

1 **Calumet Unit Historic Housing Locations (Management Issues)**

2 This section includes a list of management issues related to historic Housing Locations within  
3 the Calumet Unit identified by stakeholders and the project team.

- 4 1. The importance of historic housing in the Keweenaw cannot be over stated, nor can the  
5 fragility of these resources. Whenever possible, efforts to preserve these resources  
6 should be developed or enhanced. This CLR is not the appropriate document for  
7 comprehensively addressing these issues but it is recommended that additional efforts be  
8 pursued. Also, it is important that relationships between the NPS and homeowners be  
9 strengthened.
- 10 2. Future plans for the historic housing locations should consider the issues related to  
11 private ownership and occupant needs.
- 12 3. Increased approaches for Keweenaw NHP and its partners to help homeowners maintain  
13 the integrity of their homes need to be explored.
- 14 4. Historic company housing locations are identified and described in this CLR, however  
15 additional research is needed.
  - 16 a. There is a need to develop a more in-depth understanding of the historic resources  
17 present at each company housing location.
  - 18 b. The significance and integrity of the resources associated with the company  
19 housing locations needs to be determined.
- 20 5. There are outbuildings within the unit that are important historic features, but they have  
21 not been studied previously. These include barns, sheds, privies and garages associated  
22 with residential buildings.

23 **Calumet Unit Historic Housing Locations (Treatment Guidelines)**

24 Historic housing is an extremely important resource in the region. These properties are owned  
25 and maintained by homeowners who do not necessarily have the time, finances, or desire to  
26 preserve the historic resources. It would be of great value for the NPS to strengthen relationships  
27 with homeowners. All of the resources related to historic housing locations associated with the  
28 Calumet Unit are privately owned. The following treatment guidelines require close  
29 consolidation and approval by the property owners.

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- 31 1. The historic housing locations associated with the Calumet Unit are identified in Figure I-  
32 6. Descriptions are provided in Chapter 3.
- 33 2. Interpretation of historic housing locations landscape
  - 34 a. Consider developing a self-guided brochure that describes the housing locations, a  
35 route to follow to visit them, protocol necessary when visiting these privately  
36 owned resources, and information about their historic significance.
  - 37 b. Consider providing small site identifier signs indicating the locations of historic  
38 housing locations. The signs should be simple and compatible with the historic  
39 character of the area.
- 40 3. Where research indicates the historic housing locations are historically significant,  
41 consider amending the National Historic Landmark nomination to include these  
42 resources, or preparing a separate multiple property nomination for the historic housing  
43 locations in the region. Include outbuildings and landscape features in the nomination.
- 44 4. Encourage property owners to preserve significant historic residences, outbuildings, and  
45 landscape features.

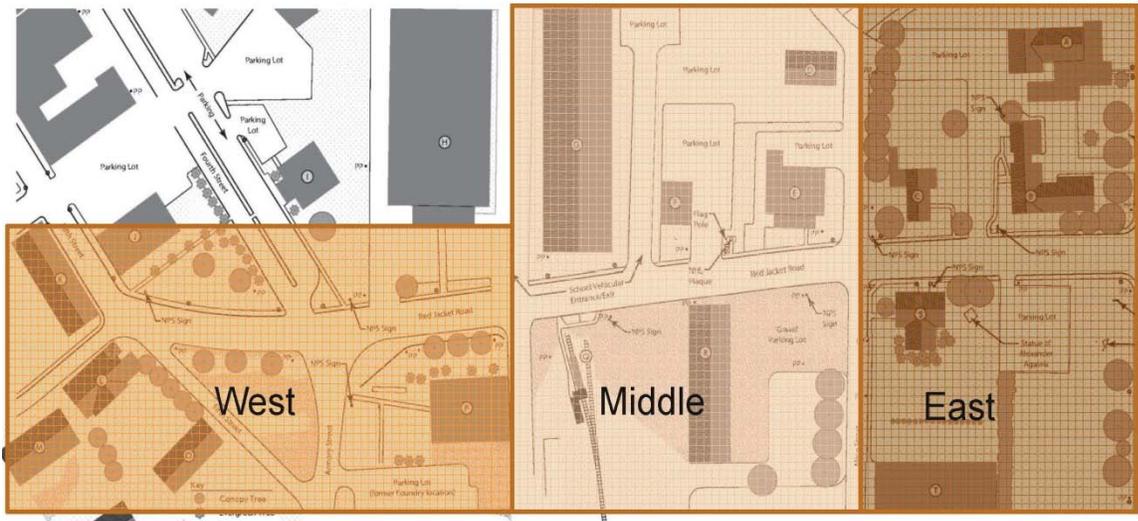
- 1 5. Consider developing a preservation grant program focused on historic housing,  
2 outbuildings and residential landscape features.
- 3 6. Consider developing partnerships with landowners to help guide development within the  
4 historic housing locations to ensure that it is compatible with the historic character of the  
5 Unit.
- 6 7. Provide education, assistance and guidance to landowners to encourage compatible  
7 development.
  - 8 a. Develop design guidelines for the significant historic housing locations to help  
9 develop and communicate common goals and provide tools for preservation of  
10 historic houses, outbuildings and residential landscape features. Provide  
11 examples of compatible and non-compatible new development to help owners.  
12 Include general treatment guidelines for specific topics including vegetation,  
13 buildings, small scale features, and appropriate approaches for infill.
  - 14 b. Provide education about tax credits or other financial incentives for adhering to  
15 guidelines.
  - 16 c. Strengthen the technical assistance outreach program. Consider publicizing the  
17 opportunities available by creating a brochure or catalogue of technical assistance  
18 that is available for landowners.
  - 19 d. Provide one-on-one technical assistance to individuals to help with specific  
20 issues.
  - 21 e. Consider conducting workshops and presentations focused on issues that will help  
22 landowners meet their needs while preserving the historic landscapes.
  - 23 f. Encourage people who approach the NPS staff with questions about structures to  
24 consider the historic landscapes as well.
  - 25 g. Consider developing partnerships with landowners to help guide development  
26 within primary views to ensure it is compatible with the historic character of the  
27 Calumet Unit.
  - 28 h. Provide assistance and guidance to landowners to encourage compatible  
29 development.
- 30 8. Work closely with local governments to enact historic preservation or zoning ordinances  
31 to avoid incompatible development.
- 32 9. Conduct or support scholarly research to fill gaps in knowledge about the historic  
33 landscape conditions at the historic housing locations, specifically addressing their  
34 chronology of development and physical changes.
  - 35 a. It appears that the following historic housing locations within (or largely within)  
36 the Calumet Unit may retain historical integrity: Calumet Housing Location, Blue  
37 Jacket Housing Location, Village of Calumet (formerly Red Jacket), Newtown  
38 Housing Location, Hecla Housing Location, and Raymbaultown Housing  
39 Location.
  - 40 b. In addition, several significant housing locations are adjacent to (or partially  
41 within) the Calumet Unit that may retain historical integrity, including: Albion  
42 Housing Location, Red Jacket Shaft Housing Location, Yellow Jacket Housing  
43 Location, Tamarack Housing Location, Swedetown Housing Location, Village of  
44 Laurium, Osceola Housing Location, and Florida Housing Location.
  - 45 c. Conduct research to develop a more in-depth understanding of the historic  
46 resources present at each company housing location.

- 1 d. Determine the significance and integrity of the resources associated with the
- 2 company housing locations.
- 3 e. Clearly identify the extant resources associated with historic housing locations
- 4 within the Unit. This includes outbuildings associated with historic residences
- 5 that may be significant.
- 6 f. Conduct research to develop a clear understanding of the roles of outbuildings in
- 7 the region and ways to preserve those that remain.
- 8 h. Consider utilizing alternative media formats for interpretation of the historic
- 9 housing locations throughout the Calumet Unit.
- 10 i. Consider providing interpreter-led tours of the historic housing locations.
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**Red Jacket Road Corridor Recommended Treatment**

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The Red Jacket Road Corridor is divided into three treatment zones which are illustrated in Figure V-5. The East zone includes the eastern portion of the Red Jacket Road Corridor containing the area between U.S. 41 (Calumet Avenue) and Mine Street. Historic structures included in this zone include the C&H General Office (Keweenaw NHP Headquarters), Agassiz House, and C&H Library (Keweenaw History Center). The Middle zone extends from Mine Street west to Shop Street. Historic structures included are C&H Warehouses No. 1 and No. 2, as well as the Russell Snow Plow. Two non-historic buildings are located in this zone, the AT&T Central Office and the Calumet Township Hall. The West zone extends from Shop Street to Fifth Street and Temple Square. Historic Structures related to this zone are the Calumet Colosseum, C&H Pattern Shop (Coppertown Museum), Union Building (Keweenaw NHP Visitor Center), St. Anne’s Church (Keweenaw Heritage Center), First Presbyterian Church (Calumet Art Center), and Christ Episcopal Church. One non-historic building, the Farmers & Merchants Mutual Fire Insurance Company office, is located in this zone.



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**Figure V- 5: Red Jacket Road Corridor Treatment Zones**

1           ***Vision Statement for Red Jacket Road Corridor Landscape Treatment:***

2 In the action alternatives, the Red Jacket Road Corridor (RJR) serves as the primary entrance to  
3 the Calumet Unit of Keweenaw NHP and as a core interpretive area related to the industrial  
4 landscape of the C&H Mining Company. The three landscape management zones within the  
5 corridor represent the historic conditions related to mine management, industrial activities, and  
6 public facilities.  
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8           ***Goals for Red Jacket Road Corridor Landscape Treatment:***

- 9           1. Improve the ability of the landscape to convey and represent its significant historic  
10           conditions.  
11           2. Reveal the extant historic landscape features  
12           3. Improve the RJR corridor ability to convey the historic character of the landscape during  
13           the (key historic period) through strong landscape connections.  
14           4. Provide expanded opportunities for visitors to experience the cultural landscape in  
15           context with its historical significance.  
16

17           ***Objectives for Red Jacket Road Corridor Landscape Treatment:***

- 18           1. Rehabilitate the RJR historic landscape and connections to other significant landscape  
19           character areas within the Calumet Unit.  
20           2. Preserve, restore or rehabilitate significant cultural resources.  
21           3. Improve physical and visual connections between historic landscapes such as those  
22           between the RJR corridor and Agassiz Park, the South Mine Street Corridor, and  
23           downtown Calumet.  
24           4. Improve the ability of the RJR landscape to convey the historic character of the landscape  
25           by rehabilitating missing small scale features. (Rehabilitate missing small scale features  
26           that are important in telling the story of the C&H Mining Company and related  
27           community of Calumet.)  
28           5. Preserve significant historic ornamental plants.  
29           6. Preserve known and potential archeological resources.  
30           7. Provide sustainable solutions that include energy conservation measures and are  
31           compatible with the historic character of the corridor. Consider utilizing historic  
32           industrial buildings to house sustainable energy features such as sub-stations for power.  
33           Also, consider innovative concepts for developing energy utilizing wind, solar, or  
34           geothermal power in ways that are compatible with the historic character of the district.  
35           8. Provide interpretive materials in the landscape that clarify relationships between  
36           underground and non-extant features with specific locations within the current landscape.  
37           9. Provide a safe and easily navigated interpretive pedestrian route through the corridor.  
38           10. Provide parking for regular vehicles, recreational vehicles, and universal access near key  
39           buildings and locations within the corridor.  
40           11. Provide universal accessibility to key buildings and interpretive sites within the corridor.  
41           12. Provide a bus drop off location for the Calumet Visitor Center.  
42           13. Provide areas to accommodate winter snow storage.  
43           14. Designate landscape management zones along the RJR corridor that provide a basis for  
44           establishing landscape characters related to the mine management area, industrial core,  
45           and public amenities.

1 15. Conduct archeological investigations prior to implementing treatment recommendations  
2 to verify locations of non-extant features. Use non-invasive techniques when possible.

3 16. Work with partners to identify parking at Coppertown and C-L-K Schools for use by  
4 visitors in the summer.  
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6 ***Red Jacket Road Corridor Recommended Treatment (Alternative C):***  
7 ***Rehabilitation with interpretation of the entire corridor focused on the period***  
8 ***beginning in 1890 and ending in 1915.***

9 Although this alternative focuses on one specific time period, it is not intended to result in the  
10 restoration of the landscape of the entire corridor. Significant features that were not present  
11 during this period may be preserved, if their presence does not create confusion. Non-historic  
12 features that are required for current needs will be maintained or added. Care will be taken to  
13 ensure that visitors can easily understand that these features were not present during the period  
14 from 1890 through 1915. Illustrations of the recommended treatment are provided in Figures V-  
15 11 through V-13.  
16

17 Throughout the Red Jacket Road corridor, as maintenance issues arise and opportunities present  
18 themselves, consider converting street lighting to more energy efficient fixtures. Consider  
19 conducting an overall analysis of lighting throughout the corridor to determine an appropriate  
20 approach for future lighting.  
21

22 To ensure that visitors have access to the historic resources throughout the corridor, the NPS  
23 should work with local road authorities to develop an agreement for keeping selected sidewalks  
24 clear for pedestrians through the winter.

25 ***East Landscape Treatment Zone (Alternative C):***

26 The NPS continues to maintain Keweenaw NHP headquarters and the Keweenaw History Center  
27 as well as the landscapes associated with these properties. The landscape between Keweenaw  
28 NHP headquarters and the Agassiz House is rehabilitated to present an appearance that reflects  
29 the historic character of the property. Existing pedestrian entrances to the two buildings are  
30 retained. A circular forecourt is added between the two buildings, surrounded by lawn. The  
31 lawn is underlain with a root support material (such as EZ Roll Grass Pavers, Grasspave 2, or  
32 other similar product) to provide support for emergency vehicle access. A second tier of paths  
33 provides links to the parking lot, Mine Street and the pay office door at headquarters. Parking  
34 for Keweenaw NHP headquarters is provided in the lot on the north side of the property. Lawn  
35 is installed between the Keweenaw NHP parking lot and the Miscowaubik Club parking area,  
36 eliminating the drive-through connection in this area. Removable ornamental fences, similar to  
37 those present historically, are installed near headquarters and the Agassiz House. The fences are  
38 removed in the winter.  
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2 **Figure V-6: EZ Roll Grass Pavers, detail (left) and overflow parking area at play field (right).**  
3 (source: <http://www.ndspro.com/permeable-pavers/grass-pavers/ez-roll-grass-pavers>, accessed 2/14/2012)

4 On the south side of Red Jacket Road, the float copper exhibit is relocated to the front of  
5 Coppertown as indicated on the plan. The parking lot is removed and replaced with mown lawn  
6 and an outline of the footprint of the non-extant Congregational Church. Use a simple paving  
7 material, such as brick or stone, to outline the footprint of the building on the ground. Prior to  
8 implementation, verify the former size and location of the building through archeological  
9 investigations. If possible, use non-invasive techniques.

10  
11 The statue of Alexander Agassiz is returned to its original site in Agassiz Park and mown lawn is  
12 established in its current location. Existing vegetation in the area around the Keweenaw History  
13 Center and the parking lot is maintained. The sidewalk along Red Jacket Road is maintained.  
14 The sidewalks to the doors of the KHC are maintained. A removable ornamental fence,  
15 matching the one present historically, is installed on the north side of the Keweenaw History  
16 Center. The fence is removed during winter months. Remove cedars at the KHC that are within  
17 ten feet of the building. Sidewalks are added along Mine Street extending to the southwest. The  
18 hedge northeast of the Calumet Electronics building is retained as a visual screen. Install  
19 pedestrian crosswalks and curb-cuts at the intersection of Calumet Avenue and Red Jacket Road  
20 and the intersection of Mine Street and Red Jacket Road. Consider acquisition of a scenic  
21 easement or other purchase of the property along Calumet Avenue/U.S. 41 between Red Jacket  
22 Road and the C&H Bathhouse to protect it from inappropriate development.

23 *Middle Landscape Treatment Zone (Alternative C):*

24 On the north side of Red Jacket Road, the non-historic Township Hall building is removed and  
25 the Township establishes offices in a historic building. The AT&T Central Office and all of the  
26 historic buildings remain on site. Small-scale features are added to the landscape representing  
27 missing historic elements and underground shafts. Removal of one non-historic building helps to  
28 re-establish a space between the historic gear house, power station, warehouse Nos. 1 and 2 that  
29 better represents the scale and character of the landscape formerly associated with the industrial  
30 core. The large area is paved with a rough surface that represents the historic conditions.  
31 Accessible routes are provided to provide universal access through the area. Landscape features  
32 added include representative rope stands at true scale and spacing extending from the gear house  
33 to the AT&T building, then continuing to the south near the location of Hecla No.1 Shaft.  
34 Paving patterns are used to indicate the former locations of the Calumet No. 1 Shaft house  
35 foundation location, as well as the underground locations of the shafts. A simple concrete

1 material, twelve inches wide, is used to show the foundations of buildings in this area, while  
2 poor rock paving, approximately three feet wide, is installed to represent the locations of shafts.  
3 Also, poor rock paving about eight feet wide is utilized to indicate a line on the landscape  
4 between the Calumet and Hecla shafts. This line is a conceptual representation to help visitors to  
5 better understand the relationships between the historic buildings and features on the landscape  
6 with the underground mineral lode. Interpretive waysides in this area display an underground  
7 map of the mine operations, and historic photographs of the surface features.

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11 **Figure V-7: Example of interpretive paving pattern in Berlin. A similar approach could be used in Calumet**  
12 **using poor rock to illustrate the underground locations of shafts and the line between the shafts. A different**  
13 **paving pattern is used to indicate the footprints of non-extant historic buildings.** (source:  
14 <http://thejetpacker.com/wp-content/uploads/2010/01/Berlin-Wall-Path.jpg>, accessed 7/14/2012)

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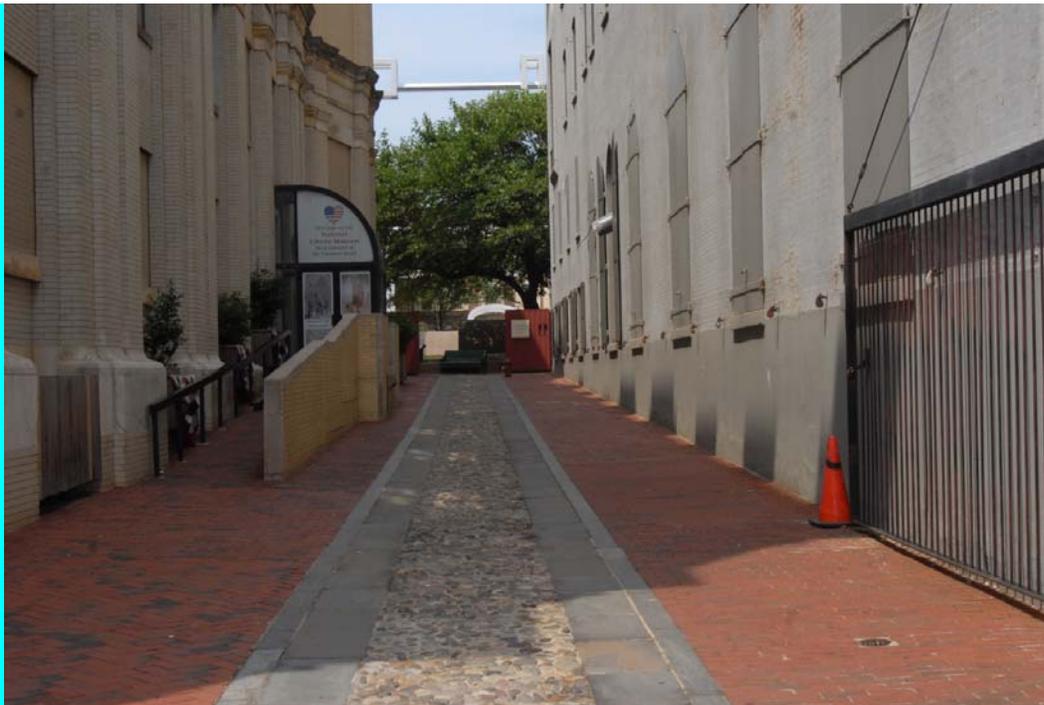


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2 **Figure V- 8: Franklin Court paving illustrates building foundations and former landscape features.** (source:  
3 [https://www.google.com/search?q=Franklin+Court&hl=en&client=firefox-a&hs=lim&rls=org.mozilla:en-](https://www.google.com/search?q=Franklin+Court&hl=en&client=firefox-a&hs=lim&rls=org.mozilla:en-US:official&prmd=imvns&tbm=isch&tbo=u&source=univ&sa=X&ei=Z-E6T-KLEMOBgAeo1tmYCw&ved=0CEoQsAQ&biw=1920&bih=951)  
4 [US:official&prmd=imvns&tbm=isch&tbo=u&source=univ&sa=X&ei=Z-E6T-](https://www.google.com/search?q=Franklin+Court&hl=en&client=firefox-a&hs=lim&rls=org.mozilla:en-US:official&prmd=imvns&tbm=isch&tbo=u&source=univ&sa=X&ei=Z-E6T-KLEMOBgAeo1tmYCw&ved=0CEoQsAQ&biw=1920&bih=951)  
5 [KLEMOBgAeo1tmYCw&ved=0CEoQsAQ&biw=1920&bih=951](https://www.google.com/search?q=Franklin+Court&hl=en&client=firefox-a&hs=lim&rls=org.mozilla:en-US:official&prmd=imvns&tbm=isch&tbo=u&source=univ&sa=X&ei=Z-E6T-KLEMOBgAeo1tmYCw&ved=0CEoQsAQ&biw=1920&bih=951), accessed 2/14/2012)  
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**Figure V- 9: Franklin Court, Philadelphia. Paving patterns, grade changes, and skeleton structures are used to represent non-extant historic features.** (source: <http://www.phillyarchaeology.org/news/aia051111.htm>, accessed 2/14/2012).



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**Figure V- 10: Interpretive paving at Franklin Court in Philadelphia.** (<http://www.nps.gov/inde/Franklin-Court-Gallery.htm>, accessed 2/14/2012)

1 On the south side of Red Jacket Road, the railroad tracks on the west side of Warehouse No. 1  
2 are restored to strengthen the historic character of the corridor between the Russell Snow Plow  
3 and the warehouse. The majority of the lot immediately adjacent to the northeast side of the  
4 warehouse is rehabilitated to enhance the historic character of the corridor and provide an  
5 outdoor classroom/interpretive space. Parking is provided along Red Jacket Road and Mine  
6 Street, maximizing the space available for visitor activities. A service drive provides access from  
7 Mine Street to the loading dock on the east side of the building. Universally accessible routes are  
8 provided from the parking to the visitor entrance at the north end of the building, and both staff  
9 entrances on the east side of the building.

10  
11 Parking for nine cars is provided on the west side of Mine Street, including two universally  
12 accessible spaces. A crosswalk extends across Mine Street, between the Keweenaw History  
13 Center, and the pedestrian area east of the warehouse. Additional parking is provided along Red  
14 Jacket Road. Eleven parallel spaces are located on the south side of Red Jacket Road, and twelve  
15 are located on the north side of the road. A pedestrian drop-off is located near the north entrance  
16 of Warehouse No. 1. Two parking spaces are provided for recreational vehicles; these are 10'  
17 wide by 30' long each and are located to the south of the service drive on Mine Street.

18  
19 The area between Warehouse No. 1 and Mine Street is utilized as an outdoor classroom and  
20 interpretive space. The pavement in this area is dark colored concrete with exposed aggregate  
21 (similar to the paving at the entrance of the administration building). All areas indicated with this  
22 surface on the plan drawing are universally accessible, providing opportunities for multiple uses  
23 of the space. The main features in this area are restored rope line supports that are constructed of  
24 lumber, heavy timber, and steel. The structures are approximately twelve feet tall, and seven feet  
25 wide. There are seven located in the paved pedestrian area, and another three in the rough turf  
26 located to the south of the service drive.<sup>3</sup> As visitors walk through the area, they will have the  
27 opportunity to observe interpretive panels mounted to some of the restored rope line supports.  
28 An additional historic feature, the fenced rough turf lot, is reintroduced in this alternative. Four-  
29 foot high wood posts are spaced six to eight feet apart around two rough turf areas that lie  
30 between the Mine Street parking and the warehouse. These reflect the historic conditions, while a  
31 paved walkway ensures universal accessibility through the center of the area.

32  
33 The main visitor entrance to the building is on the north façade. An eight-foot wide landing  
34 extends from the north door to the north to meet the sidewalk. The sidewalk is level where it  
35 meets the landing, then slopes to the east and west at a grade of five-percent for approximately  
36 twenty feet to meet the main sidewalk grade. The fifty-foot area along Red Jacket where the  
37 landing and sloped walk are located have a high curb/retaining wall along the road. The  
38 curb/retaining wall will taper from a regular six-inch height to a maximum of fifteen inches (near  
39 the landing).

40  
41 A separate accessible pedestrian entrance for staff is provided on the east side of the building.  
42 This entrance includes an eight-foot by ten-foot landing and a sloped walk that extends to the

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<sup>3</sup> In this document, “rough turf” refers to grass that is maintained in a less manicured condition than that applied to mown lawn. Rough turf is mown on a regular basis, but at a higher height of about three to four inches, and less frequently than mown lawn. In rough turf areas herbaceous weeds that are noxious are accepted. As with other lawn areas, volunteer woody plants are not allowed to become established.

1 north at a five-percent slope for approximately thirty-one feet. A final accessible staff entrance  
2 is located adjacent to the loading dock. This entrance includes a five-foot by ten-foot landing  
3 with a sloped walk that extends to the east for approximately thirty-one feet, adjacent to the  
4 service route.  
5

6 A service route is provided to the loading dock on the east side of the building; the route is ten  
7 feet wide with a thirty-three foot inside turning radius.<sup>4</sup> The service route is approached from  
8 Mine Street and extends to the west toward the building. The service route includes a spur to the  
9 south for three-point turns to allow trucks to turn and back toward the loading dock. Service  
10 access to the southern entry of the building is provided with a large gravel area providing an  
11 approach to the doorway. A marine forklift, telescoping lift, small crane, or other vehicle is used  
12 to transfer large materials into the building at this access door, which is approximately four-feet  
13 above the outside grade. It is recommended that Keweenaw NHP explore possibilities for renting  
14 these types of vehicles to use for installing boats and other large objects into the south entrance  
15 of the warehouse. Marine forklifts are equipped with special cradles for boats, and are weighted  
16 appropriately to handle large boats. Use of this approach to move materials into the building will  
17 eliminate the need to extensively alter the topography on the south side of the building.  
18

19 On the west side of Warehouse No. 1, historic railroad tracks are restored in the gravel lot as  
20 shown on the site plan. Indications of the extension of these tracks to the north, across Red  
21 Jacket Road, are provided with contrasting paving patterns in the locations indicated on the  
22 drawing. A generator providing emergency power for the building is located along the alignment  
23 of one of the restored railroad tracks within a structure designed to look like a train car. The  
24 generator measures approximately 138"x44"x67"high and sits on a concrete pad within the  
25 simulated train car structure as indicated on the site plan. An electrical transformer is located on  
26 the west side of the warehouse. The transformer measures approximately 6'x6'x6' and is situated  
27 to the south of the warehouse shed addition. This location is screened from views from Red  
28 Jacket Road and allows for access to the transformer from the gravel pavement at the south end  
29 of the warehouse.

30 *West Landscape Treatment Zone (Alternative C):*

31 The emphasis of landscape treatment in this area is on improving pedestrian and vehicular safety  
32 and circulation, improving visual character, and strengthening links between this area and the  
33 middle and eastern portions of the Red Jacket Road corridor. Pedestrian crosswalks are added at  
34 Shop, Armory, Fourth, Fifth, and Temple Streets. Armory Street is realigned at its intersection  
35 with Red Jacket Road, and a three-way stop is indicated by stop signs at the corners of Armory  
36 Street and Red Jacket Road. Curbs, sidewalks, and parallel parking are provided on both sides of  
37 Red Jacket Road.  
38

39 The south end of Fourth Street near the intersection with Red Jacket Road is revised to provide  
40 parallel parking on both sides of Fourth Street, as well as two-way traffic. The parking lot  
41 between Fourth Street and the Farmers & Merchants Mutual Fire Insurance Company is revised  
42 to accommodate the street revisions and parking lots are added on either side of the building.  
43 Sidewalks are provided along the south end of Fourth Street and a pedestrian plaza enhances the

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<sup>4</sup> Standards indicate a thirty-three foot inside turning radius will accommodate the vehicles anticipated. The larger forty foot radius is applied, at the request of the park landscape architect, to allow for a greater margin of error.

1 entrance to the Farmers & Merchants Mutual Fire Insurance Company building. Alternately,  
2 should the private parking lot south of Scott Street and north of the visitor center become  
3 available for purchase, it would serve the NPS well to consider acquisition. This lot could better  
4 serve visitors and reduce infrastructure development costs related to parking and circulation.

5  
6 Fifth Street from Temple Street to Scott is designated a one-way route headed north. A drop-off  
7 zone is provided for passenger loading and unloading on the north side of Red Jacket Road near  
8 the entrance to the Visitor Center. Universally accessible parking spaces are provided on Fifth  
9 Street in front of the Visitor Center, and on Fourth Street directly behind the Visitor Center.

10  
11 Existing vegetation is preserved, and deciduous trees are added on the inside of the sidewalk as  
12 indicated in Figure V-11: Red Jacket Road Corridor Treatment Alternative C, Recommended  
13 Treatment. Parking is relocated from the area in between the Colosseum and Red Jacket Road to  
14 a parking lot between the Colosseum and C&H Warehouse No.2.

15  
16 The parking lot at Coppertown is revised. The extant remnants of the foundation of the C&H  
17 Foundry are identified and the parking area is realigned to be situated within the footprint  
18 without impacting the remnants. The foundry foundation remnants are stabilized and  
19 interpretive materials are provided to explain the historic use of the building. Industrial artifacts  
20 are identified, relocated, and interpreted. The poor rock paving indicating the locations of  
21 underground shafts is continued through this area (from Hecla #1 shaft location, described in  
22 section addressing the middle portion of the Red Jacket Road corridor). Key locations include  
23 pavement identifiers that indicate the depth of the shafts. The flags, planters, and other small  
24 scale features in the landscape at Coppertown are removed or relocated and interpretative  
25 information is provided explaining the relationship of the elements to the historic activities. The  
26 tram car is retained and interpreted.

27  
28 The triangular area between Armory, Fifth, and Red Jacket is graded to mostly be a flat surface  
29 with mown lawn. Level areas adjacent to the south side of Red Jacket Road and the west Side of  
30 Armory Street extend approximately twenty feet beyond the sidewalks. Existing street trees are  
31 preserved and new street trees are added as indicated on the site plan. Beyond the level areas, a  
32 transition in elevation, from the higher elevations on Red Jacket Road to the lower elevation on  
33 Fifth Street near Armory Street is necessary. This is accommodated by either a retaining wall (as  
34 illustrated on the site plan) or by sloping the grade at no more than twenty-percent grade. A  
35 level lawn area is established parallel to Fifth Street. Storm water runoff is collected in storm  
36 drains along the curbs at Red Jacket Road, Armory Street and Fifth Street. If necessary, a yard  
37 inlet is installed in the lawn area. The stormwater is moved by underground pipe to an outlet that  
38 daylight at the existing ditch on the west side of Armory Street, south of Fifth Street.

1 Next page:

2 **Figure V- 11: Red Jacket Road Corridor Treatment Alternative C, Recommended Treatment**

3

4 **Sources for Figure V-11: Red Jacket Road Corridor Treatment Alternative C,**  
5 **Recommended Treatment**

- 6     • Aerial photography, 2002, NPS  
7     • Field investigations, September 2010, by Brenda Williams and Lindsey Pickornik.

8

# Calumet Unit

Keweenaw National Historical Park  
Cultural Landscape Report & Environmental Assessment

## Red Jacket Road Corridor Treatment Alternative C

### Legend

- (A) Miscowaubik Club
- (B) KNHP Headquarters  
(C&H General Office Building)
- (C) Barbara Kettle Gundlach Shelter  
(Agassiz House)
- (D) C-L-K School Bus Maintenance  
(C&H Power Station)
- (E) AT&T Calumet Central Office
- (F) Gear House
- (G) C&H Warehouse No. 2
- (H) Calumet Colosseum
- (I) KNHP Visitor Center (Union Building)
- (J) Keweenaw Heritage Center  
(St. Anne's Church)
- (K) Calumet Art Center  
(First Presbyterian Church)
- (L) Calumet Elks Lodge #404  
(first Calumet YMCA)
- (M) Snow Country Greenhouse  
(Swedish Lutheran Church)
- (N) Christ Episcopal Church
- (O) Coppertown Museum (C&H Pattern Shop)
- (P) Russell Snow Plow
- (Q) C&H Warehouse No. 1
- (R) Keweenaw History Center (C&H Library)
- (S) Calumet Electronics
- (T) C-L-K Schools
- (T) Farmers & Merchants Mutual Life  
Insurance Company

### Key

- Existing Building
- Interpret location of non-extant building
- Power poles with historic details or banners
- Ornamental fence - Management Area
- Ornamental fence - Library
- Pipe fence
- Rustic fence (wood posts with wire horizontals)
- Concrete Sidewalk and Curb
- Paving representing alignment of Calumet  
Conglomerate lode
- Restore rope line supports or  
interpretive representation of rope  
line support on ground plane
- Stop sign
- Barrier-free parking
- Existing railroad tracks
- Restore railroad tracks
- Interpretive representation of  
non-extant railroad
- Crosswalk
- Turf
- Gravel
- Concrete with exposed aggregate  
to emulate gravel
- Pavement indicating location  
of underground shaft
- Existing canopy tree
- Proposed canopy tree
- Existing evergreen tree

### Map Notes

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

Created/Revised  
November 2012

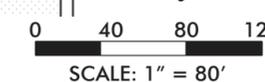
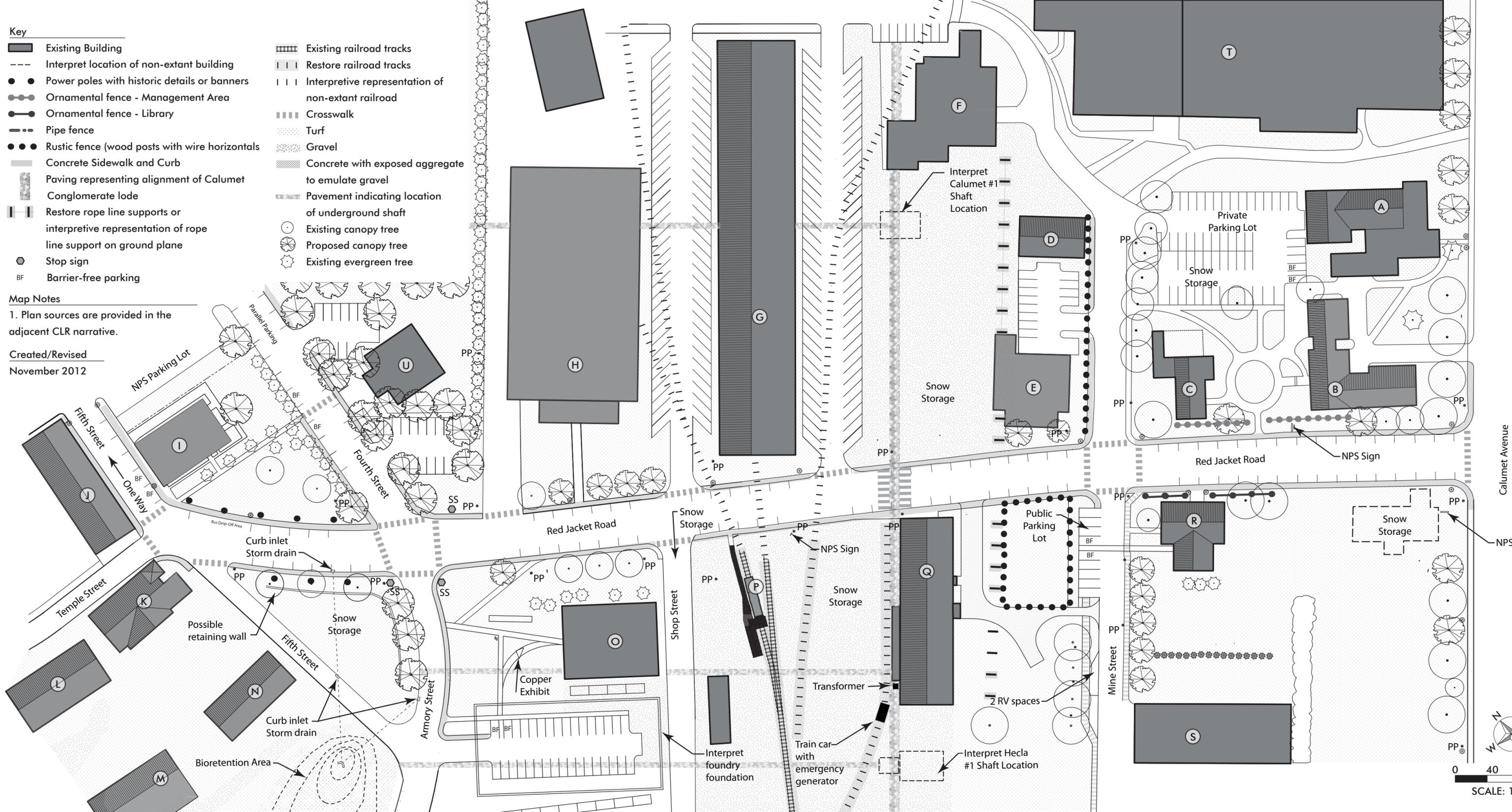


Figure V-11



1  
2 **Figure V- 12: Middle Section Red Jacket Road Corridor facing Northeast, Treatment Alternative C** (note:  
3 Sketch is for conceptual purposes only. Additional design development is necessary to address detailed issues.)  
4



5  
6 **Figure V- 13: Middle Section Red Jacket Road Corridor facing Southwest, Treatment Alternative C** (note:  
7 Sketch is for conceptual purposes only. Additional design development is necessary to address detailed issues.)  
8

1            **Agassiz Park Recommended Treatment**

2  
3            ***Vision Statement for Agassiz Park Recommended Treatment:***

4            In the action alternatives, Agassiz Park serves as an amenity for the community, and a link  
5            between the historic downtown and the industrial core of Calumet.

6  
7            ***Goals:***

- 8            1. Improve the ability of the landscape to convey and represent its historic conditions and  
9            the design intent of Warren Manning.
- 10           2. Preserve extant historic landscape features, in particular the designed open spaces, paths  
11           and trees.
- 12           3. Restore the statue of Alexander Agassiz to its original location.
- 13           4. Improve pedestrian and visual connections between Agassiz Park and downtown Calumet  
14           as well as the school grounds and industrial core.
- 15           5. Provide expanded opportunities for use of Agassiz Park by visitors and the community.

16  
17           ***Objectives:***

- 18           1. Rehabilitate the Agassiz Park historic landscape and connections to other significant  
19           landscape character areas within the Calumet Unit.
- 20           2. Provide parking for Agassiz Park and Keweenaw NHP visitors.
- 21           3. Provide overnight parking for downtown residents.
- 22           4. Provide parking for downtown merchants and customers.
- 23           5. Improve pedestrian circulation between downtown Calumet and Agassiz Park.
- 24           6. Improve the function and aesthetic appeal of Fourth Street.
- 25

1 **Agassiz Park Treatment Alternative C (Recommended Treatment):**  
2 **Rehabilitation with Interpretation of Selected Areas of the Cultural Landscape**

3 Agassiz Park is an important community resource that provides space for community activities  
4 and can serve as a strong link between downtown Calumet, C-L-K Schools, the Red Jacket Road  
5 corridor, and the new Calumet Visitor Center. The park's current conditions inhibit its appeal to  
6 the community and visitors. This alternative provides a long-term recommendation for  
7 improving the park as a vital community open space and increasing its representation of the  
8 historic conditions and Warren Manning's significant landscape design. Following the long-term  
9 recommended treatment, a short-term approach to rehabilitating the park is described. This  
10 phase one approach allows for immediate improvements to be made prior to the implementation  
11 of the entire long-term plan. The phased approach to rehabilitating the park provides for gradual  
12 improvements to be made as opportunities are available. The long-term plan includes restoration  
13 of a large portion of the historic park, as illustrated in Figure V-14 and described in the following  
14 section entitled "Agassiz Park Recommended Treatment Long-Term Plan." An initial phase  
15 addressing improvements to the extant remnants of the park is described as "Agassiz Park  
16 Recommended Treatment Phase One," and illustrated in Figure V-15.

17 *Agassiz Park Recommended Treatment Long-Term Plan*

18 The long-term recommended treatment approach for Agassiz Park includes recommendations  
19 that may take a decade or more to implement. The entire recommended treatment is described in  
20 this section. Prepare a Master Plan for Agassiz Park to determine appropriate active and passive  
21 recreation features for the park and determine their locations. When decisions regarding the  
22 appropriate facilities have been made, address general issues related to lighting, utilities, site  
23 furniture and physical design. Also consider preparing a Preservation Maintenance Plan (PMP)  
24 for Agassiz Park to address protecting historic character, monitoring change, controlling growth,  
25 replacing missing elements, and minimizing disturbance in the landscape to ensure that  
26 significant historic features are not lost and the character of the park is not compromised. The  
27 plan should address both routine and cyclic maintenance.<sup>5</sup> Include recommendations of an urban  
28 forester for improving conditions within the park to enhance the trees and recommendations for  
29 specific tree species and varieties that are well suited to the site conditions.<sup>6</sup> Also provide  
30 recommendations for improving the conditions of the existing lawns and shrubs and for preparing  
31 planting medium for new plants within the park, including recommendations regarding  
32 irrigation. Include a snow removal and snow storage plan to address this important need. To  
33 enhance the overall conditions within the park, it is recommended that the National Park Service  
34 assists the Village with maintaining Agassiz Park.

35  
36 The most essential element in this plan is the replacement of the statue of Alexander Agassiz in  
37 its original location within the park. The park was designed to focus on the statue, and this focal  
38 point also served as a pivotal element for circulation and views within the park. The strong  
39 association of the memorial to the history of the community can be revived with the restoration  
40 of the statue to this location. In the long-term, the rehabilitation of the northeast corner of the

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<sup>5</sup> For information regarding the preparation of a Preservation Maintenance Plan, consult: Margaret Coffin and Regina M. Bellavia. *Guide to Developing a Preservation Maintenance Plan for a Historic Landscape, Cultural Landscape Publication No. 7* (Brookline, MA, Olmsted Center for Landscape Preservation, 1998 revised edition).

<sup>6</sup> Consider aerating and supplementing the soil, mulching around the trees, educating maintenance staff to reduce mower and trimmer damage of trees, watering during dry periods, installation of irrigation, pruning, and treatment or removal of hazardous or diseased trees.

1 park for active recreational use will improve outdoor active recreation opportunities in the  
2 community and further enhance character of this public open space.

3  
4 The Park Avenue Townhouses require a high level of ongoing maintenance that is expected to  
5 increase as the buildings continue to age.<sup>7</sup> In addition, the residents of the townhouses are  
6 removed from the rest of the community and there is a stigma associated with living in the  
7 townhouses.<sup>8</sup> The construction of Park Avenue and the townhouses decimated a large part of  
8 Agassiz Park and changed the character of the area. The Village of Calumet contains many  
9 historic dwellings that are currently vacant as well as former building sites that are now vacant  
10 lots. When the Park Avenue Townhouses are in need of replacement, it is recommended that the  
11 housing use they are designed to fulfill be shifted to rehabilitated dwellings or historically  
12 sensitive in-fill developments within the Village of Calumet. This will allow for the removal of  
13 a large portion of Park Avenue, associated parking lots, and the townhouse buildings from the  
14 park, allowing for the long-term rehabilitation of the park illustrated in figure V-14. The area  
15 indicated for active recreation will include those facilities identified as appropriate in the  
16 recommended Agassiz Park Master Plan.<sup>9</sup> This plan encourages the redevelopment of affordable  
17 housing within existing residential neighborhoods in the village and provides an opportunity for  
18 enhancing Agassiz Park and reviving it as an appealing destination in the community.

19  
20 Historic paths are restored and the associated historic trees preserved and maintained. New trees,  
21 matching the species of those specified by Warren Manning, are added to fill in gaps along the  
22 paths (see V-14). Varieties identified in the PMP as appropriate for the conditions in the park  
23 will be used. Infilling trees will result in multi-aged tree lines and mixed species. Interpretive  
24 waysides with historic information about the park are provided at the memorial plaza and at the  
25 park entrance directly across from Oak Street (see V-14).

26  
27 Pedestrian links between Agassiz Park and downtown Calumet are improved by providing  
28 improved sidewalk connections and crosswalks at Portland and Oak Streets and by improving  
29 the conditions along Fourth Street. The western side of Agassiz Park becomes more welcoming  
30 with a tree-lined sidewalk, rather than parking lots. The appearance of Fourth Street is improved  
31 by realigning the street, parking, sidewalks, and adding more trees. In the blocks between Elm  
32 Street and Portland Street, a row of canopy trees and sidewalk along the eastern edge of the road  
33 (at the western edge of the Agassiz Park) are added. One lane of north-bound traffic is edged on  
34 the west by a median with canopy trees. One lane of south-bound traffic is located on the other  
35 side of the median, and south-facing angled parking is adjacent to a sidewalk and canopy trees  
36 along the western edge of the corridor. Curb cuts are provided for access to parking, back  
37 entrances, and service areas at the backs of the Fifth Street buildings.

---

<sup>7</sup> Discussions with the Calumet Housing Authority indicated that the townhouse buildings are in constant need of repair and take a disproportionate amount of time and expense from the overall property's maintenance activities.

<sup>8</sup> This was mentioned frequently by participants in stakeholder and public meetings.

<sup>9</sup> Note that the plan does not show basketball courts, horseshoe pits, and other elements as it is recommended that a park master plan be prepared to determine the active recreational features that are most appropriate for the park, and their locations within the active recreation area.

1 The southern portion of Agassiz Park continues to house affordable elderly housing administered  
2 by the Calumet Housing Authority. Parking for the facility is reorganized and sidewalks,  
3 ornamental plants, and paved plazas are added to provide more outdoor activity areas for  
4 residents. Resident gardens are maintained, and more are added if interest is shown.  
5  
6 The south end of Fourth Street near the intersection with Red Jacket Road is revised to provide  
7 parallel parking on both sides of Fourth Street, as well as two-way traffic. The parking lot  
8 between Fourth Street and the Farmers & Merchants Mutual Fire Insurance Company is revised  
9 to accommodate the street revisions and parking lots are added on either side of the building.  
10 Sidewalks are provided along the south end of Fourth Street and a pedestrian plaza enhances the  
11 entrance to the Farmers & Merchants Mutual Fire Insurance Company building. Alternately,  
12 should the private parking lot south of Scott Street and north of the visitor center become  
13 available for purchase, it would serve the NPS well to consider acquisition. This lot could better  
14 serve visitors and reduce infrastructure development costs related to parking and circulation.  
15  
16  
17