

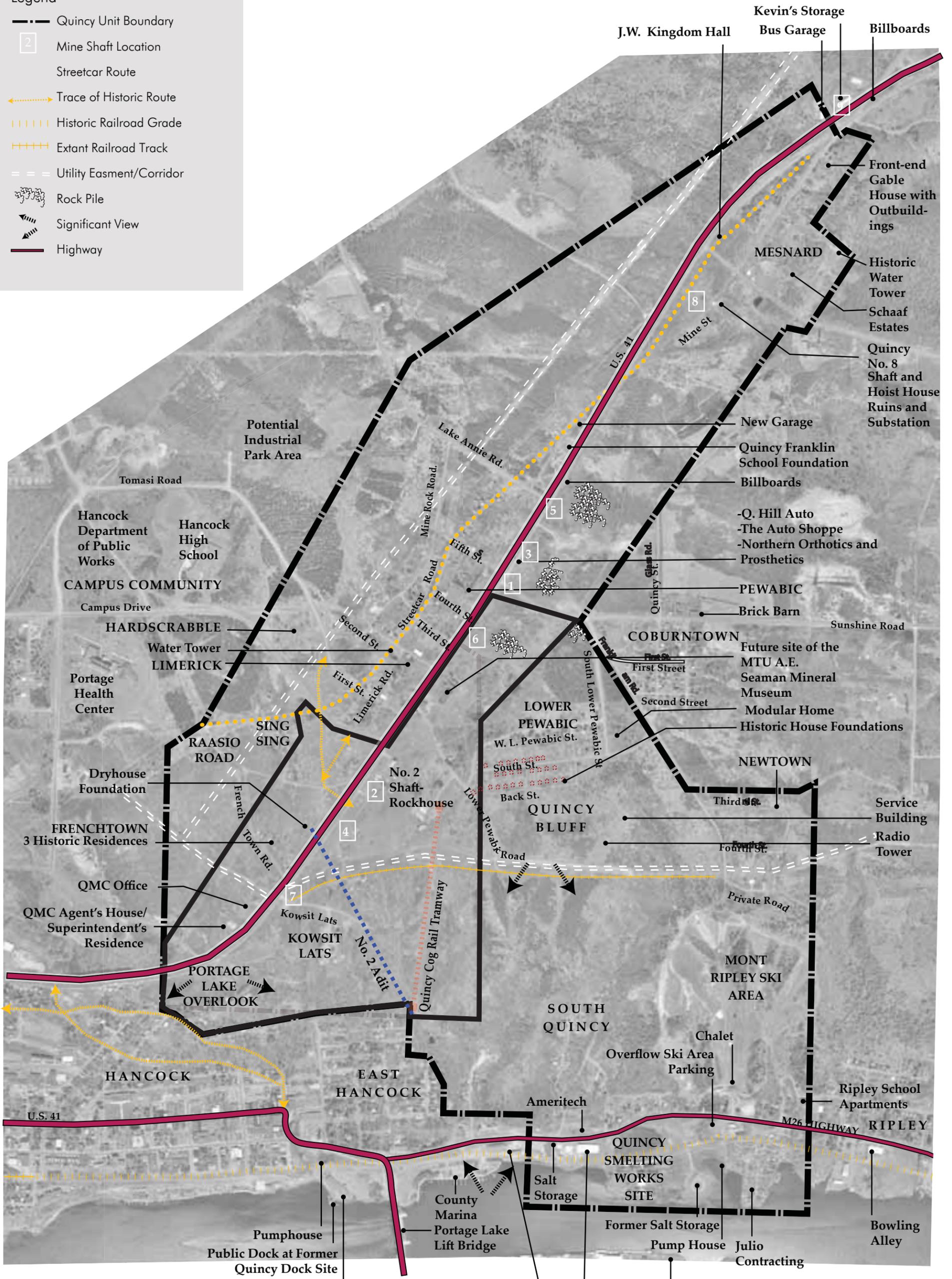
1 **Chapter III: Existing Conditions / Affected Environment**

2
3 This chapter describes existing conditions within the Quincy Unit at two levels of detail.
4 Unit-wide existing conditions are those that relate to the overall Quincy Unit (Figure 3-1
5 illustrates the boundaries and existing conditions of the Quincy Unit). Unit-wide conditions
6 addressed include land use, vegetation, circulation, archaeological resources, wetlands, special
7 status species, socioeconomics, visitor experience, and park operations at a broad scale,
8 providing a context for understanding the overall unit. The remainder of the chapter provides
9 descriptions of existing conditions in each of the landscape character areas within the Quincy
10 Unit.

- 1 Following page:
- 2 **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
-  Highway




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 February 2008

1 **Unit-Wide Existing Conditions**

2

3 **Land Use**

4 The Quincy Unit of Keweenaw National Historical Park is located in Houghton County,
5 about 210 miles east of Duluth, Minnesota and 340 miles north of Milwaukee, Wisconsin.

6 Houghton County is located in the northwestern portion of Michigan’s Upper Peninsula, on the
7 southern shore of Lake Superior. The county lies on the Keweenaw Peninsula, a stretch of land
8 that extends 75 miles into the lake. Houghton County encompasses an area of 667,904 acres.

9 The County is comprised of 14 townships (Adams, Calumet, Chassell, Duncan, Elm River,
10 Franklin, Hancock, Laird, Osceola, Portage, Quincy, Schoolcraft, Stanton, and Torch Lake), five
11 villages (Calumet, Copper City, Lake Linden, Laurium and South Range) and two cities
12 (Hancock and Houghton). The Quincy Unit is located within Franklin and Quincy Townships.

13 It is adjacent to the City of Hancock and across the western arm of Portage Lake from the City
14 of Houghton.

1 **Existing Land Use**

2 Land use in Houghton County is predominantly forest with 30 percent of all lands
3 located in a state or national forest, park or recreation area. Agricultural land uses are located
4 predominantly in the northeast portion of the county, while commercial, residential and
5 recreational uses are concentrated in the north and north-central parts of the county (see Table
6 3-1).

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

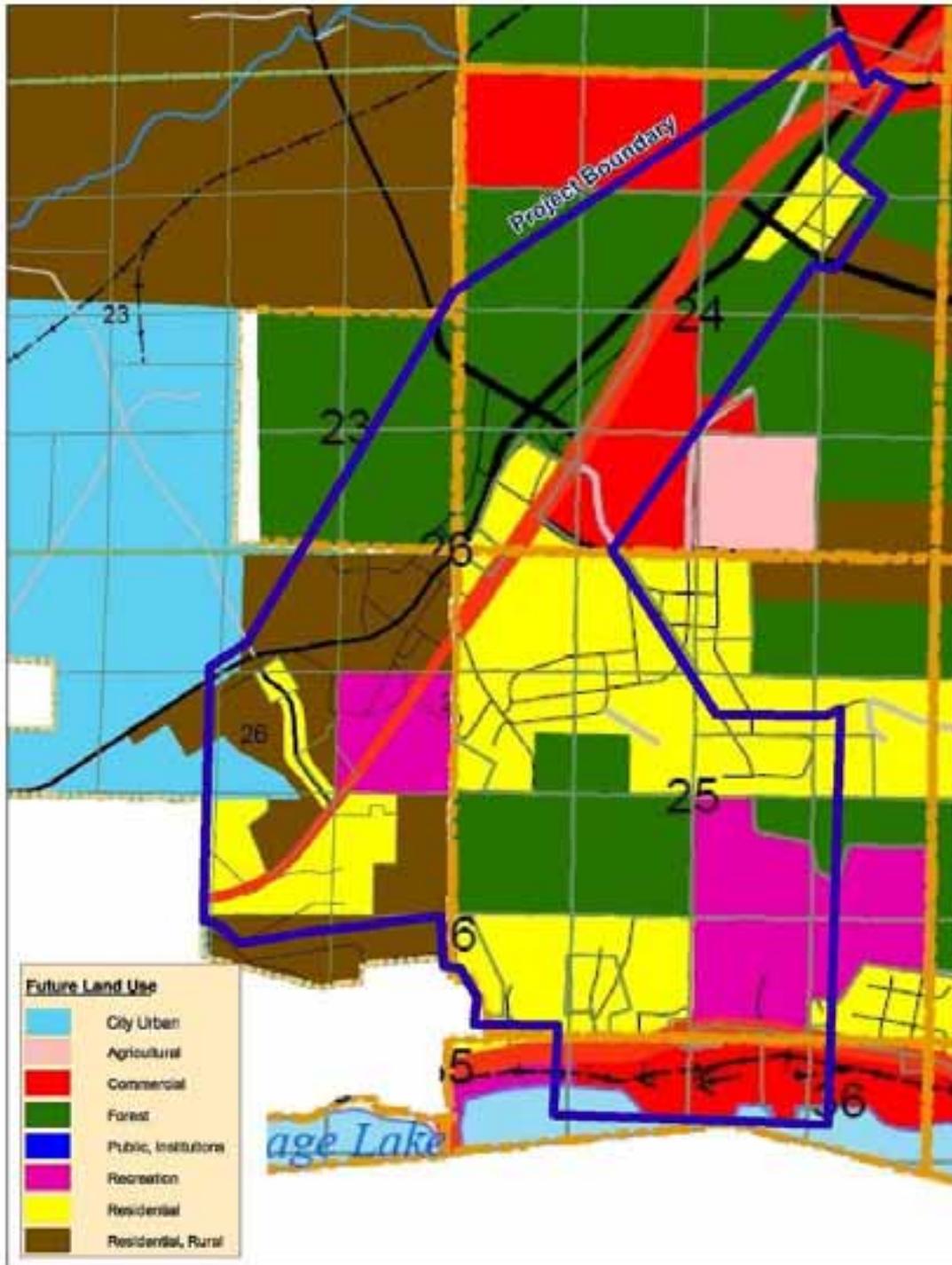
13 **Table 3-1**

14 **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>	



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

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1 **Zoning**

2 No local governments that overlap the boundary of Keweenaw National Historical Park
3 have adopted land use regulations. Land use controls are limited to enforcement of building
4 codes.

5 **Transportation**

6 Keweenaw National Historical Park and Houghton County are served by Highway 41,
7 which provides the primary north-south access to the area. Highway 2 and Michigan Route 28
8 provide the primary east-west access to Houghton County and the entire Keweenaw Peninsula.
9 There are no interstates in the vicinity.

10 The Cities of Houghton and Hancock provide an on-demand bus service. Greyhound
11 has a bus terminal in downtown Hancock. There is no passenger train service. Houghton
12 County Memorial Airport is located 3 miles northeast of the Quincy Unit and has 3 flights daily
13 to and from Minneapolis-St. Paul International Airport. There are no road improvements
14 planned by the Houghton County Road Commission or the Michigan Department of
15 Transportation for roads within the Quincy Unit.

1 **Vegetation**

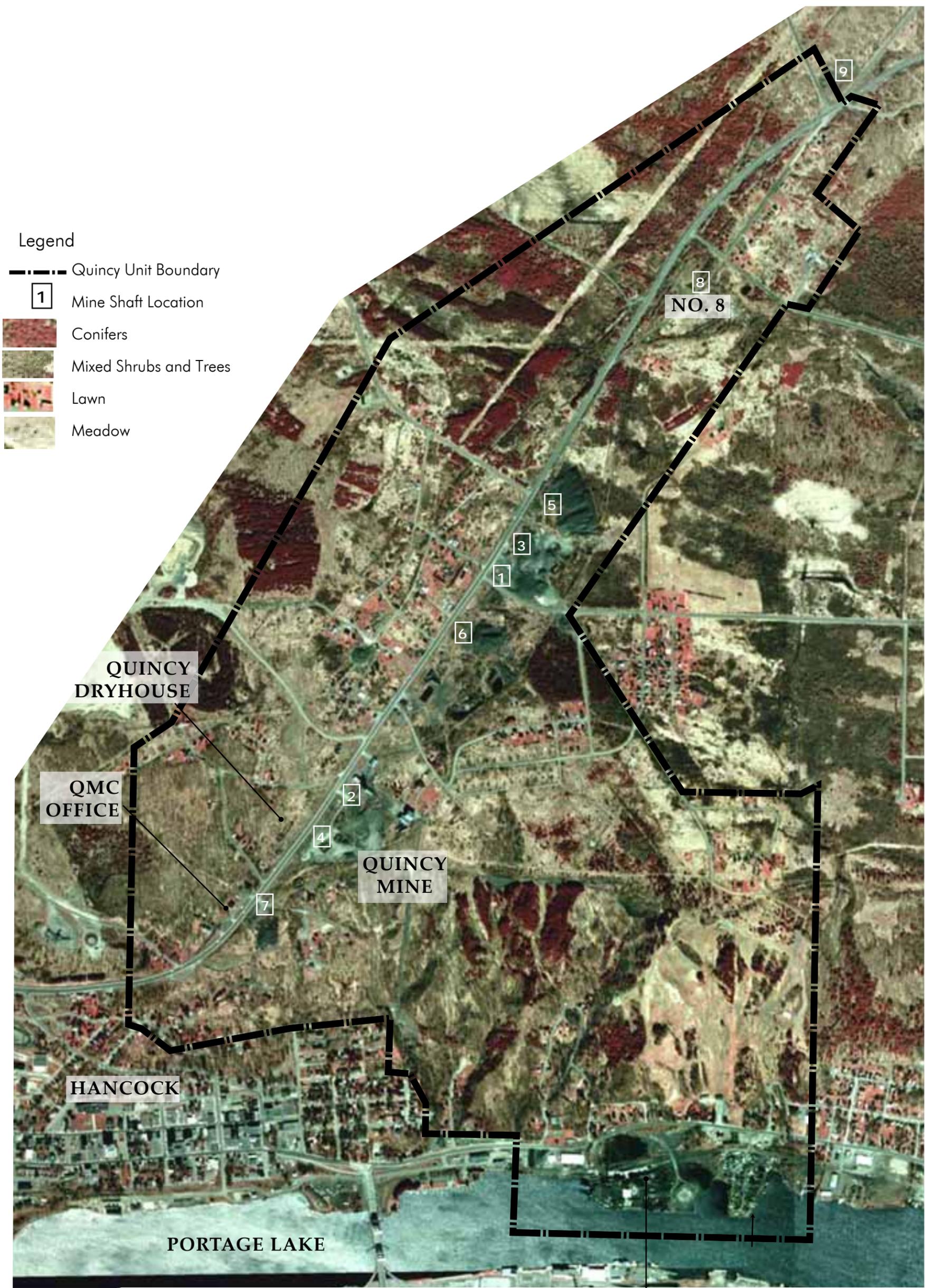
2 Vegetation within the Quincy Unit is addressed above in association with Landscape
3 Character Areas. A general overview of vegetation throughout the unit is provided in Figure 3-
4 4. The figure includes an infrared aerial photograph of the unit that can be used to identify
5 large areas of conifers,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

11 Vegetation in non-developed areas is highly disturbed with natural succession
12 reclaiming cleared land. Two portions of coniferous trees are red pine plantation with trees of
13 approximately 30-40 feet height. Abandoned industrial and company housing sites are
14 overgrown with volunteer herbaceous and woody plants. Some of the domestic plants that
15 were introduced to the area by residents have survived and spread, including rhubarb, lilacs,
16 lilies, apple trees, and Lombardy poplar trees. These plants provide hints of former activities
17 and help to identify historic company housing sites.

18

19

- 1 Following page:
- 2 Figure 3- 4: Quincy Unit Vegetation



Legend

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

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

QUINCY
SMELTING
WORKS

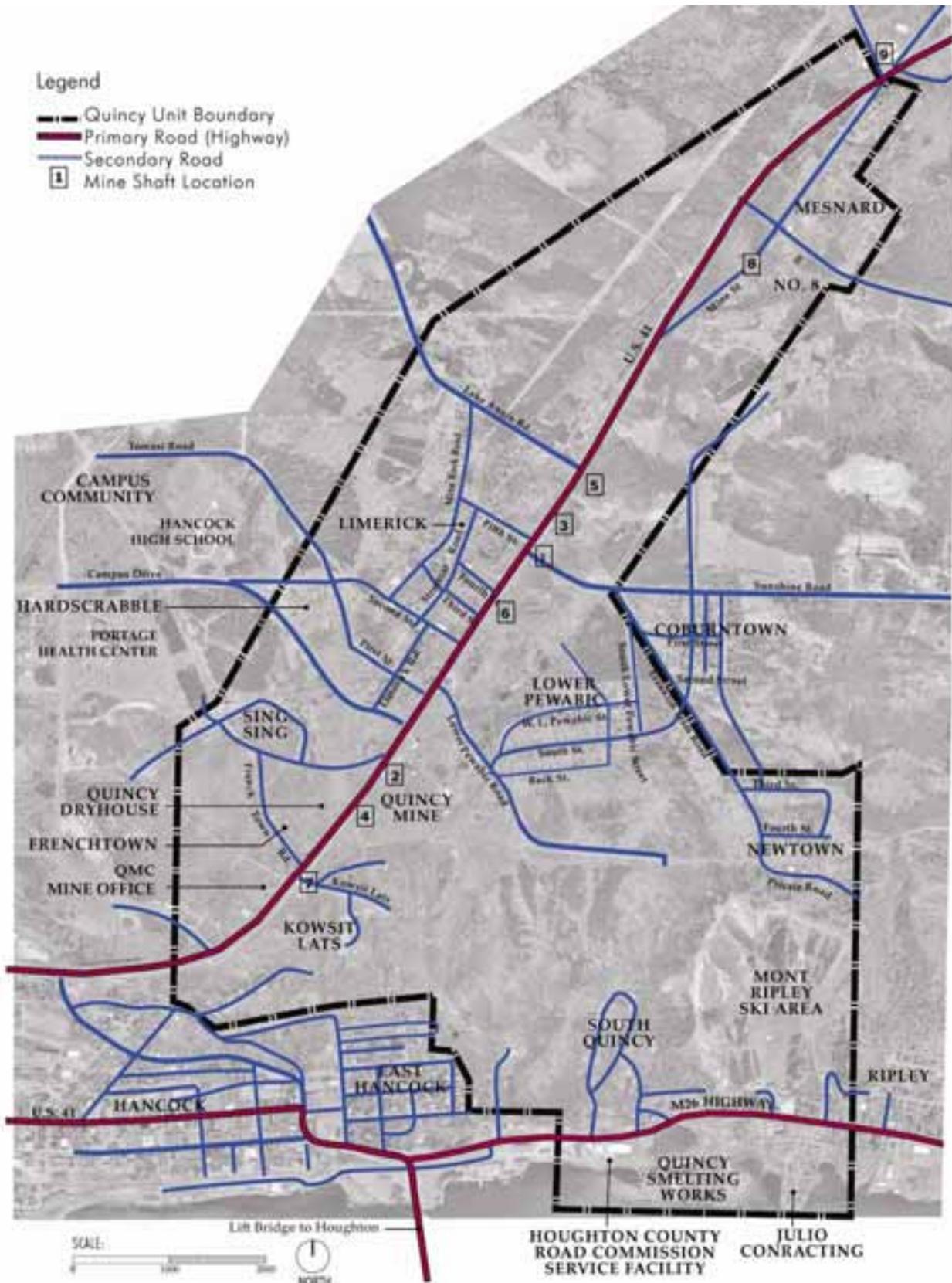
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NORTH

  
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1 **Circulation**

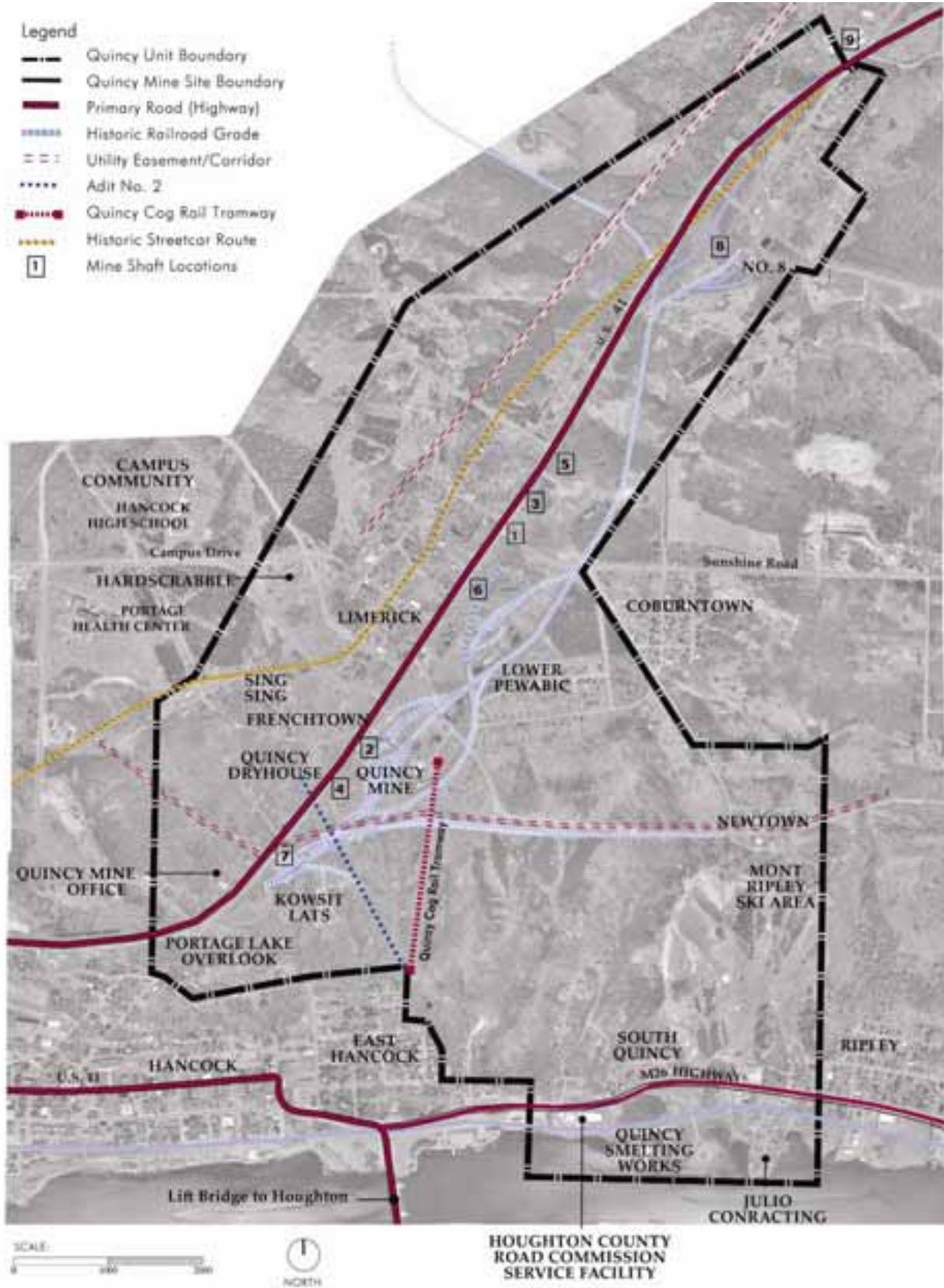
2 Access to the Quincy Unit is provided by automobiles. Broadscale circulation within the
3 Quincy Unit is mainly dominated by vehicular routes. Highway 41 is the primary road through
4 the unit, providing access from both the north and the south. Secondary roads provide access
5 to neighborhoods and other facilities within the unit, as well as links to other areas (see Figure
6 3-5). In addition to the roads, historic railroad corridors provide informal circulation corridors
7 that are utilized by all terrain vehicles, snow mobiles, bikers, and pedestrians. The Quincy cog
8 rail tramway provides access from the No. 2 hoist house area to adit number two. Adit number
9 two links the surface with the underground corridors of the mine (see Figure 3-6).

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2 **Figure 3- 5: Existing Roads**

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Figure 3- 6: Existing Railroad Grades and Tram Route

1 **Archaeological Resources**

2 The extent of archaeological resources contained in the park is presently
3 unknown however, it is indisputable that there is great potential for both prehistoric and
4 historic archaeological resources within the Quincy Unit. Although archeological resources
5 have not been comprehensively inventoried within the Quincy unit, a number of projects have
6 been conducted that indicate the area contains extensive archaeological resources.¹ As early as
7 1863 Charles Whittlesey published his observations regarding early copper mining in the area.
8 Recently, a report by Larry Mishkar focuses on the site of the Seaman Mineral Museum and
9 numerous unpublished reports conducted by Michigan Technological University have focused
10 on archaeological sites within the Quincy Unit. These have included a survey for the path of a
11 water line that documented the presence of rail and tram lines; documentation of the presence
12 of the first Euro-American cemetery associated with the Quincy Mining Company; and
13 documentation of residential neighborhoods. Extensive buried deposits have been documented
14 in the area near the Quincy Machine Shop and Blacksmith Shop.² Plans are underway for the
15 preparation of an Archaeological Overview and Assessment for the two units of the park. It is
16 likely that extensive archaeological resources related to historic copper mining in Michigan's
17 Keweenaw Peninsula will be identified. In addition, it is possible that prehistoric resources
18 may be discovered. The Keweenaw Peninsula hosts one of the oldest known copper-working
19 sites in North America, dating to the early Holocene. Although historic activity has resulted in
20 extensive ground disturbance at Keweenaw National Historical Park properties, the prehistoric
21 record has yet to be systematically investigated, and could offer additional information about
22 early activity in the Upper Great Lakes.

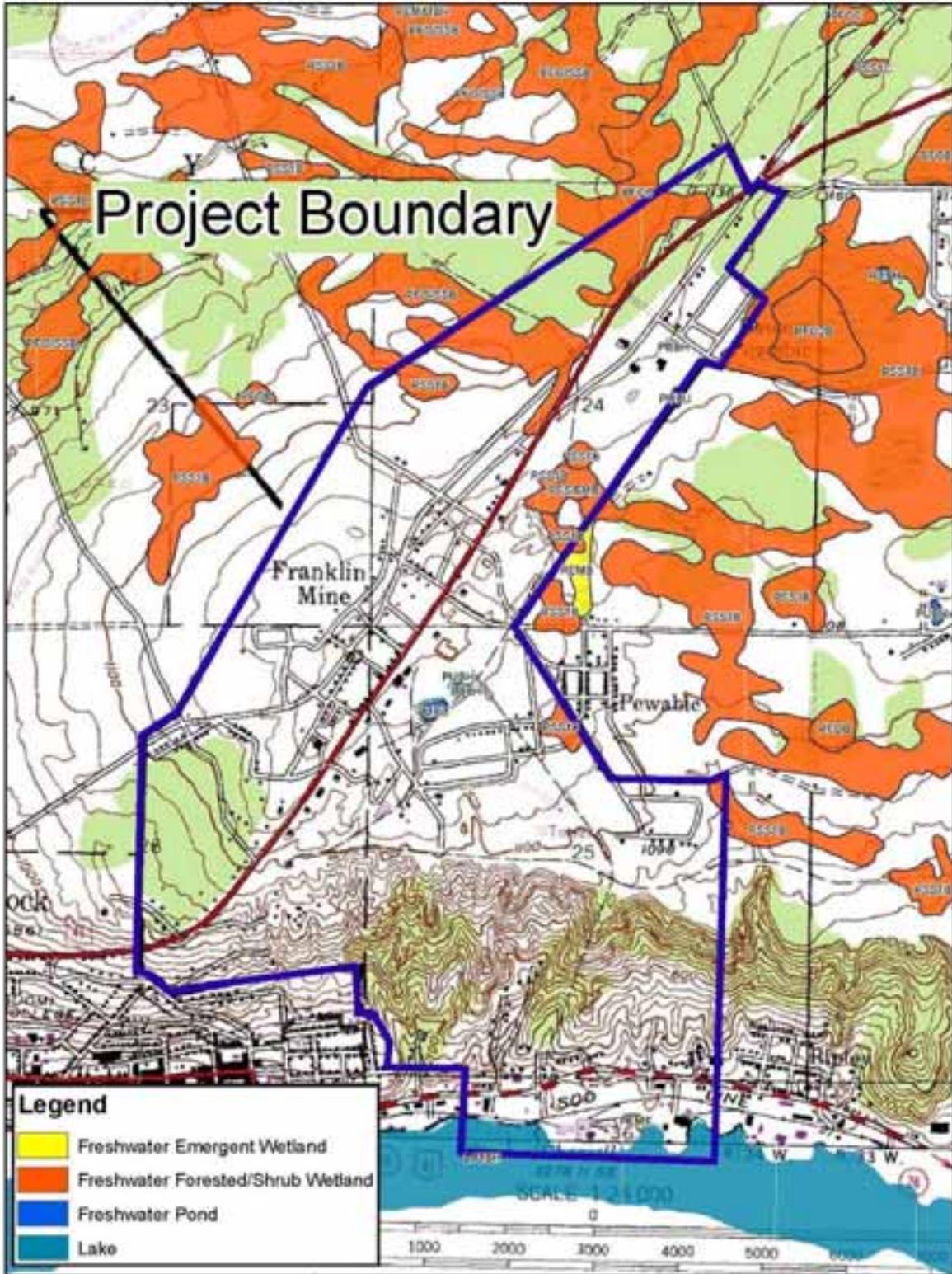
¹ Mishkar, Land Use History and Archaeological Survey, Seaman Mineral Museum Project, Quincy Mine National Historic Landmark, Houghton County, Michigan; Whittlesey, Ancient Mining on the Shores of Lake Superior, Smithsonian Contributions to Knowledge; other unpublished projects conducted by Michigan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

² Martin, correspondence, February 2008.

1

2 **Wetlands**

3 Large areas of palustrine forested and scrub-shrub wetlands are mapped west of US 41
4 at the north end of the Quincy Unit while a large area of palustrine scrub-shrub and emergent
5 marsh wetlands is mapped between US 41 and Glass Road, north of Sunshine Road. A
6 moderate size palustrine scrub-shrub wetland is mapped west of the intersection of Franklin
7 Tram Road and Glass Road, while a small palustrine emergent marsh is mapped along the
8 north edge of Portage Lake within an inlet east of the former salt storage site. Figure 3-7
9 illustrates the extent of potential wetlands within the Quincy Unit.



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2 Figure 3-7: Extent of Potential Wetlands within the Quincy Unit (source: Woolpert, Inc., 2007)
3

1 **Special Status Species**

2 According to the park's Fire Management Plan environmental assessment, there are no
3 federally listed threatened or endangered species known to occur at the Quincy Unit of
4 Keweenaw National Historical Park; however, consultation with the US Fish and Wildlife
5 Service (USFWS) in a letter dated 17 July 2007, indicates that the federally threatened and state
6 endangered Canada lynx (*Lynx canadensis*) may occur in the area.³

7 Coordination with the Michigan Natural Features Inventory indicates that a state species
8 of concern, Douglas' hawthorn (*Crataegus douglasii*), occurs in the general area and may occur
9 within the Quincy Unit. Table 3-3 summarizes state and federally listed species that may occur
10 in the area.

³ United States Department of the Interior, National Park Service, *Fire Management Plan Keweenaw National Historical Park*.

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**Table 3-3:
Federal and State Listed Species Known in Houghton County, Michigan and/or
Possible in the Keweenaw National Historical Park Quincy Unit Project Area**

Common Name	Scientific Name	Federal Status / State Status ¹
Plants		
Climbing Fumitory	<i>Adlumia fungosa</i>	– / SC
Wild Chives	<i>Allium schoenoprasum</i>	– / T
Walking fern	<i>Asplenium rhizophyllum</i>	– / T
Northern Reedgrass	<i>Calamagrostis lacustris</i>	– / T
Purple Clematis	<i>Clematis occidentalis</i>	– / SC
Douglas’ Hawthorn*	<i>Crataegus douglasii</i>	– / SC
Slender Cliff-brake	<i>Cryptogramma stellari</i>	– / SC
Laurentian Fragile Fern	<i>Cystopteris laurentiana</i>	– / SC
Flat Oat Grass	<i>Danthonia compressa</i>	– / SC
Fragrant Cliff Woodfern	<i>Dryopteris fragrans</i>	– / SC
Blue Wild-rye	<i>Elymus glaucus</i>	– / SC
Farwell’s Water-milfoil	<i>Myriophyllum farwellii</i>	– / T
Common Butterwort	<i>Pinguicula vulgaris</i>	– / SC
Satiny Willow	<i>Salix pellita</i>	– / SC
Torrey’s Bulrush	<i>Scirpus torreyi</i>	– / SC
Rayless Mt. Ragwort	<i>Senecio indecorus</i>	– / T
New England Violet	<i>Viola novae-angliae</i>	– / T
Animals		
Lake Sturgeon	<i>Acipenser fulvescens</i>	– / T
Cisco or Lake Herring	<i>Coregonus artedi</i>	– / T
Kiyi	<i>Coregonus kiyi</i>	– / SC
Common Loon	<i>Gavia immer</i>	– / T
Wood Turtle	<i>Glyptemys insculpta</i>	– / SC
Canada Lynx #	<i>Lynx canadensis</i>	LT / E
Bigmouth Shiner	<i>Notropis dorsalis</i>	– / –
Osprey	<i>Pandion haliaetus</i>	– / T
Sauger	<i>Sander canadensis</i>	– / T
Eastern Box Turtle	<i>Terrapene carolina carolina</i>	– / SC
¹ E= Endangered; LT= Listed Threatened; SC= Special Concern; T= Threatened * Known within Township 55N, 34W Sections 26 and 35; Township 54N, 34W Section 1 Sources: Michigan Natural Features Inventory, 2007 and USFWS, 2007b.		

5

1 **Socioeconomics**

2 Demographics

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

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

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

18 **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

1 *Economic Resources*

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

6 In 1996, it is estimated that tourism generated \$137,459,000 in the Keweenaw Region
7 which includes Baraga, Houghton, Iron, Keweenaw and Ontonagon Counties.⁴ Houghton
8 County accounted for approximately 23 percent of the revenue generated or roughly
9 \$32,000,000. In 2000, Houghton County accounted for over 46 percent of revenues generated
10 from tourist expenditures. A break down of visitor expenditures for Keweenaw NHP and the
11 Quincy Unit is given in the Visitor Study Summary.

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

17 *Visitor Expenditures*

18 Keweenaw National Historical Park VSP Visitor Study was conducted between 24 July
19 and 1 August 2004. During the study 332 visitor groups were questioned. Of the visitor groups
20 questioned, the average group expenditure was \$365 with an average per capita expenditure of
21 \$189 (see Table 3-5). At the Quincy Unit, visitor groups only averaged \$36 in expenditures with
22 a \$9 per capita average. A summary of how visitors spend their can be seen in the table below.
23 In all categories, visitors to the Quincy Unit spend considerably less money than the average
24 park visitor.

⁴ Michigan State University, 2007.

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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

4

1 **Visitor Experience**

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

7 Keweenaw Heritage Sites that are heavily visited include Porcupine Mountains
 8 Wilderness State Park; McLain State Park; Fort Wilkins State Park. Main attractions available at
 9 the Quincy Unit include the Quincy Mine Hoist Gift Shop and the NPS Visitor Information
 10 Desk; the Cog rail Tram; Underground Quincy Mine underground tours; Quincy Mine Museum
 11 in No.2 Hoist Building; Nordberg Steam Hoist Tour and No. 2 shaft-rockhouse self-guided tour.

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

15 **Table 3-6**

16 **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
Quincy Unit	45,000	33,600	40,000	30,800
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>				

1 The Division of Interpretation and Education has prepared, and is currently
2 implementing, the park's Education Plan. The Education Plan lays the groundwork for
3 education of the public and local students. The plan includes recommendations for teacher
4 workshops, history camps and ranger-guided and self-guided tours of the park. Ranger-led
5 tours of the park include a Quincy Ruins Walk that is conducted two times a week during the
6 summer. Park staff also provides interpretive training for cooperating sites.

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

12 According to the survey, the majority of visitors tend to be from Michigan and
13 immediately surrounding states. Michigan accounts for over half of the park visitors and the
14 states of Wisconsin, Illinois, and Minnesota account for another 30 percent. The average group
15 size is five people and the average visitor age is about forty nine.

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

21 Keweenaw NHP does not have a Visitor Survey Card program. Current data on visitor
22 satisfaction at this time is based solely on results of the 2004 Visitor Study. The NPS has a
23 service wide goal of 95 percent visitor satisfaction with park facilities, services, and recreational
24 opportunities. Because Keweenaw National Historical Park is relatively new, it has an overall

1 goal of 70 percent satisfaction by 2008. Over 50 percent of visitors rated Quincy Mine & Hoist
2 as being Very Good. Fifty-three percent of visitors rated the overall quality of visitor services as
3 very good. Keweenaw NHP also has goal that 70 percent of visitors will understand
4 significance of the Park after their visit. The visitor study revealed that 86 percent of visitors
5 reported a better understanding of Park significance after visiting the Park.

6 Visitor safety is one of many goals of NPS. There were no documented safety incidents
7 at Quincy Unit. Since most property within the boundaries of Keweenaw National Historical
8 Park is not owned by the NPS, park staff must work collaboratively with its Keweenaw
9 Heritage Site partners and cooperating sites to mitigate hazards and to educate visitors about
10 safety concerns. Interpretive staff will insert safety-related articles in the annual park
11 newspaper, and plan to develop a site bulletin related to visitor safety. Nine percent of visitor
12 groups that participated in the study had a member with a disability. Of disabilities, 85 percent
13 were mobility, 12 percent hearing, and nine percent visual. Twenty-seven percent of
14 respondents rated Quincy Mine and Hoist disability access as very good. Forty seven percent
15 of visitors with disabilities/impairments reported having access problems at the Quincy Unit.
16 Full accessibility is provided at the gift shop and the cog rail tram.

17 **Park Operations**

18 Park Headquarters is in Calumet, which is 10 miles north of the Quincy Unit. The
19 *Superintendent's Annual Report, Fiscal Year 2005* listed a total of 33 employees at Keweenaw
20 National Park. Fourteen of these employees are permanent. Eleven employees are seasonally
21 involved in maintenance and construction and eight employees are seasonally involved in
22 interpretation and museum curation. Park interpretive and maintenance staff are stationed at
23 the Park Headquarters. Keweenaw National Park interpretive staff provides on-site
24 interpretation and visitor contact at the Quincy Unit. In addition, much of park interpretive and

1 museum staff's time is spent working with cooperating sites and school groups throughout the
2 region to tell the story of the park's history. Park maintenance staff provides routine
3 maintenance for park facilities, and repair and rehabilitation to structures in both the Calumet
4 and Quincy Units.

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6

1 **Quincy Unit Landscape Character Types and Associated Landscape Character Areas**

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

12 The existing conditions descriptions included herein provide an overview of the
13 primary site features related to each landscape character area, rather than a detailed field
14 inventory at the site level. In addition to the descriptions of existing conditions related to the
15 landscape character areas, the chapter also includes descriptions of unit-wide conditions related

⁸ 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.

¹⁰ Information from the "Critical Safety and Preservation Needs Assessment," prepared by Franklin Township and Keweenaw National Historical Park, 2003. The site was not accessible for inventory due to EPA restraints.

1 to archaeological resources, vegetation, wetlands, special status species, socioeconomics, land
2 use, transportation, and park operations.

3 **Landscape Character Types and Associated Landscape Character Areas**

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

5 *Quincy Mine landscape character area*
6 *Quincy Smelter landscape character area*
7 *Quincy Mine Office and Superintendent's Residence landscape character area*
8 *Quincy Dryhouse landscape character area*
9 *No. 8 landscape character area*

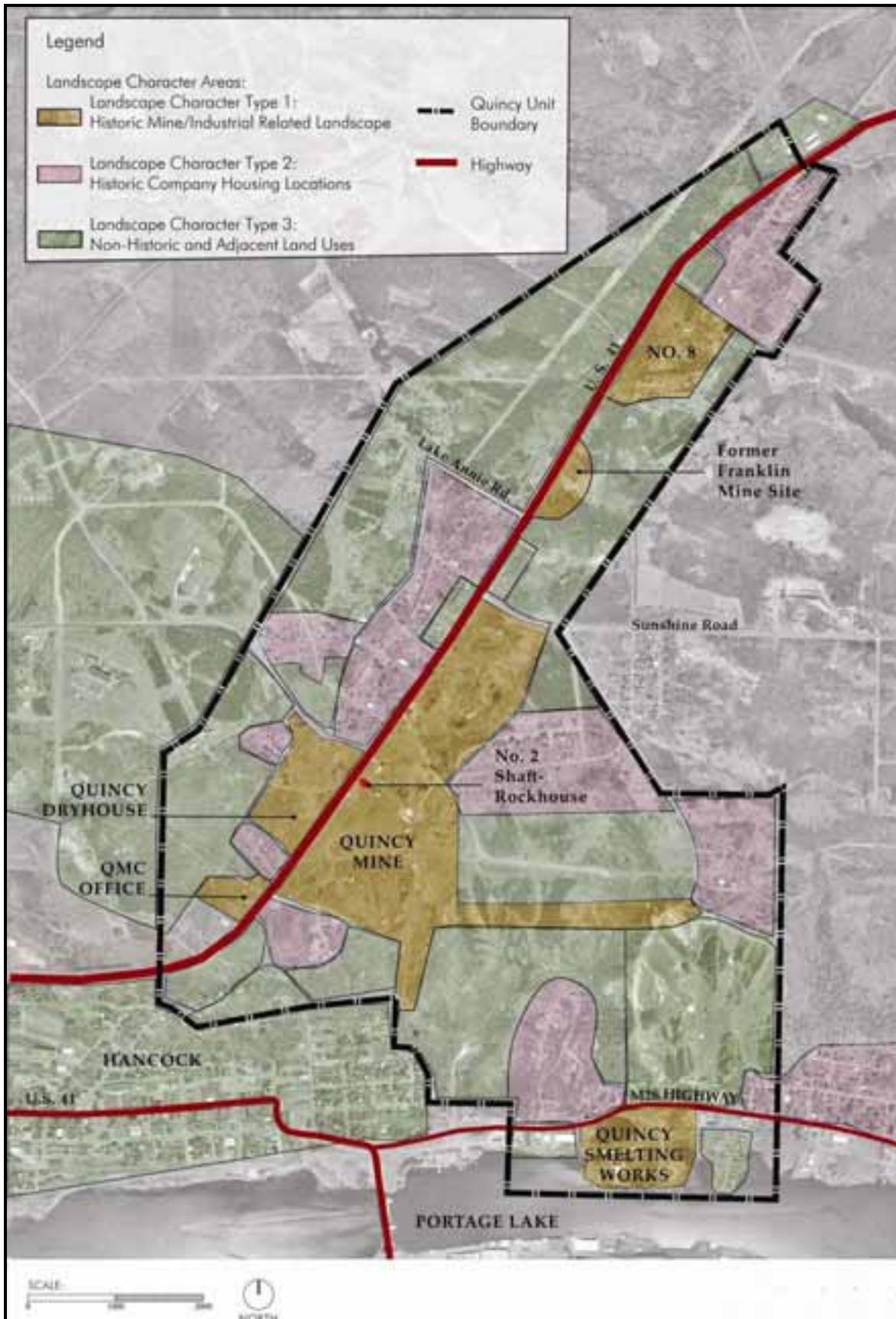
10 ***Landscape Character Type 2 - Historic Company Housing Locations***

11 *Limerick landscape character area*
12 *Hardscrabble landscape character area*
13 *Kowsit Lats landscape character area*
14 *Lower Pewabic landscape character area*
15 *Sing-Sing landscape character area*
16 *Coburntown landscape character area (adjacent to unit boundary)*
17 *Frenchtown landscape character area*
18 *Ripley landscape character area (adjacent to unit boundary)*
19 *Mesnard landscape character area*
20 *Newtown landscape character area*
21 *South Quincy landscape character area*

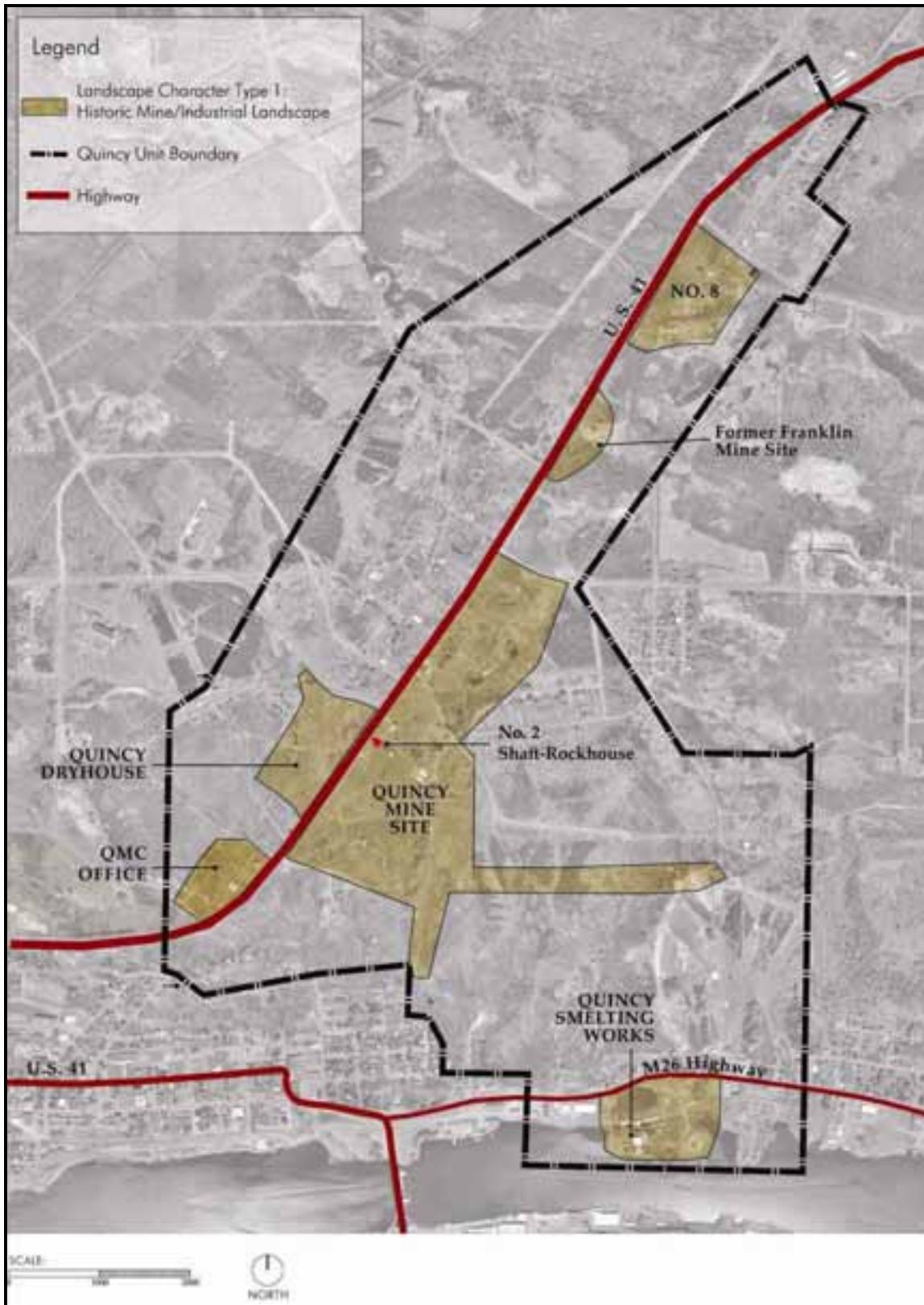
22 ***Landscape Character Type 3 - Non-Historic and Adjacent Land Uses***

23 *Hancock landscape character area (adjacent to unit boundary)*
24 *Portage Lake Overlook landscape character area*
25 *Highway 41 landscape character area*
26 *Community: Campus Drive landscape character area (adjacent to unit boundary)*
27 *Houghton County Road Commission Service Facility landscape character area*
28 *Julio Contracting landscape character area*
29 *Mont Ripley Ski Area landscape character area*
30 *Wooded landscape character area*

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2 **Figure 3- 8: Landscape Character Types**

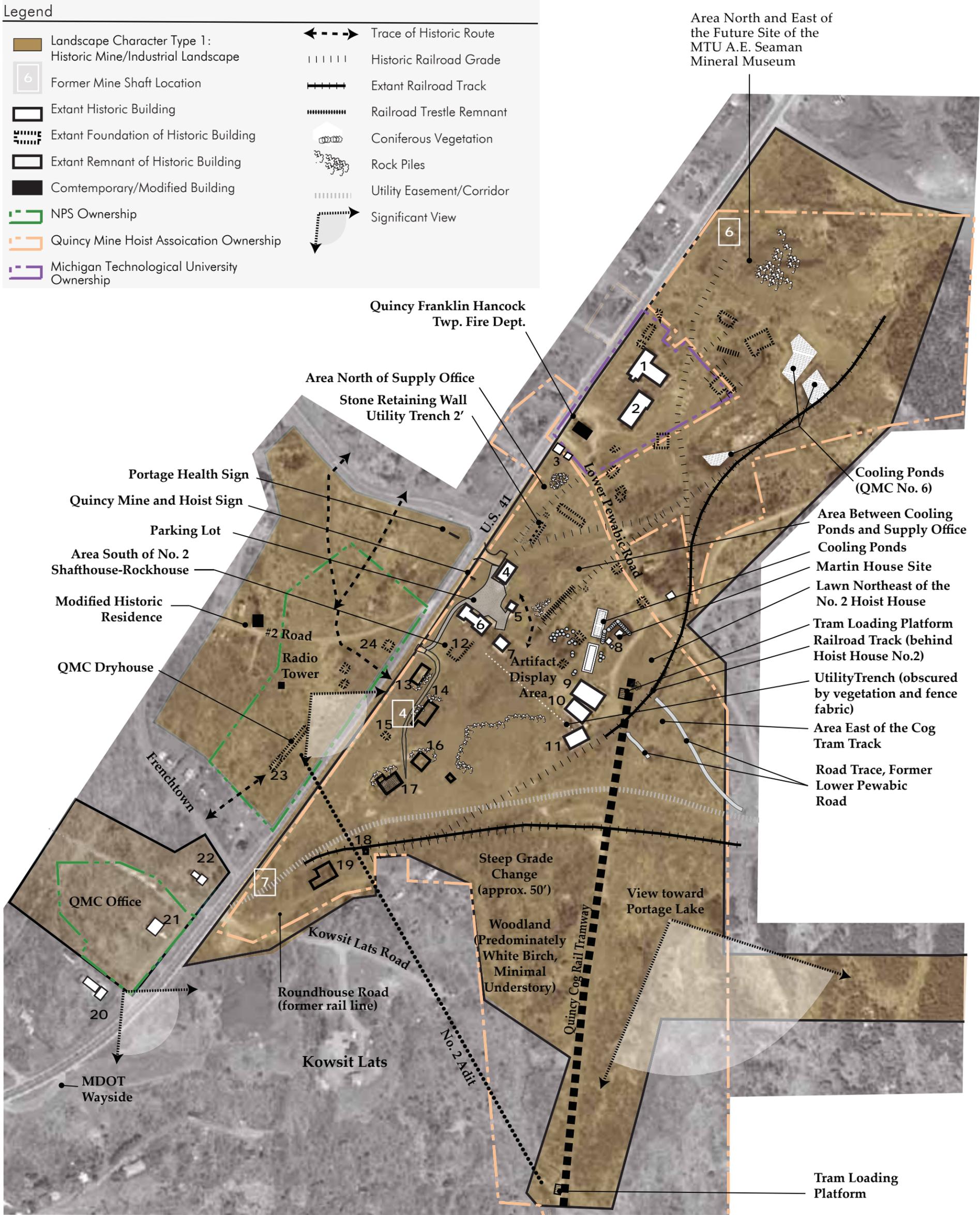


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2 Figure 3- 9: Landscape Character Type 1: Industrial / Mine Related Areas

3
4 Following Page, Figure 3- 10: Quincy Mine, Quincy Dryhouse, and Quincy Mine Office Landscape
5 Character Areas

Legend

- Landscape Character Type 1: Historic Mine/Industrial Landscape
- Former Mine Shaft Location
- Extant Historic Building
- Extant Foundation of Historic Building
- Extant Remnant of Historic Building
- Contemporary/Modified Building
- NPS Ownership
- Quincy Mine Hoist Association Ownership
- Michigan Technological University Ownership
- Trace of Historic Route
- Historic Railroad Grade
- Extant Railroad Track
- Railroad Trestle Remnant
- Coniferous Vegetation
- Rock Piles
- Utility Easement/Corridor
- Significant View



Buildings (mine related, including remnants and ruins of buildings)

- | | | |
|--------------------------------------------------------------|------------------------------------------|---------------------------------------------------|
| 1. Blacksmith's Shop | 10. No. 2 Hoist House (1894-95) | 18. Quincy and Torch Lake R.R. Covered Water Tank |
| 2. Machine Shop (Future home MTU A.E. Seaman Mineral Museum) | 11. No. 5 Boiler Plant (1912) | 19. Remnant of Engine House (1889) |
| 3. Captains Office (Gift Shop) | 12. Ruin of Fiamond Drill Core House | 20. Superintendent's Residence |
| 4. Supply House | 13. Remnant of Compressor Building | 21. Pay Office/Mine Office |
| 5. Oil House (Public Restrooms) | 14. Remnant of No. 4 Boiler House (1882) | 22. Assay Office |
| 6. No. 2 Shaft-Rockhouse | 15. No. 4 Shaft/Rockhouse Site | 23. Dryhouse Foundation |
| 7. Old No. 2 Hoist House (1882) | 16. Remnant of No.4 Hoist House (1885) | 24. Remnant of Mine Captain's Office |
| 8. Martin House and Outbuilding | 17. Remnant of No. 7 Boiler House (1898) | |
| 9. No. 2 Hoist House (1918-20) | | |

NORTH
 SCALE:

 QUINN EVANS | ARCHITECTS
 February 2008

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

2 *Quincy Mine landscape character area*

3 The Quincy Mine landscape character area is the principle mining attraction in the
4 Quincy Unit of Keweenaw National Historical Park. This area includes the most intact historic
5 mining resources within the unit including the No. 2 shaft-rockhouse and the No. 2 hoist house
6 (see Figures 3-9 and 3-10). The area is managed by the Quincy Mine Hoist Association
7 (QMHA) to provide tours and educational programs about the history of the mine for the
8 public. The QMHA utilizes several of the historic resources as part of their interpretive
9 program. These include:

- 10 • **The No. 2 shaft-rockhouse:** The building is a significant component in the interpretive
11 tour of the site. It also provides the region with a major icon of its copper mining past,
12 visible on the horizon for miles (see Figures 3-11, 3-12, 3-13 and 3-18)
13
- 14 • **The Gift Shop:** Once a supply office, the building now functions as the Quincy Mine
15 Hoist Association gift shop and houses a seasonal visitor information desk staffed by
16 the National Park Service (see Figures 3-13 and 3-14).
17
- 18 • **Public Restrooms:** Once an oil house, the building now houses public restrooms on the
19 upper level and a seasonal blacksmith demonstration below (see Figure 3-15).
20
- 21 • **The No. 2 Hoist House:** The building functions as a Quincy Mine Hoist Association
22 museum, comfort station, and interpretive tour staging area (see Figures 3-12, 3-13, and
23 3-16)
24
- 25 • **The Cog Rail Tramway:** The tramway provides a link between the No. 2 hoist house
26 and the mine adit for visitors experiencing the mine tour (see Figure 3-17).
27
- 28 • **The Adit:** The adit is an entrance to the underground mine tour and links the surface to
29 the seventh level of the mine (see Figure 3-17).
30
- 31 • **The area between the No.2 shaft-rockhouse and No.2 hoist houses:** This is a display
32 area of mine-related artifacts. A complete inventory of the artifacts was prepared by
33 Scott See of Michigan Technological University. The eastern portion of the area is used
34 for parking (see Figure 3-18).
35
- 36 • **The Parking Lot:** This area between the supply house and the No. 2 shaft-rockhouse is
37 utilized for undefined gravel parking (see Figures 3-13 and 3-14).
38

- 1 • **The Quincy Machine and Blacksmith shops:** This property is owned by Michigan
2 Technological University. The machine shop is being rehabilitated to house the A. E.
3 Seaman Mineral Museum while the blacksmith shop is planned for future expansion of
4 the facility (see Figures 3-19 and 3-20).
5
- 6 • **The lawn northeast of the No. 2 hoist houses:** This is a display area for mine-related
7 artifacts. A complete inventory of the artifacts was prepared by Scott See of Michigan
8 Technological University.
9
- 10 • **The railroad track east of the No. 2 hoist houses:** The railroad track provides a display
11 of rolling stock on a historic railroad grade.
12
13



14
15 Figure 3- 11: North elevation of the No. 2 shaft-rockhouse at Quincy Mine, 2006 (source: QEA)
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18 Figure 3- 12: Panoramic view of the south Quincy Mine site from the dryhouse area, 2006 (source:
19 QEA)
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Figure 3-13: Quincy Mine gift shop, oil house, No. 2 hoist house and No.2 shaft-rockhouse, from across Highway 41, 2006 (source: QEA)



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Figure 3-14: South elevation of gift shop and parking area, 2006 (source: QEA)



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Figure 3-15: South elevation of the restroom and seasonal blacksmith demonstration area, 2006 (source: QEA)



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Figure 3-16: No. 2 Hoist Houses (1918-20 right and 1894-95 left), 2006 (source: QEA)



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Figure 3-17: View looking north toward tram at the adit, 2006 (source: QEA)



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Figure 3-18: 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)



1
2 **Figure 3-19: The Quincy machine shop is being rehabilitated to be the home of the Seaman**
3 **Mineralogical Museum, 2006 (source: QEA)**
4



5
6 **Figure 3-20: The Quincy blacksmith shop is planned to accommodate expansion of the Seaman**
7 **Mineralogical Museum, 2006 (source: QEA)**
8

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

- 15 • **Martin House Site:** The property includes a house, privy and barn (see Figure 3-21).
16 The Quincy Mine Hoist Association would like to use it for interpretation of a miner's
17 domestic life. It has been stabilized by NPS workers but requires further structural
18 repairs.
- 19 • **Cooling Ponds:** The cooling ponds are two connected concrete-lined pools that feature
20 pipes and remnants of wooden piers located along the centerlines of the pools (see
21

1 Figure 3-22). The pools were used as a cooling system for the hot water from the steam
2 engine at the hoist house. Today vegetation growing inside the pools partially obscures
3 the features, but they are still mostly intact and somewhat visible.

- 4 • **Area between the Cooling Pools and the Supply Office:** This area contains dense
5 second-growth vegetation and extensive remains of railroad tracks, building
6 foundations and discarded materials, and utility trenches related to the Quincy Mine
7 operations (see Figure 3-23). The ground is extremely uneven and foundations and piles
8 of pipes and bricks are disguised by the vegetative growth. Views in this area are also
9 obscured by vegetation.
- 10
- 11 • **Area north of Supply Office:** This area contains remnants of historic buildings,
12 railroads, utility trenches, roads, and equipment that are mostly hidden by vegetation
13 that has grown up in the area (see Figure 3-24).
- 14
- 15 • **Area south of the No. 2 shaft-rockhouse with foundations and ruins:** This area
16 contains remnants and foundations of several substantial mining buildings that are
17 surrounded by a rocky landscape with uneven topography (see Figures 3-25 and 3-26).
18 The area contains remnants of poor rock piles that have been mined recently to provide
19 fill for road projects and gravel in the region. The removal of the rock has left an
20 unusual landscape with rock piles and cut out areas. Some small plants are present.
- 21
- 22 • **Area north and east of the future A. E. Seaman Mineral Museum:** This area contains a
23 large poor rock pile surrounded by volunteer vegetation and artifacts. This portion of
24 the site has not been actively managed, but it has value in its ability to represent the
25 landscape change over time – after human activities are halted.
- 26
- 27 • **Area east of the cog tram track:** This area slopes steeply down toward Portage Lake and
28 is covered by dense vegetation (see Figure 3-27). Intermixed with volunteer native
29 species are domestic plants, including apple trees that produce fruit.
- 30
- 31 • **Rock Piles:** Throughout the region poor rock piles are being mined for road
32 construction, and in some cases they have been disguised by vegetation (see Figure 3-
33 28). Their loss as a visual landscape feature is changing the region's identity to one that
34 is not as easily associated with its historic mining activities.
- 35



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37 **Figure 3- 21: Southeast view of Martin House Property, 2006** (source: QEA)

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Figure 3- 22: View looking south of northernmost cooling pond, 2006 (source: QEA)



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Figure 3- 23: The area between the cooling ponds and the supply house includes a recently added informal trail and sign for blacksmith, 2006 (source: QEA)



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Figure 3- 24: View from No. 2 shaft-rockhouse showing area north of supply office, 2006 (source: QEA)



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2 **Figure 3- 25: View looking north at the area south of No. 2 shaft-rockhouse with foundations and**
3 **ruins, 2006 (source: QEA)**
4



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6 **Figure 3- 26: View looking northeast at the area south of the No. 2 shaft-rockhouse, 2006 (source: QEA)**
7



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9 **Figure 3- 27: Vegetation east of the cog tram track, 2006 (source: QEA)**
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2 **Figure 3- 28: Used car lot east of Highway 41 with privately owned poor rock pile in the background,**
3 **2006 (source: QEA)**

1 *Quincy Smelting Works landscape character area*

2 The Quincy Smelting Works is situated on the north side of Portage Lake, east of
3 Hancock and south of Highway 26 (see Figure 3-29 through 33). Its location positions it as a
4 focal point along a dynamic waterfront environment and it offers expansive views of the
5 waterway and downtown Houghton. The property includes thirty-three buildings and nine site
6 features of varying levels of condition.¹⁰ It is currently owned by Franklin Township and is an
7 EPA superfund site. During the 2006 field inventory, the core area of the site was completely
8 encircled with chain-link fences and posted with warning signs regarding hazards. Looting and
9 vandalism have been a problem at the site in the past – the fence has reduced the problem.
10 Asbestos abatement projects have been conducted at the barn and garage by the U.S.
11 Environmental Protection Agency (EPA).

12 A portion of the site was used previously for salt storage and handling. The EPA
13 conducted a remediation project that involved placing geotextile fabric and rock rip-rap
14 armoring along the shoreline of this large flat area to stabilize the shore and keep pollutants
15 from entering Portage Lake. A slag pile is northeast of the circular asphalt pad that marks the
16 former salt storage location. Adjacent property uses include a Houghton County Road
17 Commission, Mount Ripley downhill ski area, salvage yard, and marina. Storm water from the
18 ski hill previously ran through the smelter site undirected. A recent EPA project installed
19 culverts with large rock aprons below the existing railroad grade to direct and contain the storm
20 water, keeping it from further impacting the smelter site. Check dams were installed
21 downstream to slow water movement and trap sediment before entering Portage Lake.



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2 **Figure 3- 29: View of the Quincy smelter and the north shore of Portage Lake (source: QEA)**
3



4
5 **Figure 3- 30: Looking northwest toward chain link fence encircling the Quincy smelter core, downhill**
6 **ski operation in background (source: QEA)**
7



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9 **Figure 3- 31: View looking east from the Quincy smelter railroad grade toward slag pile and former**
10 **salt storage area (source: QEA)**



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Figure 3- 32: View looking west toward extant buildings at the Quincy smelter (source: QEA)

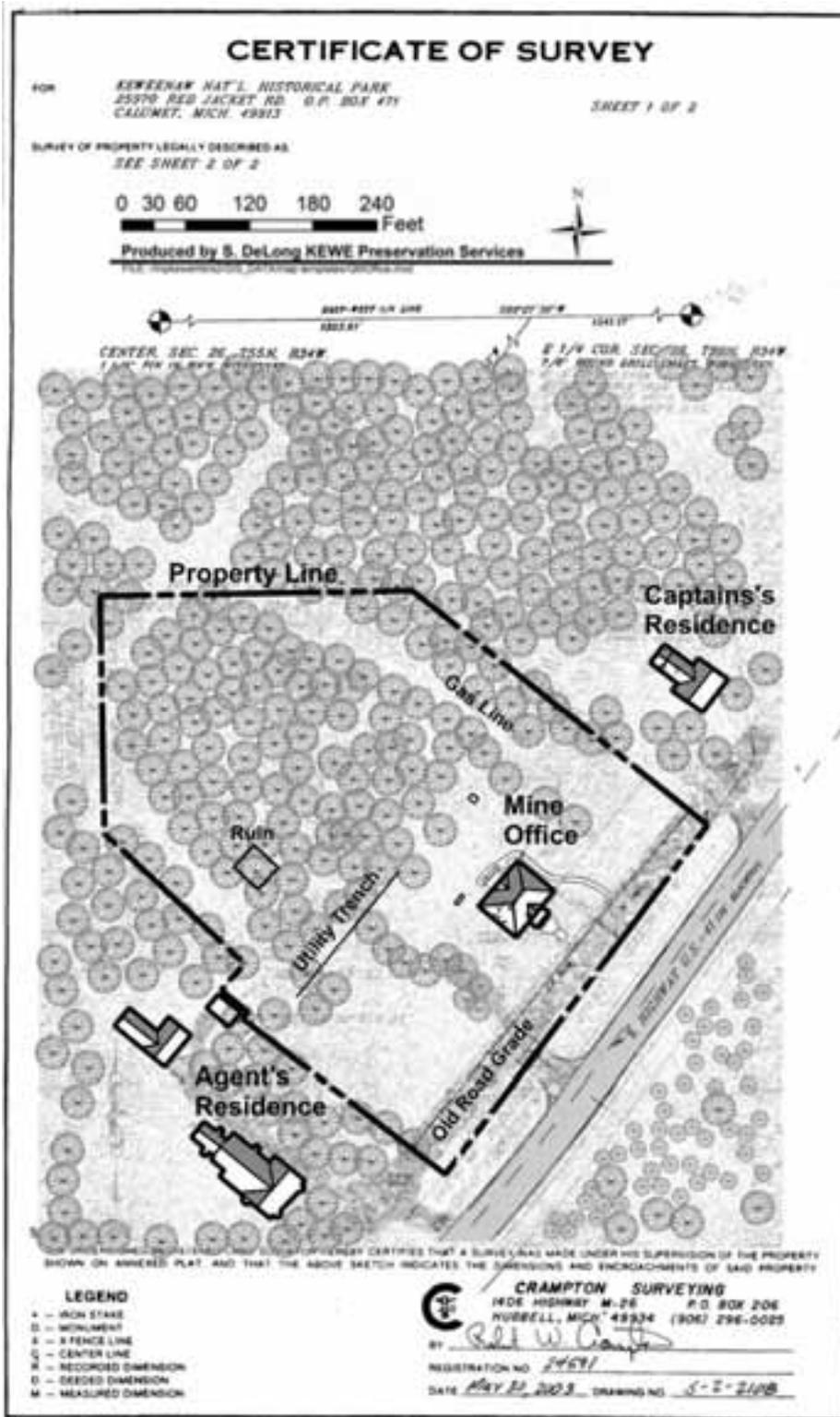


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Figure 3- 33: North elevation of the cupola furnace building at the Quincy smelter (source: QEA)

1 *Quincy Mine Office and Superintendents House landscape character area*

2 The Quincy Mine Office cultural landscape is located in the southwestern portion of the
3 Quincy Unit. The 4.36 acre parcel is owned by the National Park Service and was defined and
4 evaluated in a cultural landscape inventory prepared by the Midwest Regional Office in 2006. The
5 site includes the Quincy Mine Office, a two story building displaying elements of both
6 Richardsonian Romanesque and Classical Revival styles. The building is located beside Highway
7 41, the primary circulation route that runs along the Keweenaw Peninsula (see Figure 3-34). Near
8 the building, the highway was recently realigned: the road was moved about seventy feet to the
9 southeast of its original course. A trace of the historic route remains and serves as a parking area
10 today. Concrete walks from the historic period connect the old road with the building. Other
11 historic features on the property include an in-ground poor rock utility trench and a stone building
12 foundation. In addition, there are remnants of a short sandstone curb/wall and portions of a
13 historic wood picket fence. The area immediately surrounding the Mine Office consists of lawn
14 and the northwest portion of the property behind the building is wooded. Rows of trees are
15 present running perpendicular to the road as they once separated historic land uses and defined
16 the property boundaries. A portion of the historic Quincy Mining Company surface works is
17 visible from the property. In addition, the property affords long, fenestrated views of Portage Lake
18 and the Huron Mountains to the southeast.

19 The Quincy Mine Agent's House/Superintendent's Residence is located on the northwest
20 side of Highway 41, across the highway and north of the MDOT wayside. It is a private residence,
21 associated with the character area. It appears to have extant landscape features including a
22 concrete walk, wooden fence and vegetation along the former county road trace. Within the
23 property mature shade trees are present along with a gravel drive, garage/outbuilding and
24 remnants of a fence surrounding the property.



1
 2 **Figure 3-34: Quincy Mine Office Cultural Landscape, Existing Conditions, 2006** (source: CLI, Quincy
 3 Mine Office, MWRO)

1 *Quincy Dryhouse landscape character area*

2 The Quincy dryhouse is located within the historic mine/industrial landscape character
3 type on the northwest side of Highway 41, directly across the road from the Quincy Mine site
4 (see Figures 3-35 through 3-37). This area is divided by the No.2 Road, which leads from
5 Highway 41 to Frenchtown Road. The area contains the foundation and partial walls of the
6 dryhouse, as well as foundations of a mine captain's office and other historic structures
7 identified as houses in earlier company maps. The dryhouse and other foundations were
8 stabilized in 2005. The repair mortar offers greater visual contrast against the basalt stone than
9 unrepaired or unstabilized portions of the structure, however, time and weathering may reduce
10 the contrast in materials. The mortar used for these repairs was carefully selected to ensure that
11 it would not damage historic materials. In order to stabilize the dryhouse ruin, a mortar wash
12 was applied as a cap. Globes of mortar remain inside and outside the structure – left over from
13 the stabilization effort. The area is also home to a few contemporary features. A radio tower
14 and three small service buildings are located to the northwest of the dryhouse (see Figure 3-38).
15 A large, green "Portage Health" sign is located near the intersection of Highway 41 and Campus
16 Drive (see Figure 3-40) at the former bathhouse site. The sign negatively impacts views of
17 historic resources and their setting on Quincy Hill.

18 The area between the dryhouse and the former bathhouse site is characterized by
19 uneven, rocky ground with rock outcrops and materials formerly associated with buildings (see
20 Figures 3-39 and 3-40). The majority of the locale is covered with herbaceous vegetation
21 including grasses, yarrow, leadplant, goldenrod, aster, rose, raspberry and sweetpea. Woody
22 plants present include successional and mature lilac, maple, ash, and poplar. Although the
23 vegetation obscures views of the historic home foundations and ruins, views to the Quincy
24 shaft-rockhouse and other structures, as well as Portage Lake, are prominent in the vicinity.

- 1 This area is crossed by several dirt paths and roads that can be linked to circulation routes
- 2 shown on historic company plans.



3
4 **Figure 3-35: Northeast interior view of dryhouse foundation with No. 2 shaft-rockhouse in**
5 **background, 2006 (source: QEA)**
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8 **Figure 3-36: View looking south at interior of dryhouse foundation, 2006 (source: QEA)**
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11 **Figure 3-37: View facing south interior of dryhouse foundation after stabilization, 2006 (source: QEA)**



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2 **Figure 3- 38: View looking west toward radio tower and small service buildings near the Dryhouse**
3 **Foundation, 2006 (source: QEA)**
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6 **Figure 3- 39: View looking northeast toward the Quincy Mine Site from across Highway 41, 2006**
7 **(source: QEA)**
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9
10 **Figure 3- 40: View looking north toward the Portage Health sign and surrounding landscape at the**
11 **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 3-41). Positioned on the east side of Highway 41, the area is separated from the road by dense 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 3-42 through 3-43). 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- 41: No. 8 Landscape Character Area



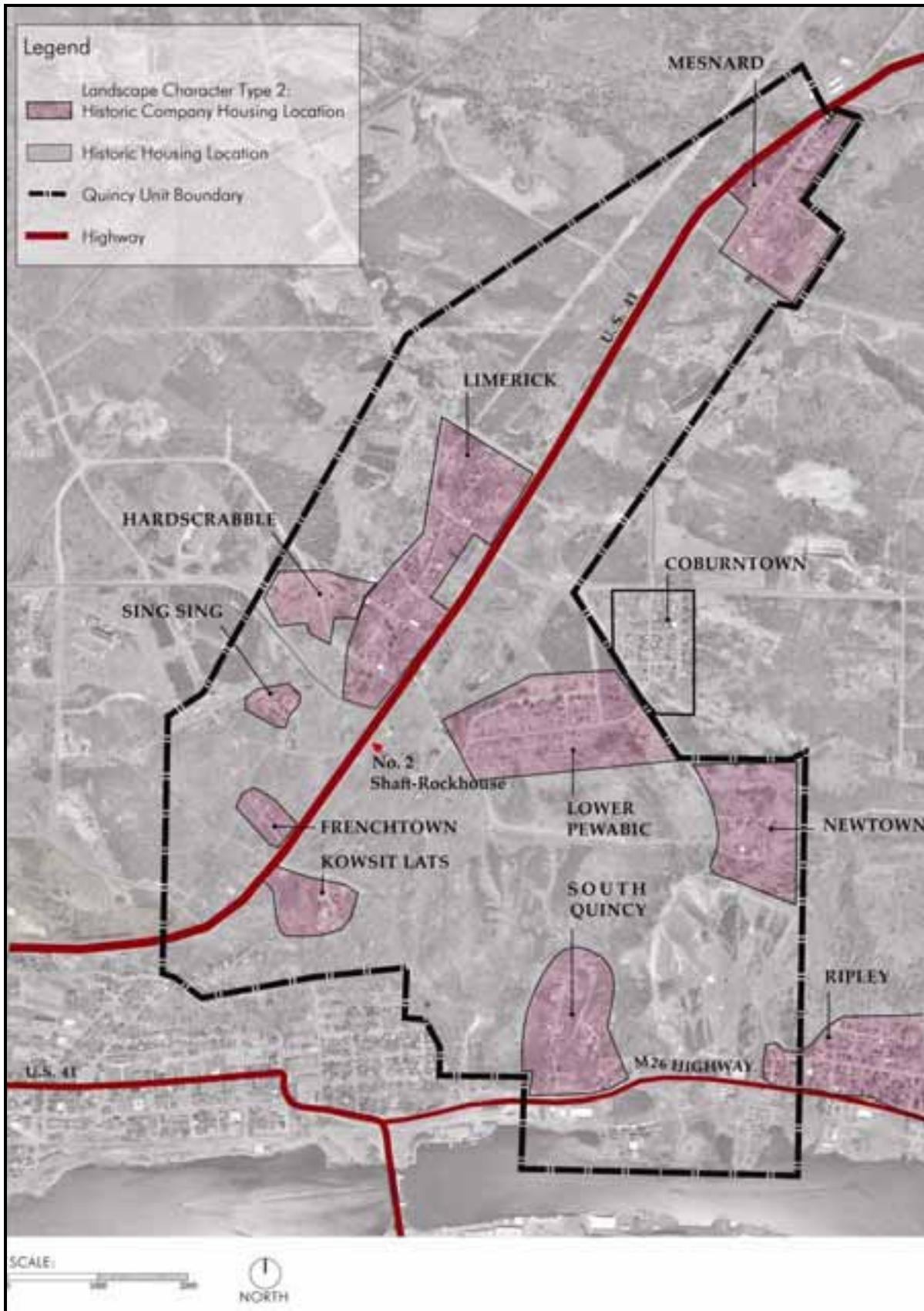
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Figure 3- 42: No. 8 headframe and hoist house at No. 8 (source: QEA)



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Figure 3- 43: Dryhouse/Storage building at No. 8, 2006 (source: QEA)



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Figure 3- 44: Landscape Character Type 2 – Historic Company Housing Locations

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

2 Remnants of several historic company housing locations exist within the Quincy Unit
3 (see Figure 3-44). These active community neighborhoods also represent a significant group of
4 cultural resources. Areas of company housing portray the theme of corporate paternalism and
5 they serve as reminders of day to day conditions of the lives of the people who worked for the
6 company. In addition, they symbolize the discrepancy between treatment of low-level mine
7 workers and managers by the Quincy Mining Company. They also serve as reminders of day
8 to day conditions of the company’s employees and their families. Finally, they help to relate the
9 story of immigration and ethnic settlement in the Keweenaw region.

10 The remnants of company housing locations within the Quincy Unit display a variety of
11 conditions. Some have been updated to improve occupant comfort at the expense of integrity
12 while several are occupied but need improvements. Others are vacant and dilapidated.
13 Overall, the resources related to worker housing provide valuable information about the historic
14 conditions within the Quincy Unit. The historic housing locations present include Limerick,
15 Hardscrabble, Kowsit Lats, Lower Pewabic, Sing Sing, Frenchtown, and Ripley. The locations
16 and characteristics of each of these neighborhoods are described herein. Although not a
17 company housing location, Coburntown is also described herein due to its close proximity to
18 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 3-45). Some properties within the location convey a strong sense of history through their integrity and setting while others introduce layers of varied land uses, building additions and landscape alterations unrelated to their historic character.



Figure 3- 45: 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.

1 However, numerous non-historic landscape features relay a character different from
2 that present historically. Table 3-7 offers general characteristics of the individual streets within
3 the area.

4 The Limerick area is bordered by Campus Road, Lake Annie Road, Highway 41, and
5 Mine Rock Road. It includes historic residential structures and landscape features including
6 houses, a church, roads, and remnants of the former Houghton County Traction Company
7 street car route (see Figure 3-46). The former route of the streetcar has been converted to a road
8 in some areas and abandoned in others. Non-historic elements present include large, metal-clad
9 storage buildings, houses, a water tower compatible in design with its surroundings, and roads
10 that vary in their width and surface material. Vegetation includes Lombardy poplars that form
11 distinct lines along portions of streets in the neighborhood. Also present are apple trees, mature
12 lilac, young lilac, fir, sumac, and maple. The apples are sporadically spaced and do not
13 spatially imply the locations of former orchards. Herbaceous species identified on site include
14 leadplant, yarrow, snowberry, goldenrod, aster, sweet pea, and Virginia creeper.

15 At *Streetcar Road* the majority of the residences are historic, occupied, and in good
16 condition (see Figure 3-47). This is a small, dense, rural residential street with play areas,
17 outbuildings (mostly non-historic) vegetable gardens, flower beds, lawn ornaments, and
18 successional woodland vegetation surrounding mown lawns.

19 *Lake Annie Road* is bordered on the north and south by dense wooded areas displaying
20 a rural character (see Figure 3-48). There are two historic houses at the intersection of Lake
21 Annie and Mine Rock roads that are clad in aluminum siding. Both are two story structures
22 with gable roofs and extensive additions.

23 *Mine Rock Road* extends southwest from Lake Annie Road (see Figure 3-49).
24 The eastern portion of the road is bordered on both sides by dense vegetation including mature

1 apples trees, white pine, poplar, and buckthorn. The vegetation opens to reveal a small cluster
 2 of houses surrounded by open areas of tall herbaceous species and scattered woody plants. A
 3 cluster of homes at the southern end of the road includes ornamental side and backyards with
 4 camp sites, play areas and gardens.

Table 3-7: Characteristics of Streets in Limerick

Street Name	Lane Width	Surface Material	Residential Character	Utilities	Vegetation character	Other features
Limerick	Single	Asphalt	Small scale mining homes, closely spaced, historic outbuildings	Water tower	Lombardy poplar and lilac flanking 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			
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 St.	Double	Asphalt	Non-historic east of Limerick, historic west of Limerick			West of Limerick offers expansive views to the horizon
Second St.	Double	Asphalt				
Third St.	Double	Asphalt & Gravel	Non historic		Lombardy poplar, maple and lilac along north ROW	
Fourth St.	Single	Unpaved	Non historic residential commercial along Highway 41		Moderately open character defined by successional vegetation	
Fifth St.	Double	Paved	Varied historic homes and associated outbuildings	Overhead	Informal plantings, successional woodlands	Topographic relief on hilltop

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Figure 3- 46: House in Limerick, 2006 (source: QEA)

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Figure 3- 47: North portion of Streetcar Road, facing North, 2006 (source: QEA)



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Figure 3- 48: View of houses north of Lake Annie Road from the Mine Rock Road intersection, 2006 (source: QEA)



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Figure 3- 49: 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 3-50). Today this area is void of buildings. The landscape has been disturbed by excavations and regrading that now obscures former roadways and remnants of company housing. Herbaceous vegetation and successional woody plants obscure former circulation routes and remnants of company housing (see Figure 3-51). 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.

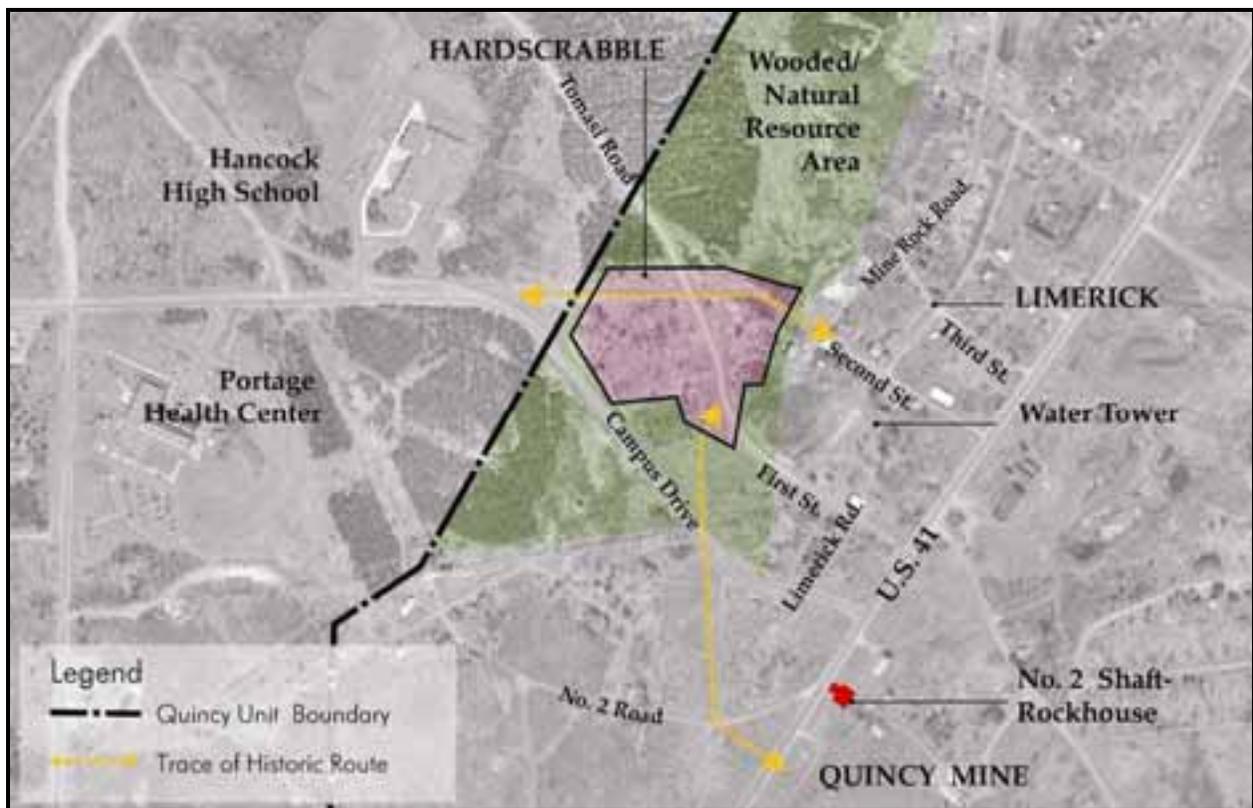


Figure 3- 50: Hardscrabble Landscape Character Area

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Much of this area is now owned by the NPS. 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.

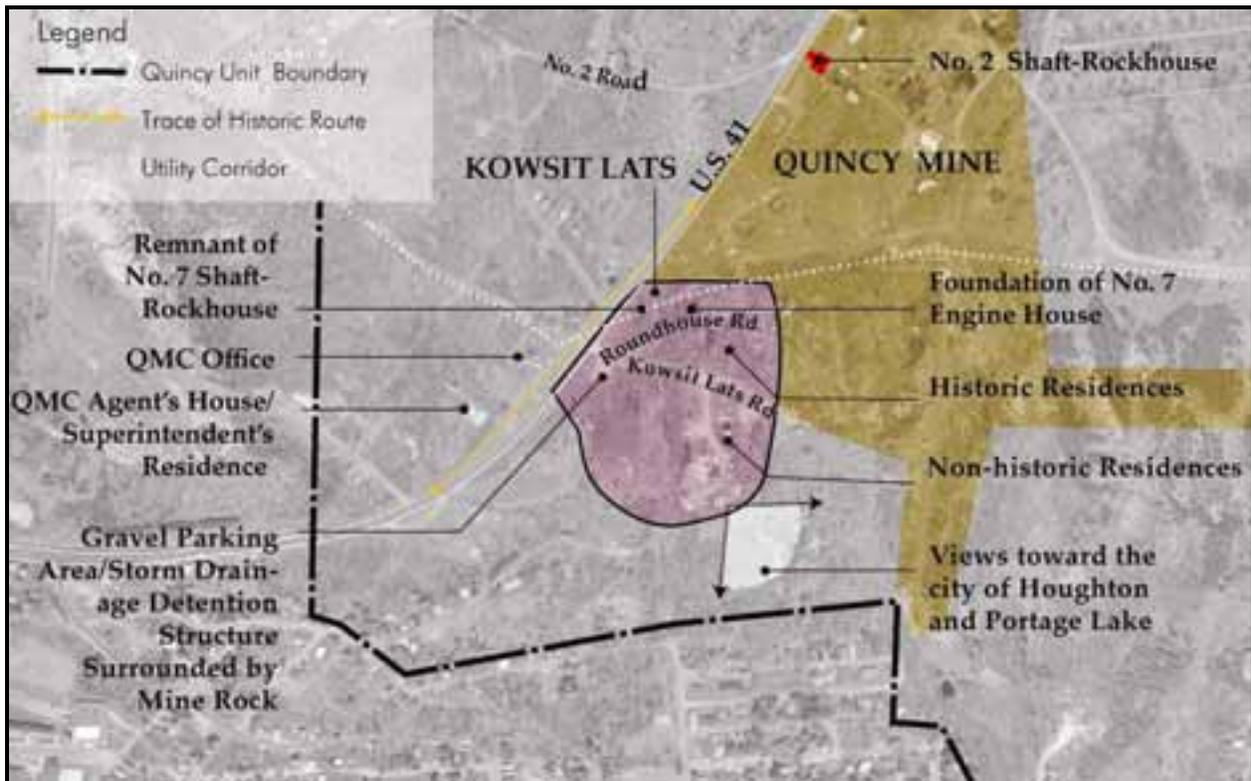


Figure 3- 51: Hardscrabble area, 2006 (source: QEA)

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Kowsit Lats Landscape Character Area

The Kowsit Lats location is adjacent to Kowsit Lats Road, which extends to the east from Highway 41 directly south of the Quincy Mine site (see Figures 3-452 through 3-57). 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 Highway 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.



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14 **Figure 3- 52: Kowsit Lats Landscape Character Area**



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2 **Figure 3- 53: Kowsit Lats southern area, 2006 (source: QEA)**
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5 **Figure 3- 54: Looking west toward engine house on Roundhouse Road, 2006 (source: QEA)**
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8 **Figure 3- 55: Looking east toward engine house on Roundhouse Road, 2006 (source: QEA)**
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Figure 3- 56: Historic residence south of Roundhouse Road, 2006 (source: QEA)



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Figure 3- 57: 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 3-58 through 3-61). 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.

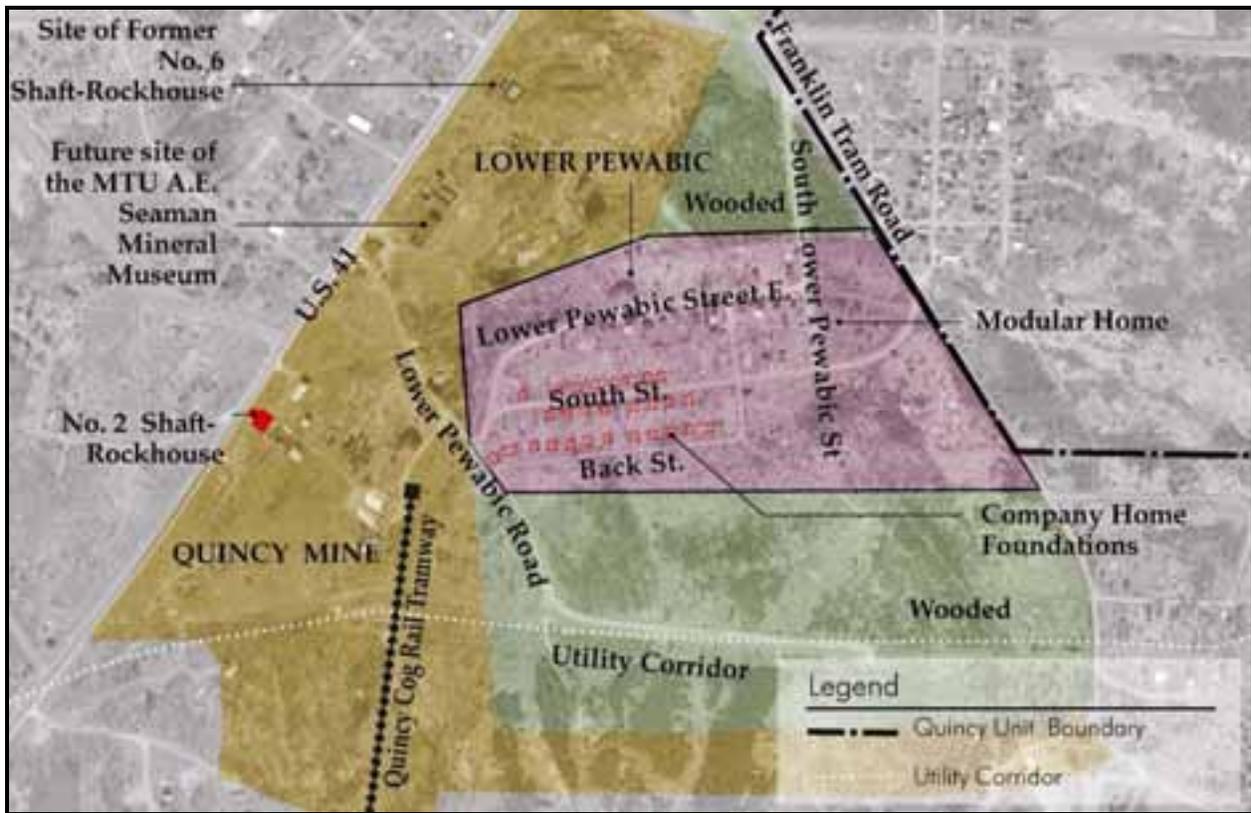


Figure 3- 58: Lower Pewabic Landscape Character Area

This location is east of the No. 2 shaft-rockhouse. It can be reached from Highway 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

1 Street East is a paved road and it includes a row of evenly spaced two and a half story front end
2 gable residences. The collection of these houses, including their vernacular alterations and
3 associated landscape elements, convey a strong sense of a historic company housing location.
4 Garages, sheds, fences, plantings and mowed areas all help to define property boundaries and
5 communicate ownership in the housing location.

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



15
16 **Figure 3- 59: View west toward No .2 shaft-rockhouse from Lower Pewabic, 2006 (source: QEA)**
17



1
2 **Figure 3- 60: Lower Pewabic building foundation, 2006 (source: QEA)**

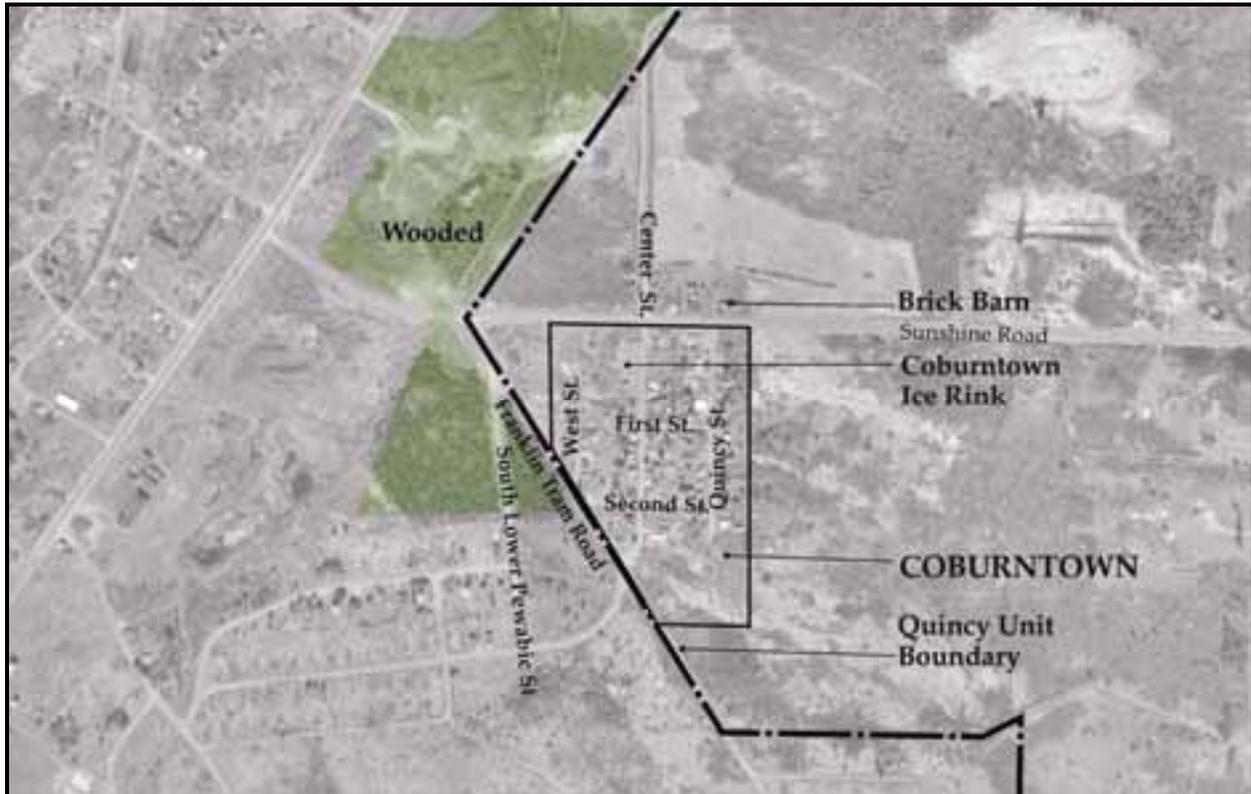


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4 **Figure 3- 61: Lower Pewabic residences, 2006 (source: QEA)**
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1 *Coburntown Landscape Character Area*

2



3

4 **Figure 3- 62: Coburntown Landscape Character Area**

5 Coburntown is located immediately east and adjacent to the Quincy Unit boundary,
6 Lower Pewabic and Franklin Tram Road (see Figure 3-62). Coburntown is a residential area
7 arranged on a grid pattern of narrow paved streets. It retains a historic feeling, despite the
8 presence of several intrusions and alterations. As noted earlier, this is a historic location,
9 however it is not a company location.

10 Quincy Street, in particular, has the feeling of a company town due to the regular
11 rhythm of mining homes facing the street and their compact regular yards defined by hedges,
12 fences, posts and arrangement of woodpiles or stored materials and outbuildings (see Figure 3-
13 63). Foundation plantings of lilies, shrub roses, and other plants are present and often
14 accompanied by lilacs and apple trees as specimens in the landscape. Some of the apple trees
15 are arranged in small orchardlike fashion and this is most visible in a garden between

1 Franklin Tram Road and West Road. Outbuildings are a common rear and side yard occurrence
2 and typically serve as garages, saunas and garden/storage sheds.

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

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

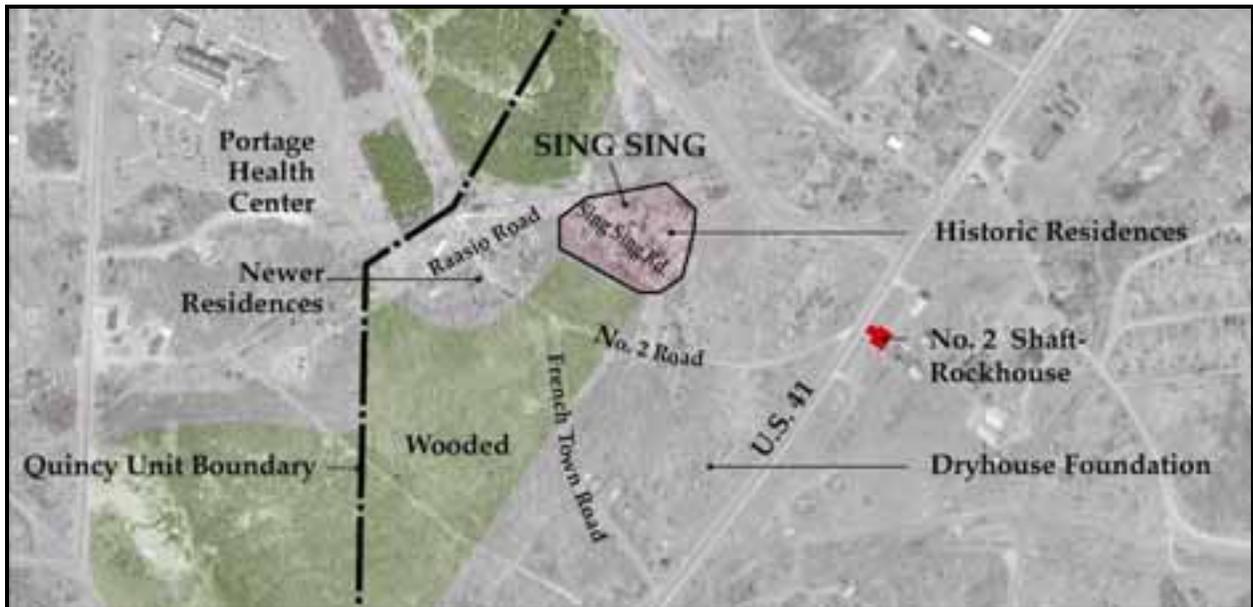
9



10
11

Figure 3- 63: Quincy Street in Coburntown, 2006 (source: QEA)

1 *Sing Sing Landscape Character Area*



2
3 **Figure 3- 64: Sing Sing Landscape Character Area**
4

5 The tiny location of Sing Sing is northwest of the Quincy dryhouse and southwest of
6 Hardscrabble (see Figures 3-64 and 3-65). The historic company housing is settled around an
7 irregular, two lane, asphalt road alignment. This is a contrast to other housing locations that
8 were built upon the traditional street grid settlement pattern. The area includes a small
9 collection of historic homes that are arranged perpendicular and parallel to the roads and
10 feature varied front yard setbacks and lot sizes. Spacing is intermittent with obvious gaps
11 between homes (where former houses have been removed) filled by woodlands. Residential
12 lots typically appear as approximately rectangular areas, including a residential structure and
13 associated landscape features, cleared from the surrounding woodlands. The orderly
14 appearance of the location is supported by regular mowing but lots are less defined by fences
15 and plantings than they are in other historic housing locations.

16 Landscape features include small outbuildings, wood piles and ornamental plantings.
17 Small outbuildings are typically no larger than 200 square feet and primarily used as garages,

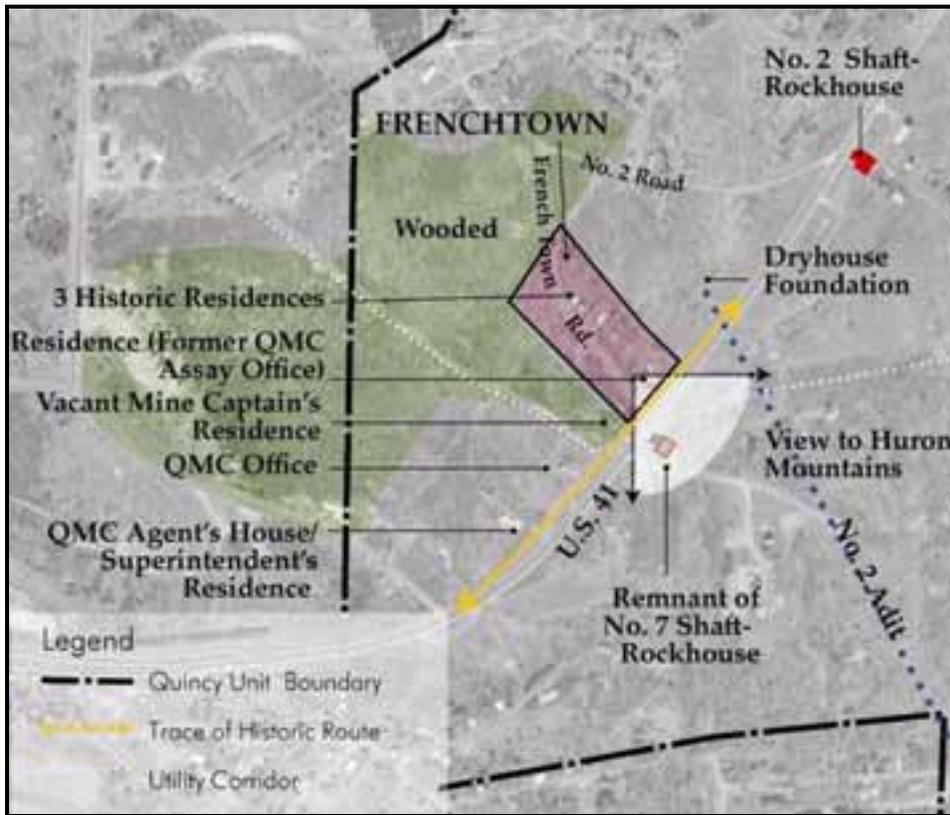
1 saunas and sheds. Wood piles for residential heating appear in two forms: neatly stacked and
2 arranged in rows along a property boundary, or piled in mounds, for future stacking or use.
3 Ornamental plantings are sparse but include apple trees or an occasional grouping of lilies.
4 Other vegetation includes mixed successional woodland species of maples, poplars and a few
5 spruce and pines.

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



10
11 **Figure 3- 65: Sing Sing Neighborhood, 2006** (source: QEA)

1 *Frenchtown Landscape Character Area*



2
3 **Figure 3- 66: Frenchtown Landscape Character Area**

4 Frenchtown is a small, thickly wooded housing location on Frenchtown Road. The area
5 is located northwest of the intersection of Frenchtown Road and Highway 41 and northeast of
6 the Superintendent's residence (see Figures 3-66 and 3-67). Frenchtown Road is a two lane
7 asphalt road that connects Sing Sing and Raasio Road to Quincy's mine surface works. Three
8 historic residences, larger than most worker housing built by Quincy, are located on the north
9 side of the road and share similar lot size, orientation and front yard setback. Across the street
10 are small outbuildings used as garages and storage sheds. The homes are surrounded by
11 woodland vegetation including several mature maples, ash, poplar, arborvitae, viburnum and
12 an occasional spruce. Traveling Frenchtown Road toward the mine presents a dramatic view of
13 the Huron Mountains beyond Keweenaw Bay on the horizon. The historic road trace of County
14 Road is evident between Highway 41 and Frenchtown. South of the intersection of

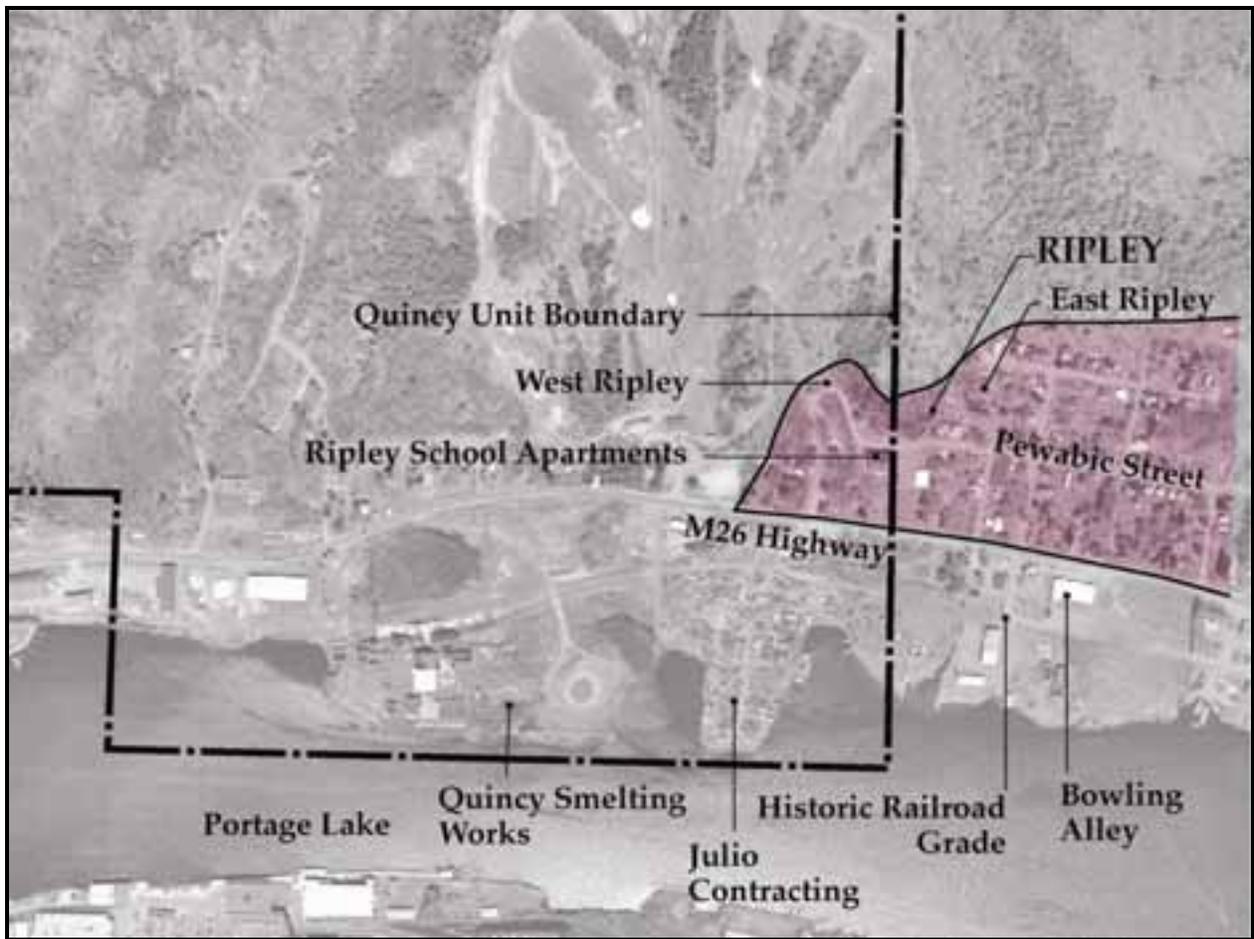
1 Frenchtown road and Highway 41 is a vacant mine captain's home that remains with few
2 alterations and displays high integrity, including the mature shade trees presumed to be from
3 the period of occupation. To the north is a slightly smaller structure than once housed Quincy's
4 assay office but is now a residence. The exterior of this structure has been altered within the
5 last ten years as modern windows and doors have replaced the originals and adjusted their
6 openings.



7
8 **Figure 3- 67: Mine Captain's home in Frenchtown, Highway 41 and Frenchtown Road, 2006** (source:
9 QEA)
10

1 *Ripley Landscape Character Area*

2
3 This housing location is located on the slope north of M-26 (see Figures 3-68 through 3-
4 70). It includes historic homes and some recently constructed residences. Due to the steep
5 topography, many of the properties in this area are built upon cut or fill sections reinforced by
6 retaining walls. These walls are characteristically constructed of poor rock masonry or concrete.
7 Some have thin veneers of mortar applied to them or have been painted to modify their
8 appearance.



9
10 **Figure 3- 68: Ripley Landscape Character Area**

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

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



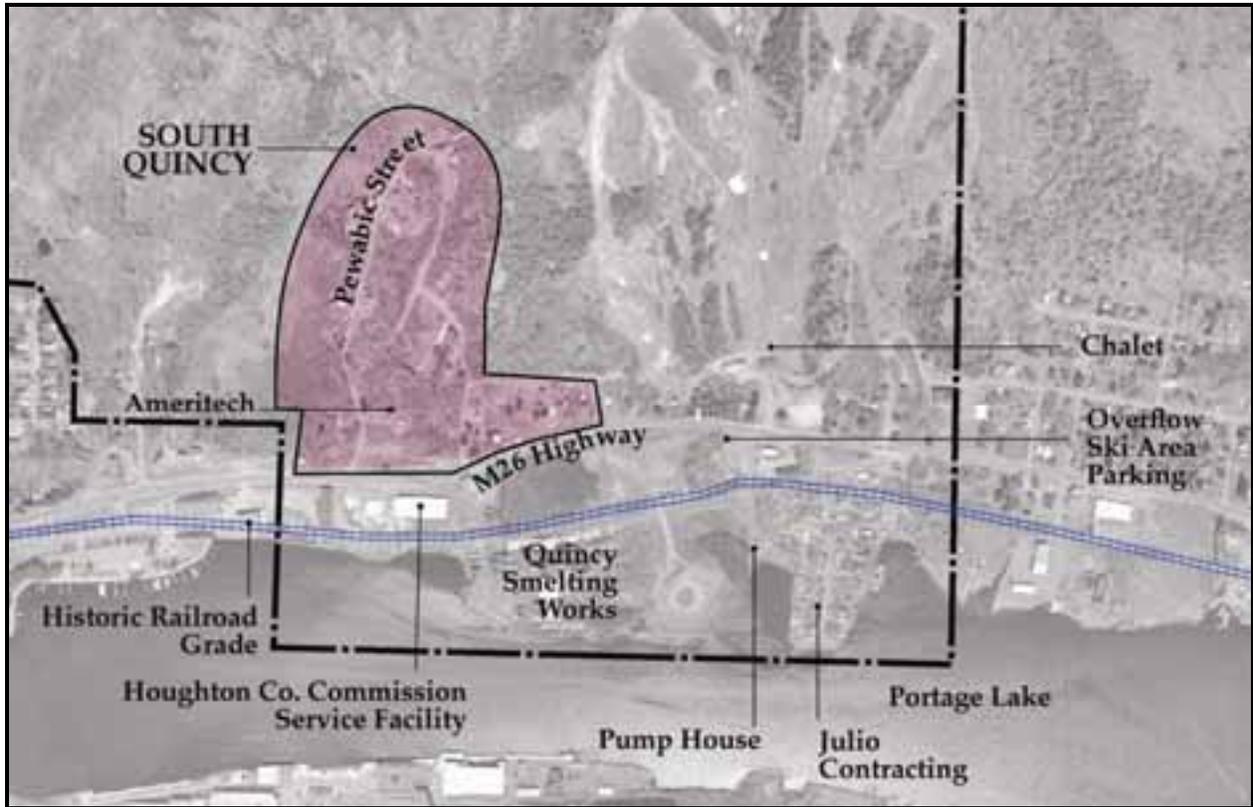
8
9 **Figure 3- 69: Looking northwest toward former historic Ripley school, converted to apartments, 2006**
10 (source: QEA)



11
12 **Figure 3- 70: Ripley historic residence, 2006** (source: QEA DSC06703)

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1 *South Quincy Landscape Character Area*



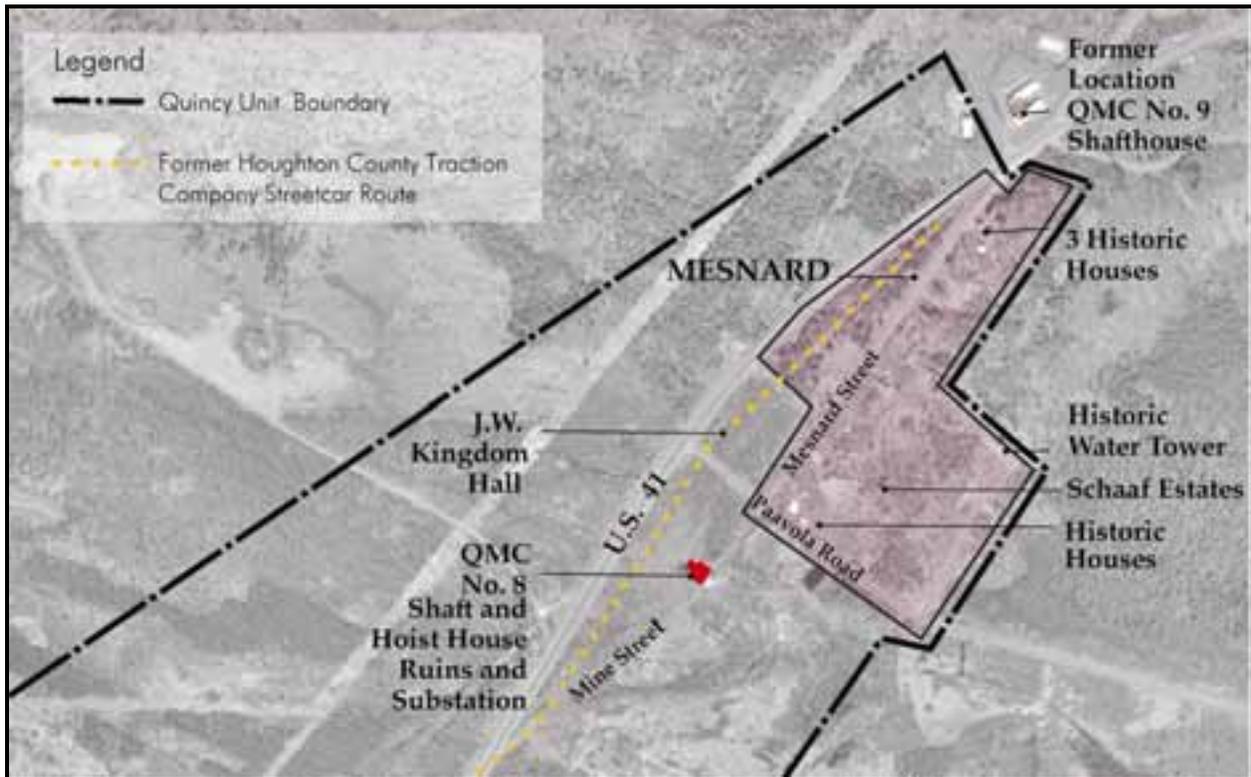
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3
4 **Figure 3-71: South Quincy Landscape Character Area**
5

6 Opposite the Houghton County Road Commission, Quincy Smelting Works and Julio
7 contracting sites, South Quincy is less formally organized with a loop road connected to the
8 major east-west streets that are an extension of the grid network in Ripley (see Figure 3-71).
9 Narrow roads are much rougher than in Ripley and feature steep gravel slopes or heavily
10 patched asphalt. Erosion is evident along the sides of these highly crowned travel routes.
11 Homes are uniformly spaced and setback across from the smelter site where they overlook and
12 front Portage Lake. Further up the hill they are askew to the Pewabic Street loop and
13 irregularly placed to suit the topography. Varied residential setbacks and orientations to the
14 road, combined with limited sight distance while traveling and steep grades, make first time
15 visitors to this housing location anxious or wary about the experience, especially in winter. A

1 few homes along Pewabic Street feature new additions and garages. Landscape features appear
2 less obvious here as the area is dominated by the surrounding woodland vegetation containing
3 ash and maples with ferns and thimbleberries readily apparent at the roadside. Woodpiles and
4 ornamental plantings, including foundation plantings and the introduction of spruce, balsam
5 and cedar, are also present.

6 Within this landscape character area, specifically along M-26, are some commercial
7 properties that appear out of scale and character with the historic nature of the area primarily
8 due to their building forms and materials. Michigan Department of Transportation (MDOT) is
9 interested in realigning M-26 in this area, as there have been some accidents.

1 *Mesnard Landscape Character Area*



2
3 **Figure 3-72: Mesnard Landscape Character Area**

4 Once the northern residential housing location for Quincy, this area is separated from
5 Highway 41 by Mesnard Street, a two lane paved road (see Figure 3-72). Historically the
6 neighborhood included three rows of housing arranged in a traditional grid pattern. Today all
7 of the residences are located on the east side of Mesnard Street. Three historic company homes
8 at the north end of the road are visible from Highway 41. These have consistent front yard
9 setbacks and outbuildings that serve as garages.

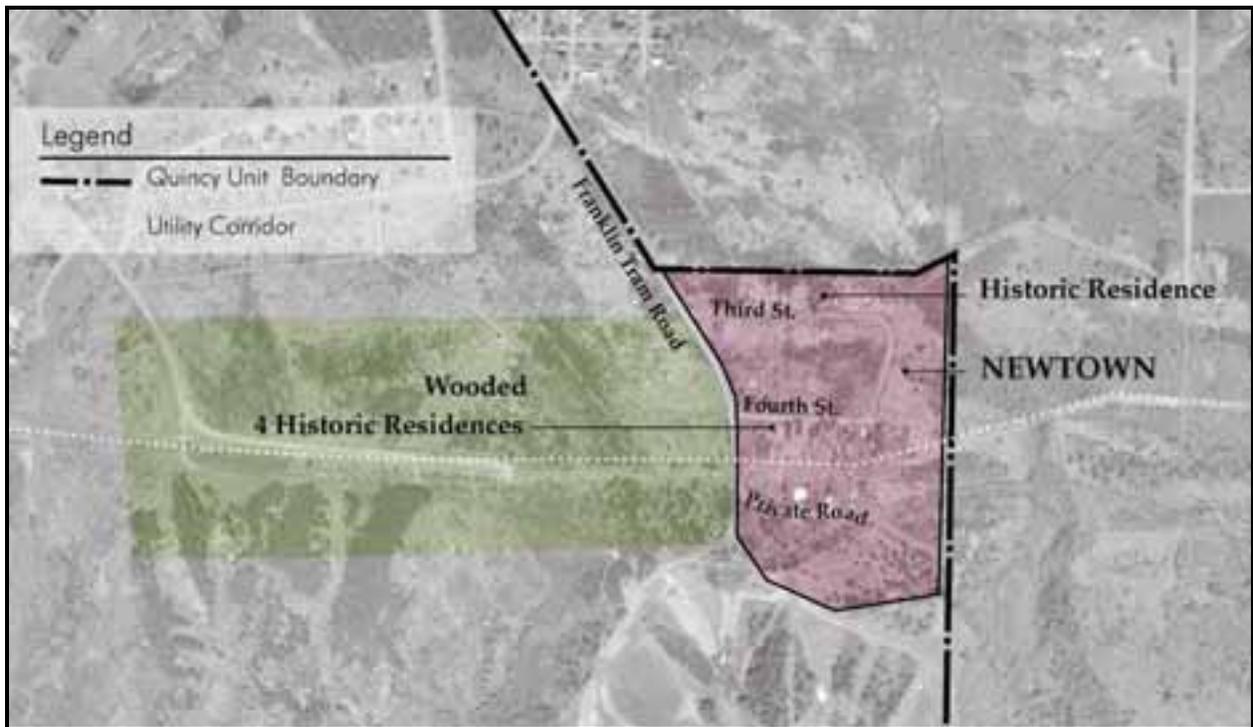
10 At the opposite end of the road smaller historic homes and their vernacular additions
11 and alterations still mark the even spacing and arrangement of an earlier time. Some attached
12 garages and additions disguise the otherwise simple gabled roofed company homes that
13 fronted Mesnard Street.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

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

9

10

1 *Newtown Landscape Character Area*



2
3 **Figure 3- 73: Newtown Landscape Character Area**

4
5 A small housing location located at the eastern end of Franklin Tram Road, Newtown
6 consists of two gravel roads oriented east-west and connected at each end (see Figure 3-73).
7 Numbered as a continuation of Coburntown, this arrangement of streets forms a loop with
8 historic worker housing. The area is compact, tidy and presents a remote feeling due to its
9 separation from the Quincy mine surface works and contemporary intrusions. Third Street
10 features one historic residence while Fourth Street has five saltbox dwellings interrupted by one
11 modern ranch.

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

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

2
3 Figure 3-74 provides an overview of the character areas discussed in this section.
4

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

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

19 *Portage Lake Overlook landscape character area*

20 A parcel of land adjacent to the southeastern side of US 41 at the southwestern corner of
21 the Quincy Unit is owned by MDOT. This property includes a Portage Lake overlook with
22 room for vehicles to pull off the road. Here, motorists encounter signs about the geology and
23 history of the area. The overlook is situated at the brow of the hill and serves as a stopping
24 point for many visitors to the region. Views from this point encompass the Portage Lake
25 Waterway, the lift bridge, Houghton, the Huron Mountains, and a portion of the historic
26 Quincy Mine site, including the No. 2 shaft-rockhouse. The overlook consists of a wide asphalt

1 road edged with wood bollards and a safety rail. There are two features. One is a cut granite
2 slab with engraved text titled “The Keweenaw Waterway” (see Figure 3-75). The text briefly
3 explains the meaning of the word Keweenaw and identifies early European and American
4 explorers to the area. The second feature is an eclectic sign consisting of a carved wood slab on
5 an angled mortared stone base. Two sets of three wood poles of varying heights frame the sign.
6 Also titled “The Keweenaw Waterway,” the sign provides visitors with a geographic map and
7 text related to extant copper mining resources (see Figure 3-76). The style, materials,
8 workmanship, and scale of the interpretive signs and other materials at the wayside do not
9 reflect the historic Quincy industrial landscape.



10
11 **Figure 3- 75: “The Keweenaw Waterway,” granite sign at MDOT wayside, 2006 (source: QEA)**



12
13 **Figure 3- 76: MDOT interpretive display at the MDOT wayside, 2006 (source: QEA)**

1 The topography drops off at a very steep slope from the southeastern side of the
2 wayside and climbs at a steep angle to the northeast. For the most part, the hill on the eastern
3 side of the highway is covered with vegetation which hides any remaining traces of the historic
4 mining activities in this area (see Figure 3-77). To the southeast of the wayside, about forty feet
5 below, is a fairly flat terrace that retains a rural character not present near the highway. To the
6 northeast of the wayside a large pile of mine rock has been recently placed by MDOT as part of
7 a stormwater retention system. The view of the rock pile is reflective of the historic character of
8 the hill during more active mining activities (see Figure 3-78).



9
10 **Figure 3- 77: Panoramic view from MDOT wayside to the southeast, 2006** (source: QEA)



11
12 **Figure 3- 78: Flat area south of MDOT wayside, view from large pile of mine rocks toward the lift**
13 **bridge, Portage Lake and the city of Houghton, 2006** (source: QEA)

1 *Highway 41 Corridor landscape character area*

2 Highway 41 crosses through the Quincy Unit of Keweenaw National Historical Park
3 roughly bisecting the portion of the unit that runs from Hancock to Mesnard at a
4 northeast/southwest angle paralleling the geology that determined mine locations. The road
5 was preceded by a historic route named Old Calumet Road and later County Road. It provides
6 the major north-south transportation route for the peninsula. Today, the road corridor through
7 the Quincy Unit presents a multitude of characteristics, many of which are not compatible with
8 the historic character of the unit. Historic features along the road include ruins, buildings,
9 industrial artifacts, roads, rail grades, vegetation and scenic views, many related to former
10 mining operations. Much of the road is bordered with second-growth vegetation that partially
11 obscures the views of poor-rock piles and mining related landscapes containing ruins, building
12 and small scale features like fences, posts and artifacts once common in the area. Non-historic
13 features include commercial storage facilities, modern signs, billboards, automobile dealers and
14 repair shops, a church, and a fire department (see Figures 3-79 through 3-83).



15
16 **Figure 3-79: View looking west at Highway 41 at the intersection of Kowsit Lats Road, the Quincy**
17 **Mine office is on the left, 2006 (source: QEA)**
18



1
2 **Figure 3- 80: View of Highway 41 southeast toward the Quincy Franklin Township Fire Department**
3 **building, the captain's house, and No. 2 shaft-rockhouse, 2006 (source: QEA)**
4



5
6 **Figure 3- 81: Poor rock-pile west of Highway 41, south of the Quincy dry house ruins (source: QEA)**
7



8
9 **Figure 3- 82: Highway 41 pine planting, 2006 (source: QEA)**
10



11
12 **Figure 3- 83: Storage facility and billboards west of Highway 41 at the northern end of the Quincy**
13 **Unit along Highway 41 (source: QEA)**

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

2 Campus Drive is a bi-directional, two lane, asphalt road that bisects the northern
3 portion of the NHL district traveling west from Highway 41, opposite the Quincy Mine
4 entrance (see Figure 3-84). Flanked by historic and volunteer vegetation, Campus Drive was
5 constructed to provide vehicular access for increased development in the area. A new high
6 school and the Portage Health System facility, as well as residential areas and an elementary
7 school are present along the route. The development of the road altered the topography of the
8 area and also bisects secondary historic circulation network of gravel roads, paths and a
9 streetcar route. Subsequent to its development, Portage Health Care System demolished the
10 former Quincy bathhouse creating a gap in the historic fabric upon the hill. Later they erected a
11 large internally lit sign and MDOT added blinking yellow traffic lights.



12
13 **Figure 3- 84: The intersection of Campus Drive and Highway 41 viewed from the southwest, 2006**
14

15 *Houghton County Road Commission Service Facility landscape character area*

16 Located directly west of the Quincy Smelting Works, the Houghton Road Commission
17 property includes several large buildings including some historic structures that were
18 previously industrial facilities, a road salt storage area and site circulation along Portage Lake

1 Canal (see Figure 3-85). The property is open and industrial in character. Additions and
2 changes to the site, new structures and open storage of vehicles equipment and supplies convey
3 a non-historic use that appears incompatible with the waterfront.



4
5 **Figure 3- 85: Houghton County Road Commission storage facility west of Quincy Smelting Works,**
6 **2006 (source: QEA)**
7

8 ***Julio Contracting landscape character area***

9 Located directly east of the Quincy Smelting Works, the salvage yard borders the
10 Portage Lake Canal. Julio Contracting also provides residential, commercial, and industrial
11 construction services. Like the Houghton County Road Commission property, the Julio
12 property impacts the visual character of the northern shore of Portage Lake. A mixture of scrap
13 metal, debris, roughly graded land and open storage of supplies and equipment present a stark
14 contrast to the environmental conditions people seek in the Keweenaw (see Figure 3-86).



15
16 **Figure 3- 86: Southeasterly view of part of the Julio Contracting, salvage yard east of Smelter Site**
17 **(source: QEA)**

1 *Mont Ripley Ski Area landscape character area*

2 Mont Ripley is a downhill ski area located northeast of the Quincy Smelting Works and
3 west of the town of Ripley (see Figure 3-87). The 35 acre site is owned by Michigan
4 Technological University. The topography offers skiers a vertical drop of 440 feet, largely
5 reflecting the varied relief present along the entire Portage hillside. Although this is the former
6 location of the Franklin Tram, the route is no longer easily discerned. The absence of woody
7 vegetation on the ski runs makes this topographic relief visible in all seasons. Red pine
8 plantings present near the top of the hill provide a wind buffer with pockets of successional
9 woodland vegetation found between ski runs and to the east and west of the hill. Infrastructure
10 includes the Mont Ripley Ski Chalet at the base of the hill, 24 ski runs, and a t-bar lift that
11 bisects the hill and a chair lift to the west. Large poles are positioned on the hill to support
12 lighting for night skiing. In recent years a pumphouse and waterline were installed east of the
13 smelter to convey water for snowmaking on the ski hill. The underground pipeline extends
14 beneath state highway M-26 into the ski area. Overflow visitor parking is located on a rough
15 graded gravel lot south of M-26, opposite the ski hill. This can present conflicts between
16 pedestrians crossing the road and motorists.



17
18 **Figure 3- 87: View looking north to the Mont Ripley Ski Area from the Quincy Smelting Works, 2006**
19 (source: QEA)