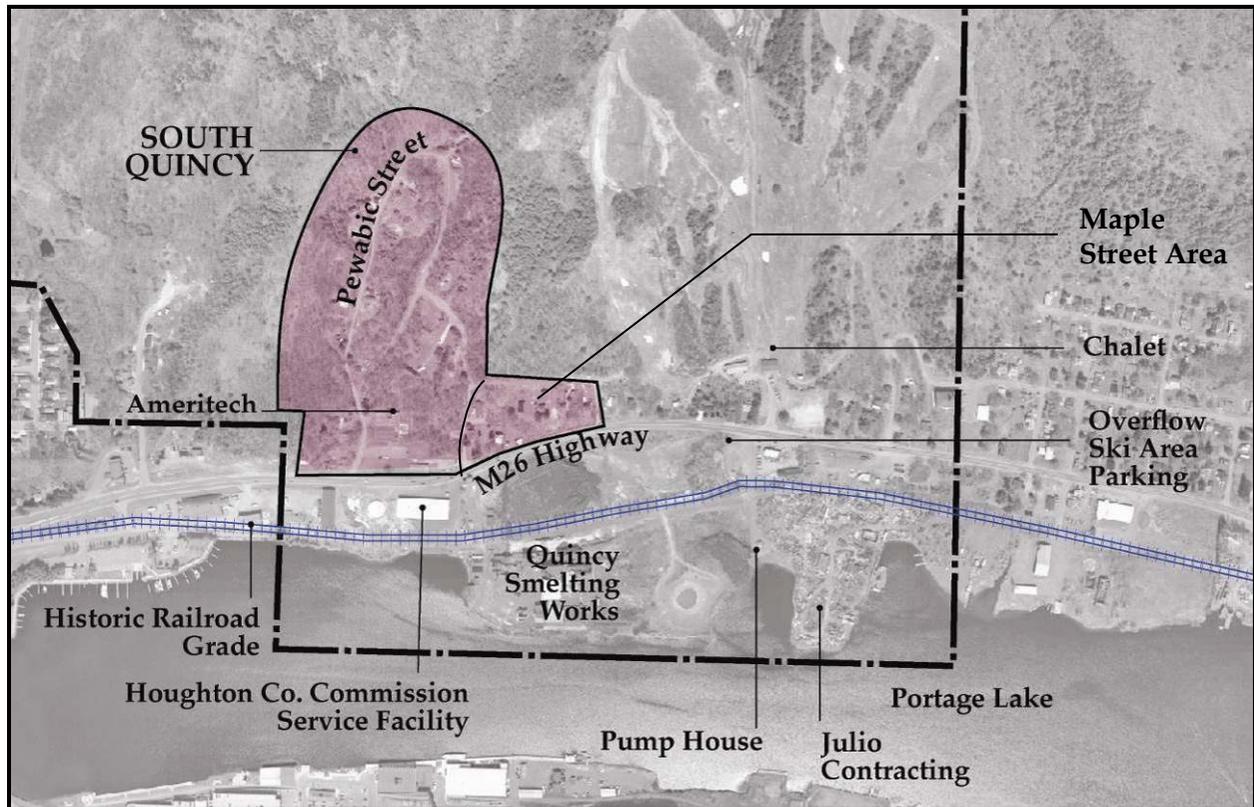
*South Quincy Landscape Character Area*

Figure 3- 75: South Quincy Landscape Character Areas

Opposite the Houghton County Road Commission, Quincy Smelting Works and Julio contracting sites, South Quincy is made up of two character types: the Maple Street Area in the southeast corner of the site, and the Pewabic Street area around which the rest of the site is oriented (see Figure 3-75). At Maple Street homes are uniformly spaced and accessed from the rear yard with a consistent setback from the street. The facades face Portage Lake and the smelter site, providing views of Houghton. The buildings are situated on the crest of a steep slope giving the perception of practically sitting on top of the smelter site.

The Pewabic Street area is loosely organized around the loop road in an irregular pattern that responds to the steep topography. The narrow roads in this area are rough, including steep gravel slopes and heavily patched asphalt. Erosion is evident along the sides of the highly crowned travel routes. Varied residential setbacks and orientations to the road, combined with limited sight distance while traveling and steep grades, make first time visitors to this housing location hesitate, especially in winter. A few homes along Pewabic Street feature new additions and garages. Landscape features appear less obvious here as the area is dominated by the surrounding woodland vegetation containing ash and maples with ferns and thimbleberries readily apparent at the roadside. Woodpiles and ornamental plantings, including foundation plantings and the introduction of spruce, balsam and cedar, are also present.

Along M-26 within this landscape character area, a few commercial properties appear out of scale and character with the historic nature of the area primarily due to their building forms, scale, and materials. Michigan Department of Transportation (MDOT) is interested in realigning M-26 in this area, as there have been some accidents.

Mesnard Landscape Character Area

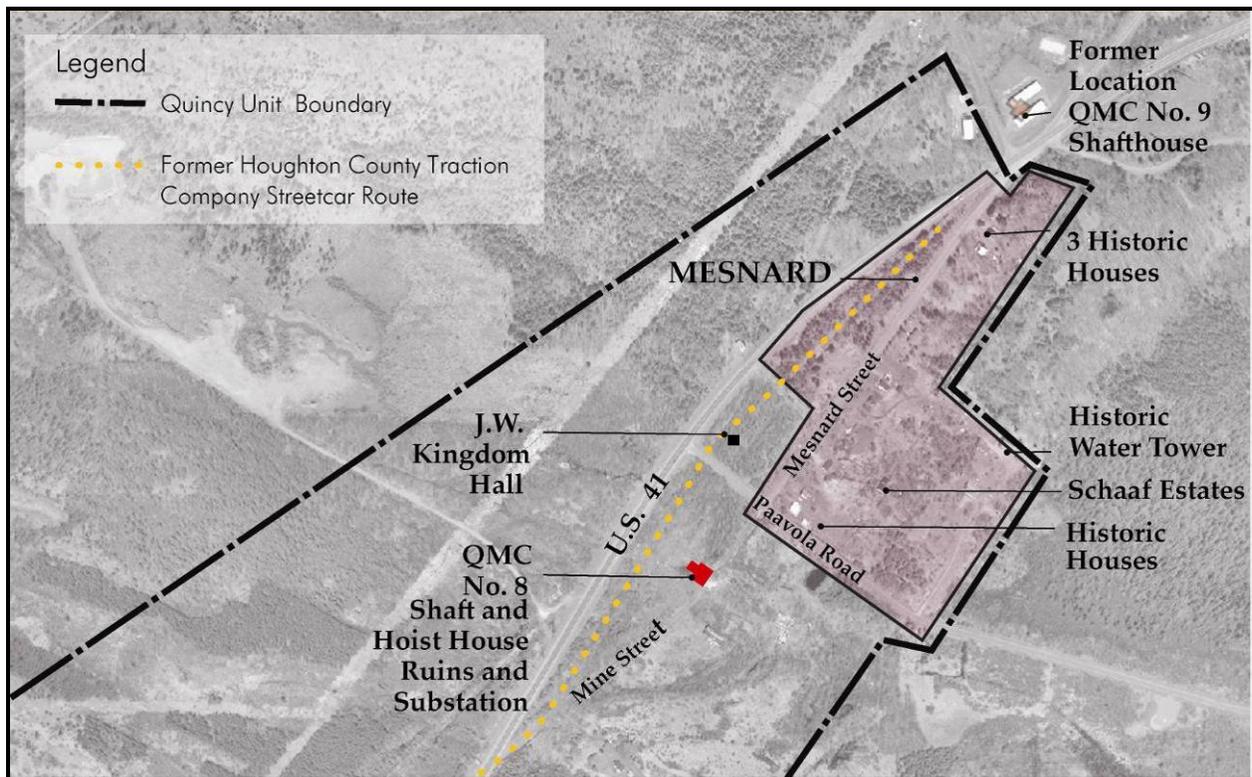


Figure 3-76: Mesnard Landscape Character Area

Once the northern residential housing location for Quincy, this area is separated from U.S. 41 by dense successional vegetation along Mesnard Street, a two lane paved road (see Figure 3-76). Historically the neighborhood included three rows of housing arranged in a traditional grid pattern. Today all of the residences are located on the east side of Mesnard Street. Three historic company homes at the north end of the road are visible from U.S. 41 during winter months when the deciduous plants have lost their leaves. These have consistent front yard setbacks and outbuildings that serve as garages.

At the south end of the road smaller historic homes and their vernacular additions and alterations still mark the even spacing and arrangement of an earlier time. Some attached garages and additions disguise the otherwise simple gabled roofed company homes that fronted Mesnard Street. Landscape features are modest with occasional ornamental plantings of lilac, evergreens or shade trees and mown lawns surrounding the dwellings.

Between these areas, and to the east, the housing location is heavily altered. Most of the homes in this area have been demolished, including their foundations. Schaaf Estates, mobile homes, and new construction exist on multiple lots, with spacing and arrangement inconsistent with the settlement patterns apparent at either end of the housing location. There are gaps between dwellings that contain mowed lawn or unmaintained volunteer vegetation. A 1916 water tower exists to the east of the housing location. Landscape features include a wooded area to the west, between U.S. 41 and Mesnard Street. Wood piles and a few trees are also present.

Views from Mesnard to the south include the watertower at Limerick, the No. 8 headframe, and the No. 2 Shaftrock house. Overhead utility lines and utility poles are present at the west side of Mesnard Street.

*Newtown Landscape Character Area*

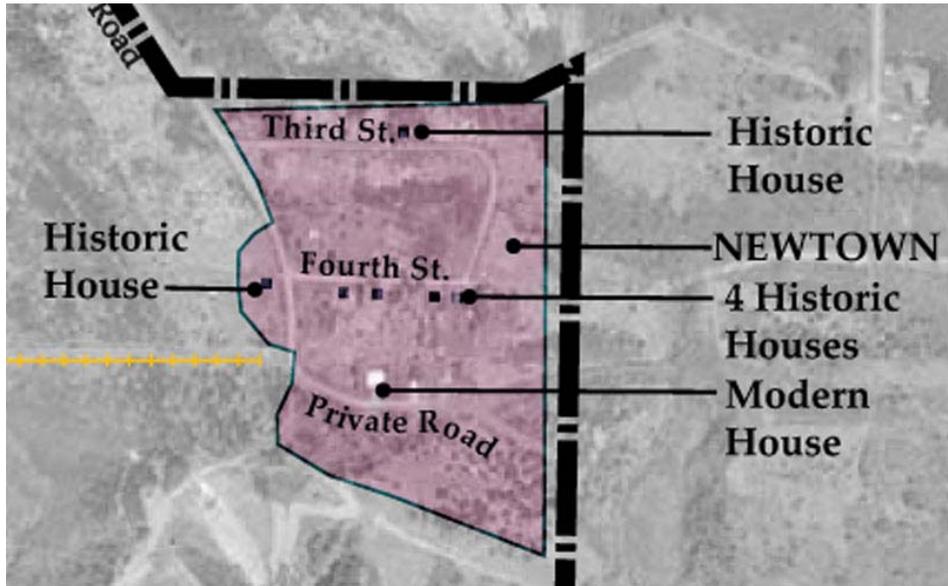


Figure 3-77: Newtown Landscape Character Area

A small housing location located at the eastern end of Franklin Tram Road, Newtown consists of two gravel roads oriented east-west and connected at each end (see Figure 3-77). Numbered as a continuation of Coburntown, this arrangement of streets forms a loop with historic worker housing. The area is compact, orderly and presents a remote feeling due to its separation from the Quincy mine surface works and contemporary intrusions. Third Street features one historic residence while Fourth Street has five saltbox dwellings interrupted by one modern dwelling. The modern structure is set back well away from the other structures on Fourth Street.

Landscape features include small outbuildings used for garages, sheds and saunas, woodpiles and ornamental and garden plantings. Apple trees are abundant along the side of the road and lilacs are present. Historic Lombardy poplars highlight a gap in housing on the south side of Fourth Street where they frame the view of the previously mentioned large modern dwelling. At the end of the street a garden is visible adjacent to a modern two car garage.

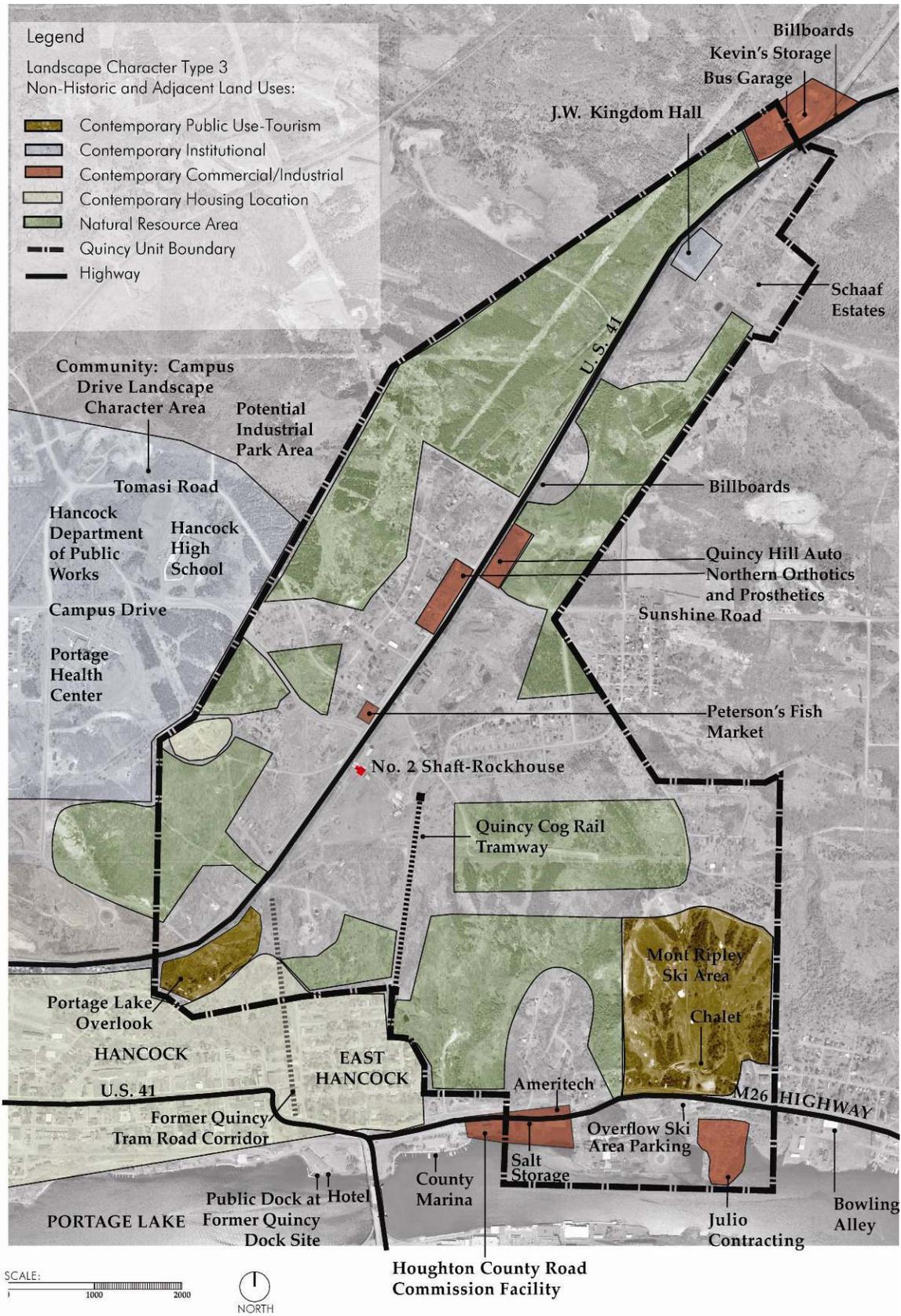


Figure 3-78: Landscape Character Type 3: Non-Historic and Adjacent Land Uses

***Landscape Character Type 3 – Non-Historic Land Uses***

Figure 3-78 provides an overview of the character areas discussed in this section.

***Hancock landscape character area (adjacent to unit boundary)***

Although Hancock grew from the roots of the Quincy Mining Company, the community eventually separated and now stands as a distinct landscape character area with the former historic “Quincy Tram Road” corridor overlaid. Located on the northern shore of Portage Lake, Hancock is situated along the southern slope of Quincy Hill. It has a population of approximately 4500 residents. While historic remnants of the copper mining period are evident, the city has also experienced development and growth in recent decades. As a result, the overall character of Hancock is a mixture of historic and contemporary with numerous retail, business, and educational services. Recent developments include a hotel on the waterfront, rehabilitation of the Scott Hotel, a new city fire hall, high school, hospital and suburban residential developments. New residential neighborhoods are non-historic while some areas, like East Hancock, continue to convey a strong historic character. Currently the waterfront is being developed with various townhouse and condominium projects that do not reinforce the historic community character or mining heritage.

***Portage Lake Overlook landscape character area***

A parcel of land adjacent to the southeastern side of U.S. 41 at the southwestern corner of the Quincy Unit is owned by MDOT. This property includes a Portage Lake overlook with room for vehicles to pull off the road. Here, motorists encounter signs about the geology and history of the area. The overlook is situated at the brow of the hill and serves as a stopping point for many visitors to the region. Views from this point encompass the Portage Lake Waterway, the lift bridge, Houghton, the Huron Mountains, and a portion of the historic Quincy Mine site, including the No. 2 shaft-rockhouse. The overlook consists of a wide asphalt road edged with wood bollards and a safety rail. There are two features. One is a cut granite slab with engraved text titled “The Keweenaw Waterway” (see Figure 3-79). The text briefly explains the meaning of the word Keweenaw and identifies early European and American explorers to the area. The second feature is an eclectic sign consisting of a carved wood slab on an angled mortared stone base. Two sets of three wood poles of varying heights frame the sign. Also titled “The Keweenaw Waterway,” the sign provides visitors with a geographic map and text related to extant copper mining resources (see Figure 3-80). The style, materials, workmanship, and scale of the interpretive signs and other materials at the wayside do not reflect the historic Quincy industrial landscape.

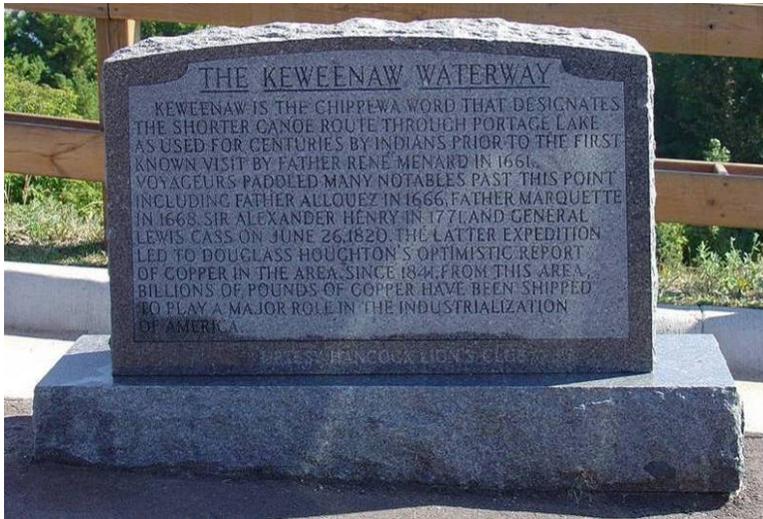


Figure 3- 79: "The Keweenaw Waterway," granite sign at MDOT wayside, 2006 (source: QEA)



Figure 3- 80: MDOT interpretive display at the MDOT wayside, 2006 (source: QEA)

The topography drops off at a very steep slope from the southeastern side of the wayside and climbs at a steep angle to the northeast. For the most part, the hill on the eastern side of the highway is covered with vegetation which hides any remaining traces of the historic mining activities in this area (see Figure 3-81). To the southeast of the wayside, about forty feet below, is a fairly flat terrace that retains a rural character not present near the highway. To the northeast of the wayside a large pile of mine rock has been recently placed by MDOT as part of a stormwater retention system. The view of the rock pile is reflective of the historic character of the hill during more active mining activities (see Figure 3-82).



Figure 3- 81: Panoramic view from MDOT wayside to the southeast, 2006 (source: QEA)



Figure 3- 82: Flat area south of MDOT wayside, view from large pile of mine rocks toward the lift bridge, Portage Lake and the city of Houghton, 2006 (source: QEA)

***U.S. 41 Corridor landscape character area***

U.S. 41 crosses through the Quincy Unit of Keweenaw National Historical Park roughly bisecting the portion of the unit that runs from Hancock to Mesnard at a northeast/southwest angle paralleling the geology that determined mine locations. The road was preceded by a historic route named Old Calumet Road and later County Road. It provides the major north-south transportation route for the peninsula. Today, the road corridor through the Quincy Unit presents a multitude of characteristics, many of which are not compatible with the historic character of the unit. Historic features along the road include ruins, buildings, industrial artifacts, roads, rail grades, vegetation and scenic views, many related to former mining operations (see Figures 3-83 and 3-84). Much of the road is bordered with second-growth vegetation that partially obscures the views of poor-rock piles and mining related landscapes containing ruins, building and small scale features like fences, posts and artifacts once common in the area (see Figure 3-85). Non-historic features include commercial storage facilities, pine plantations, modern signs, billboards, automobile dealers and repair shops, a church, and a fire department (see Figures 3-86 through 3-88).



**Figure 3- 83: View looking west at U.S. 41 at the intersection of Kowsit Lats Road, the Quincy Mine office is on the left, 2006 (source: QEA)**



**Figure 3- 84: View of U.S. 41 facing northeast toward the Quincy Franklin Township Fire Department building (far right), Quincy Machine Shop (behind Fire Department), Quincy Blacksmith Shop (left of Machine Shop), and a former miner's residence on the left of the road, 2008 (source: QEA)**



Figure 3- 85: Poor rock-pile west of U.S. 41, south of the Quincy dry house ruins (source: QEA)



Figure 3- 86: U.S. 41 pine planting, 2006 (source: QEA)



Figure 3- 87: Storage facility and billboards west of U.S. 41 at the northern end of the Quincy Unit along U.S 41 (source: QEA)

*Campus Drive landscape character area (adjacent to unit boundary)*

Campus Drive is a bi-directional, two lane, asphalt road that bisects the northern portion of the NHL district traveling west from U.S. 41, opposite the Quincy Mine entrance (see Figure 3-88). Flanked by historic and volunteer vegetation, Campus Drive was constructed to provide vehicular access for increased development in the area. A new high school and the Portage Health System facility, as well as residential areas and an elementary school are present along the route. The development of the road altered the topography of the area and also bisects secondary historic circulation network of gravel roads, paths and a streetcar route. Subsequent to its development, Portage Health Care System demolished the former Quincy bathhouse creating a gap in the historic fabric upon the hill. Later they erected a large internally lit sign and MDOT added blinking yellow traffic lights.



**Figure 3- 88: The intersection of Campus Drive and U.S. 41 viewed from the southwest, 2006 (source: QEA)**

*Houghton County Road Commission Service Facility landscape character area*

Located directly west of the Quincy Smelting Works, the Houghton Road Commission property includes several large buildings including some historic structures that were previously industrial facilities, a road salt storage area and site circulation along Portage Lake Canal (see Figure 3-89). The property is open and industrial in character. Additions and changes to the site, new structures and open storage of vehicles equipment and supplies convey a non-historic use that appears incompatible with the waterfront.



**Figure 3- 89: Houghton County Road Commission storage facility west of Quincy Smelting Works, 2006 (source: QEA)**

*Julio Contracting landscape character area*

Located directly east of the Quincy Smelting Works, the salvage yard borders the Portage Lake Canal. Julio Contracting also provides residential, commercial, and industrial construction services. Like the Houghton County Road Commission property, the Julio property impacts the visual character of the northern shore of Portage Lake. A mixture of scrap metal, debris, roughly graded land and open storage of supplies and equipment present a stark contrast to the environmental conditions people seek in the Keweenaw (see Figure 3-90).



**Figure 3- 90: Southeasterly view of part of the Julio Contracting, salvage yard east of Smelter Site (source: QEA)**

*Mont Ripley Ski Area landscape character area*

Mont Ripley is a downhill ski area located northeast of the Quincy Smelting Works and west of the town of Ripley (see Figure 3-91). The 35 acre site is owned by Michigan Technological University. The topography offers skiers a vertical drop of 440 feet, largely reflecting the varied relief present along the entire Portage hillside. Although this is the former location of the Franklin Tram, the route is no longer easily discerned. The absence of woody vegetation on the ski runs makes this topographic relief visible in all seasons. Red pine plantings present near the top of the hill provide a wind buffer with pockets of successional woodland vegetation found between ski runs and to the east and west of the hill. Infrastructure includes the Mont Ripley Ski Chalet at the base of the hill, 24 ski runs, and a t-bar lift that bisects the hill and a chair lift to the west. Large poles are positioned on the hill to support lighting for night skiing. In recent years a pumphouse and waterline were installed east of the smelter to convey water for snowmaking on the ski hill. The underground pipeline extends beneath state highway M-26 into the ski area. Overflow visitor parking is located on a rough graded gravel lot south of M-26, opposite the ski hill. This can present conflicts between pedestrians crossing the road and motorists.



**Figure 3- 91: View looking north to the Mont Ripley Ski Area from the Quincy Smelting Works, 2006**  
(source: QEA)