National Park Service
U.S. Department of the Interior

Sleeping Bear Dunes National Lakeshore
Michigan



Glen Haven

Cultural Landscape Inventory

2014

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The Cultural Landscapes Inventory Overview:

Purpose and Goals of the CLI

The Cultural Landscapes Inventory (CLI) is an evaluated inventory of all significant landscapes in units of the national park system in which the National Park Service (NPS) has, or plans to acquire any enforceable legal interest. Landscapes documented through the CLI are those that individually meet criteria set forth in the National Register of Historic Places such as historic sites, historic designed landscapes, and historic vernacular landscapes or those that are contributing elements of properties that meet the criteria. In addition, landscapes that are managed as cultural resources because of law, policy, or decisions reached through the park planning process even though they do not meet the National Register criteria, are also included in the CLI.

The CLI serves three major purposes. First, it provides the means to describe cultural landscapes on an individual or collective basis at the park, regional, or service-wide level. Secondly, it provides a platform to share information about cultural landscapes across programmatic areas and concerns and to integrate related data about these resources into park management. Thirdly, it provides an analytical tool to judge accomplishment and accountability.

The legislative, regulatory, and policy direction for conducting the CLI include:

National Historic Preservation Act of 1966 (16 USC 470h-2(a)(1)). Each Federal agency shall establish…a preservation program for the identification, evaluation, and nomination to the National Register of Historic Places…of historic properties…

Executive Order 13287: Preserve America, 2003. Sec. 3(a)…Each agency with real property management responsibilities shall prepare an assessment of the current status of its inventory of historic properties required by section 110(a)(2) of the NHPA…No later than September 30, 2004, each covered agency shall complete a report of the assessment and make it available to the Chairman of the Advisory Council on Historic Preservation and the Secretary of the Interior… (c) Each agency with real property management responsibilities shall, by September 30, 2005, and every third year thereafter, prepare a report on its progress in identifying… historic properties in its ownership and make the report available to the Council and the Secretary…

The Secretary of the Interior's Standards and Guidelines for Federal Agency Historic Preservation Programs Pursuant to the National Historic Preservation Act, 1998. Standard 2: An agency provides for the timely identification and evaluation of historic properties under agency jurisdiction or control and/or subject to effect by agency actions (Sec. 110 (a)(2)(A).

Management Policies 2006. 5.1.3.1 Inventories: The Park Service will (1) maintain and expand the following inventories…about cultural resources in units of the national park system…Cultural Landscape Inventory of historic designed landscapes, historic vernacular landscapes,… and historic sites…
Cultural Resource Management Guideline, 1997, Release No. 5, page 22 issued pursuant to Director's Order #28. As cultural resources are identified and evaluated, they should also be listed in the appropriate Service-wide inventories of cultural resources.

Responding to the Call to Action:

The year 2016 marks the 100th anniversary of the National Park Service. A five-year action plan entitled, "A Call to Action: Preparing for a Second Century of Stewardship and Engagement" charts a path toward that second century vision by asking Service employees and partners to commit to concrete actions that

advance the agency's mission. The heart of the plan includes four broad themes supported by specific goals and measurable actions. These themes are: Connecting People to Parks, Advancing the NPS Education Mission, Preserving America's Special Places, and Enhancing Professional and Organizational Excellence. The Cultural Landscape Inventory relates to three of these themes:

Connect People to Parks. Help communities protect what is special to them, highlight their history, and retain or rebuild their economic and environmental sustainability.
Advance the Education Mission. Strengthen the National Park Service's role as an educational force based on core American values, historical and scientific scholarship, and unbiased translation of the complexities of the American experience.
Preserve America's Special Places. Be a leader in extending the benefits of conservation across physical, social, political, and international boundaries in partnership with others.

The national CLI effort directly relates to #3, Preserve America's Special Places, and specifically to Action #28, "Park Pulse." Each CLI documents the existing condition of park resources and identifies impacts, threats, and measures to improve condition. This information can be used to improve park priority setting and communicate complex park condition information to the public.

Responding to the Cultural Resources Challenge:

The Cultural Resources Challenge (CRC) is an NPS strategic plan that identifies our most critical priorities. The primary objective is to "Achieve a standard of excellence for the stewardship of the resources that form the historical and cultural foundations of the nation, commit at all levels to a common set of goals, and articulate a common vision for the next century." The CLI contributes to the fulfillment of all five goals of the CRC:

1) Provide leadership support, and advocacy for the stewardship, protection, interpretation, and management of the nation's heritage through scholarly research, science and effective management;
2) Recommit to the spirit and letter of the landmark legislation underpinning the NPS;
3) Connect all Americans to their heritage resources in a manner that resonates with their lives, legacies, and dreams, and tells the stories that make up America's diverse national identity;
4) Integrate the values of heritage stewardship into major initiatives and issues such as renewable energy, climate change, community assistance and revitalization, and sustainability, while cultivating excellence in science and technical preservation as a foundation for resource protection, management, and rehabilitation; and
5) Attract, support, and retain a highly skilled and diverse workforce, and support the development of leadership and expertise within the National Park Service.

Scope of the CLI

CLI data is gathered from existing secondary sources found in park libraries, archives and at NPS regional offices and centers, as well as through on-site reconnaissance. The baseline information describes the historical development and significance of the landscape, placing it in the context of the landscape's overall significance. Documentation and analysis of the existing landscape identifies character-defining characteristics and features, and allows for an evaluation of the landscape's overall integrity and an assessment of the landscape's overall condition. The CLI also provides an illustrative site plan that indicates major features within the inventory unit and generates spatial data for Geographic Information Systems (GIS). The CLI also identifies stabilization needs to prevent further deterioration of the landscape and provides data for the Facility Management Software System.

Chapter 1: Inventory Unit Summary & Site Plan

Inventory Unit Description

The Glen Haven Cultural Landscape Inventory is primarily based upon and adapted from the "Cultural Landscape Report for Glen Haven Village Historic District," which was authored by Deborah Dietrich Smith and produced by the Olmsted Center for Landscape Preservation in 2007. The CLI also incorporates additional sources, where noted, and provides updated landscape documentation.

Glen Haven Village Historic District is a component of Sleeping Bear Dunes National Lakeshore, which is located in Leelanau County, Michigan. Covering an area of 13 acres, the district includes 14 historic structures and numerous other contributing features. Glen Haven was listed in the National Register of Historic Places on June 24, 1983. It is an excellent example of a turn of the century company lumbering town, and was vital to the growth and economic well being of the entire Leelanau County area. The village includes excellent examples of vernacular architecture dating back to the mid 19th century.

Glen Haven was an important cordwood fueling station for steamers on the Great Lakes due to its naturally deep bay and the long dock built by the village's first inhabitant, Charles C. McCarty. A sawmill built to cut cordwood further enabled Glen Haven to become an important lumbering town and a major entry port for settlers. The Sleeping Bear Inn, built by McCarty circa 1864, was the first structure in Glen Haven and is individually listed on the National Register as an example of a frontier hotel.

McCarty's dock and inn were joined by a general store built by John Helm in 1865, but he closed it and moved to Burdickville in 1867. In 1868 McCarty built a sawmill on the northwest shore of Little Glen Lake to cut cordwood. In 1870 he sold his Glen Haven holdings to the Northern Transit Company (NTC) of Cleveland, Ohio, a steamship line which needed the fueling station for its twenty four vessels which plied the Great lakes from Buffalo to Chicago and Milwaukee. By 1878 Glen Haven had become a major NTC station, and the company sent 26 year old David Henry Day to Glen Haven to manage operations. Soon recognizing the area's commercial lumbering potential, Day purchased Glen Haven and the surrounding area from NTC in 1881.

Forming the D.H. Day Lumber Company, Day logged off extensive timberland while carefully employing conservation methods that ensured new growth in the countryside. Day lodged his workers in the logging camps, the Sleeping Bear Inn, or the few houses that were built in Glen Haven. Day supervised all construction and did not allow outside investment in Glen Haven. Rent was cheap and was deducted from the workers' salaries. In lieu of currency, Day issued coupons redeemable at the D.H. Day Store, which carried a wide variety of groceries, dry goods, hardware, and furniture. The local post office was in the store, where Day served as postmaster for many years.

By the mid 1800s the D. H. Day Lumber Company owned all the land, including the sawmill and the docking facilities. Day used a tugboat to tow logs across Glen Lake to the sawmill. By 1907 a locomotive was added to the tramway which ran from the mill to the dock, where there was a large warehouse. As a leading Leelanau citizen and a lumber baron, he helped found the Michigan Lumber Association in the 1880s, and served as its first president.

The Day Family lived in the quarters above the general store. Behind it was an icehouse, granary, slaughterhouse and croquet lawn. The storehouse contained a fifteen horsepower generator which provided the village with power in the days before electricity. Holsteins and pigs from the Day farm, two miles south of Glen Haven, provided meat and milk for the village and store. Two barns which once stood next to the inn held horses and draft animals.

Aside from the structures which D.H. Day directly lived or operated in, there are a number of other notable

buildings. The Day Company Bookkeeper House was first occupied by Miner Farrant, D.H. Day's brother in law, who worked as the village bookkeeper. It later housed Day Store clerks and their families. The garage, which was moved to the present site in 1941, originally served as the village paint shop. The Day Company Blacksmith Shop was useful in repairing logging chains and sleighs, and shoeing horses. It also doubled as a carpentry shop, turning out readymade homes for the lumber camps, horse barns, and other simple structures. Tennis courts, a curling rink, and an ice skating rink were located behind the shop. The Day Company Butcher House was built for the butcher, whose shop was in the rear of the Day Store. John Bumgardner was the mill foreman, and the Day Company Sawmill Foreman House was always occupied by mill or farm workers. The Day Company Railroad Engineer House was built by Frank Lavance during World War One.

The Day Company buildings, including the General Store, Bookkeeper House, Blacksmith Shop, Butcher House, and Sawmill Foreman House are all 19th century structures which represent the attractively simple architecture of an American frontier town. They are also the only remaining structures which formed the nucleus of this once thriving commercial center. As clapboard structures with gabled roofs, all the houses within the district conform to the same cohesive vernacular style.

Located at the far north end of Main Street is the Glen Haven Canning Company, built by Day in the mid 1920s. With the closure of the sawmill in 1923, Glen Haven was in need of a new industry. The factory canned cherries and apples from area farms, and operated into the 1940s. The canning factory was largely responsible for allowing Glen Haven to survive the end of the lumber boom and the Great Depression.

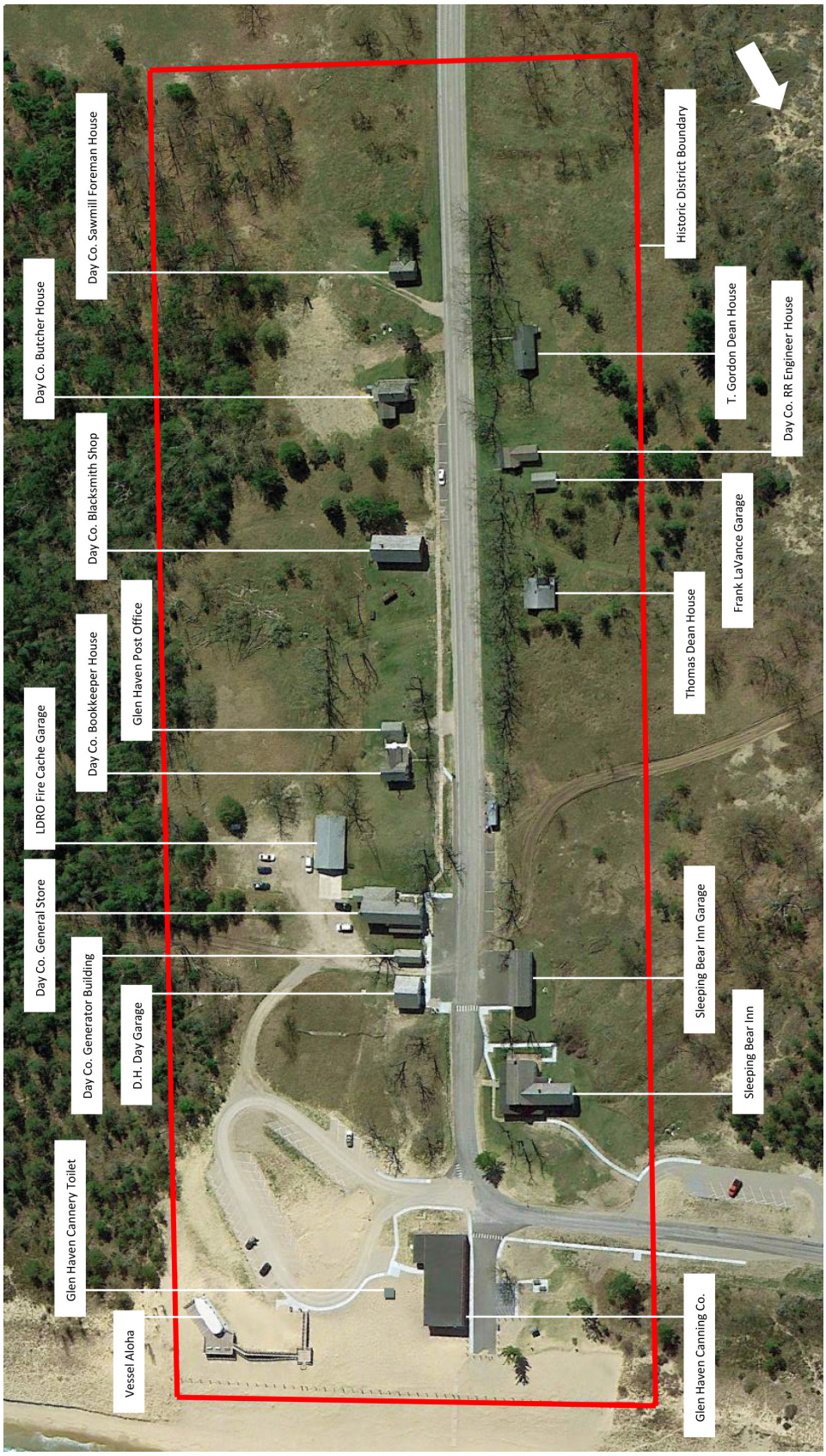
In addition to canning, D.H. Day further diversified his business interests through the promotion of recreation and tourism. In 1881 he had purchased two steamships, and he formed the Northern Michigan Line. His company provided the first scheduled passenger service between Chicago and Cheyboygan, and increased the visitation to Leelanau County. The natural beauty of the Sleeping Bear region attracted crowds of tourists each year. In 1920 Day donated land that became the D.H. Day State Park, the first state park in Michigan, and he also served as Michigan's first state park commissioner. At the same time, he embarked on an ambitious million dollar resort development project called Day Forest Estates. However, with Day's death in 1928 and the onset of the Great Depression, the project was halted and investors lost everything.

In the mid 1930s, D.H. Day's youngest daughter Marion and her husband Louis Warnes began operating a dune ride business out of the general store. Using cars equipped with balloon tires, they drove tourists on scenic rides along Lake Michigan. By the mid 1940s, individuals outside of the Day family had begun to purchase land within Glen Haven, and the area remained a popular, privately owned, summer destination.

On October 21, 1970, Sleeping Bear Dunes National Lakeshore was established, and the National Park Service began to acquire tracts of property within Glen Haven. The occupancy rights for the last remaining Glen Haven resident expired in 2005. The National Park Service actively maintains the Glen Haven Village Historic District, with buildings restored to reflect the area's historic period of significance. Although there are four noncontributing structures within the district, they are not considered visually intrusive, but instead compliment the architectural continuity of the village. Due to preservation and restoration efforts, Glen Haven Village has retained a great deal of integrity as a cohesive cultural landscape.

Site Plan

Glen Haven Historic District site plan based on *Google Earth* satellite imagery collected on 4/4/2012. Additional landscape developments have since occurred that are not fully represented.



Property Level and CLI Numbers

Inventory Unit Name:	Glen Haven
Property Level:	Landscape
CLI Identification Number:	975462

Park Information

Park Name and Alpha Code:	Sleeping Bear Dunes National Lakeshore - SLBE
Park Organization Code:	6620
Park Administrative Unit:	Sleeping Bear Dunes National Lakeshore

Chapter 2: Concurrence Status

Inventory Status: Complete

Completion Status Explanatory Narrative

The Glen Haven Cultural Landscape Report (CLR) was completed in 2007, providing the baseline level of documentation for a CLI. In 2008, Historical Landscape Architect Roberta Young and Landscape Historian Dan Jackson conducted a site visit to Glen Haven. Jackson subsequently completed a review draft of the CLI. Park comments and edits were entered 9/2008 as part of park acceptance of the document. In May 2014, Jackson conducted a second site visit to document existing conditions of the cultural landscape. The park concurred with a revised and updated CLI on 9/29/2014.

Inventory Site Visit Conducted: 5/20/2014

Concurrence Status:

Park Superintendent Concurrence: 9/29/2014

National Register Concurrence: 3/29/2007

Revisions Impacting Change in Concurrence:

The CLI received general revisions in accordance with updated documentation and analysis following a May 2014 site visit for the purposes of recertification.

National Register Concurrence Narrative:

The SHPO was involved in the review of the CLR and all 106 and 110 related issues. Although there has been discussion in the letters over the period of significance, there is no question on eligibility.

Concurrence Graphic Information

United States Department of the Interior

NATIONAL PARK SERVICE
Sleeping Bear Dunes National Lakeshore
9922 Front St. (Hwy M-72)
Empire, Michigan 49630-9797

IN REPLY REFER TO:

September 29, 2014

1.A.2.(MWR-CR/HAL)
(SLBE)

Memorandum

To: Acting Regional Director, Midwest Region
Attention: Regional Landscape Historian Dan Jackson

From: Superintendent, Sleeping Bear Dunes National Lakeshore

Subject: Cultural Landscapes Inventory for Glen Haven
Reply due: September 26

I concur with the assigned landscape condition of "Good" and the management category of "Must be Preserved and Maintained" for the Cultural Landscapes Inventory (CLI) for Glen Haven.

Dusty Shultz

Dusty Shultz

Park Concurrence, 9/29/2014.

Midwest Region Cultural Landscapes Inventory - Integrated Resource Management Applications Portal
Park Preference Form

Park Sleeping Bear Dunes National Lakeshore

Landscape Glen Haven Village Historic District

As manager of the cultural landscape resource(s) and associated features, I recommend that the cultural landscape inventory (CLI) annotated reference and associated digital files be added to the Integrated Resource Management Applications (IRMA) Portal as per my preferences checked below.

Superintendent/Acting Dusty Shultz, Superintendent

Date September 26, 2014

Note: *All annotated references are being created in IRMA under the Cultural Landscape Inventories Report Series 2180647 following the standard protocol established by the National Cultural Landscapes Program.*

✓	**Sensitivity Evaluation**									
XX	**Non Sensitive -**	the annotated reference will be accessible to everyone (public)								
	Sensitive -	the annotated reference will be accessible to NPS only, must disclose the nature of the sensitivity issue. ***(check one or more)***								
		☐ Operations	☐ Archeological	☐ Endangered	☐ Security	☐ Caves				
		☐ Personal Info.	☐ Indian Sacred Site(s)	☐ Threatened	☐ Commercial Value	☐ Minerals				
			☐ Wells	☐ Cultural (Ethnographic)	☐ Paleontological					
	Unknown -	the annotated reference will be accessible to NPS only								

To avoid inadvertently disclosing sensitive information, it should be identified in advance and removed prior to being added to IRMA.

✓	**Proprietary Evaluation**			
XX	**Non-Proprietary -**	the annotated reference will be accessible to everyone (public)		
	Proprietary/Copyrighted -	degree of distribution must be selected ***(check one)***		
		☐ Permission to distribute for Non-Commercial (public can see reference and download digital files)	☐ Permission to Distribute Internally (Only NPS can see reference and download digital files)	☐ No Permission to Distribute – (NPS can see reference, but only owners and select viewers will be able to download digital files)
	Unknown -	the annotated reference will be accessible to NPS only		

PLEASE READ AND UNDERSTAND THE FOLLOWING:

1. As resource managers, you are responsible for evaluating the level of data sensitivity and identifying the level of proprietary access for the park's Cultural Landscapes Inventory data (inventory report and images) on IRMA. The Regional CLI Coordinator will review the IRMA reference and add the digital file based on the park preference form.

2. Owners of the reference include the National Cultural Landscapes Program Manager, Regional Historical Landscape Architect, and Regional CLI Coordinator. If the park would like to add an owner/viewer to the reference, please identify that person and their position/title.

3. Evaluation of information sensitivity and copyright via the proprietary evaluation is handled within the Reference and not the Digital Holding Location. If the Reference is attributed incorrectly, the Reference Owner will need to make the appropriate change before uploading the digital file. If the Reference is not attributed correctly, there is the risk that sensitive and/or copyrighted information could be downloaded by individuals not authorized to view it.

4. Many journal articles are copyrighted/proprietary. If the full text of a journal article was found in JSTOR, we recommend creating an external Holding Location that points to the record in JSTOR. If the copy of the journal article was found elsewhere, please confirm that the Reference is attributed as "Proprietary-No Permission to Distribute", unless you otherwise have obtained permission to distribute.

Signed IRMA Permission Form, 9/26/2014.

OFFICIAL ELECTRONIC MAIL: NO HARD COPY TO FOLLOW

Sleeping Bear Dunes National Lakeshore
9922 Front Street
Empire, Michigan 49630-9797
(231) 326-5134

H3017(SLBE)

September 26, 2008

Memorandum

To: Regional Director, Midwest Region
Attention: Inventory Coordinator Roberta Young

From: Superintendent, Sleeping Bear Dunes National Lakeshore

Subject: Change / Concurrence with Draft Cultural Landscapes Inventory for Glen Haven

We have reviewed and commented on the Draft Cultural Landscape Inventory for Glen Haven. The management category should be changed to "Must be preserved and maintained." This is in keeping with the Glen Haven Village Historic District identified as a "Fundamental Resource" in our General Management Plan. We concur with the landscape's condition as "good."

The following changes should be made to the draft document in addition to the comments noted in our September 17, 2008 memorandum:

- Page 2, Inventory Unit Description – first line. Change to: … Glen Haven Village Historic District.
- Page 4, fourth paragraph, line three. Change to: … Glen Haven Road (formerly Main Street) terminating at the Cannery.
- Page 8, change the Management Category to: Must be Preserved and Maintained.
- Page 26, last paragraph. The Rude House should not be listed as a noncontributing building, but should be added to the list of structures in the second paragraph as considered contributing.
- Page 31, the Rude House should be listed as Contributing.
- Page 32, change to U.S.C.G. Telephone Pole (there is only one mentioned on page 26). Make this change for the structure name as well.
- There is no feature information provided for the Leelanau District Ranger's Office Fire Cache Garage. Also feature information is not included for the Day Company Narrow Gauge Railroad and the Day Company Sawmill; however, this may be due to these structures being located outside the Historic District.

Park concurrence for the CLI - page 1, 8/26/2008.

- Our preference would be to organize the report to provide the text for the Feature followed by the photograph of the feature.
- Page 43, correct the line spacing.
- Page 57, the cost figures appear to be missing from the Approved Treatment Costs section.
- There are also a number of pages where the page break appears to be in error (examples: page 2, 3, 46, 50).

Sleeping Bear Dunes National Lakeshore would like to thank the Inventory Coordinator and Landscape Historian Dan Jackson for overseeing completion of this CLI. If there are any questions, please contact Deputy Superintendent Tom Ulrich or me at 231-326-5134.

Dusty Shultz
/s/ Signed original on file

Park concurrence for the CLI - page 2, 8/26/2008.

SEP-24-2008 WED 12:35 PM Sleeping Bear Dunes NL FAX NO. 2313265382 P. 02

RECEIVED
APR 10 2007

JOHN ENGLER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

COPY

March 29, 2007

DUSTY SHULTZ
SUPERINTENDENT
SLEEPING BEAR DUNES
NATIONAL LAKESHORE
9922 FRONT STREET
EMPIRE MI 49630-9797

RE: ER96-12 Draft Cultural Landscape Report for Glen Haven Historic District, Sleeping Bear Dunes National Lakeshore, Leelanau County (NPS)

Dear Ms. Schultz:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the Draft Cultural Landscape Report for Glen Haven Historic District, and in doing so; we have reviewed previous correspondence and planning documents in our files concerning the Glen Haven Historic District. The revised 1989-90 national register nomination for Glen Haven provides period of significance end-dates of 1931 for the maritime history, transportation, and commerce themes, and 1939 for the recreation theme – the 1939 date, as you note, presumably selected to reflect the fifty-year cutoff for national register eligibility. If the nomination was being prepared today, it seems possible the period of significance for the commerce context would be extended down to the mid-1940s to reflect the actual end date for the canning operation and the recreation context would likely be extended down to today's fifty-year cutoff, 1957. No district national register nomination can be considered a final verdict for all time on what is significant. All require some re-evaluation from time to time. This district's last re-evaluation was more than fifteen years ago. It is certainly time for new research as needed and a new evaluation to determine whether properties such as the Wickland and Dean houses that postdate 1931 may possess some local historic significance. We are not taking positions on whether specific properties should be kept for the future, but we are concerned about moving too fast when more information and analysis is needed. To make decisions about potentially locally significant properties for a Cultural Landscape Report without an up-to-date evaluation does not make sense in our view.

We concur with the judgment that maritime history is the most important historic context for Glen Haven and that that history should be pre-eminent in the district's interpretation. Other aspects of Glen Haven's history – such as recreation – possess a lower, more local, level of significance. But – we would like to see the locally significant history recognized and interpreted to the degree feasible as part of the overall interpretation program.

D. H. Day Store: We concur with the concept of restoring the store to its appearance at the end of the period of primary historic significance. Our concern is with the accuracy of that restoration. The early twentieth-century illustration reproduced on page 59 of the Cultural Landscape Report, and the late 1940s post card view reproduced in the report's page 23 both show the low shed-roof north extension (that appears to the left of the two-story main building as you face the building's front) with its upper roof edge just below the second-story windows as it exists today. However, in both of those views, as well in one of our survey card photographs dated 1977, the slope of the shed roof is much more steep and the lower end of the shed roof is well below the top of the shed-roof extension's one front window. In the

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www.michigan.gov/hal

SHPO letter to park - page 1, 3/29/2007.

"restoration," the roof slope is not nearly as steep, and the roof's lower edge stands above the top of the shed's front window. We question why that feature was inaccurately restored and hope that this inaccuracy can be rectified in due course.

The State Historic Preservation Office (SHPO) is not the office of record for this **undertaking**. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian D. Conway
State Historic Preservation Officer

BDC:DLA:ROC:bgg

SHPO letter to park - page 2, 3/29/2007.

JENNIFER GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF HISTORY, ARTS AND LIBRARIES
LANSING

DR. WILLIAM ANDERSON
DIRECTOR

RECEIVED
OCT 18 2006

October 10, 2006

DUSTY SHULTZ
SUPERINTENDENT
SLEEPING BEAR DUNES
NATIONAL LAKESHORE
9922 FRONT STREET
EMPIRE MI 49630-9797

RE: ER96-12 Draft Cultural Landscape Report for Glen Haven Historic District, Sleeping Bear Dunes National Lakeshore, Leelanau County (NPS)

Dear Ms. Schultz:

Under the authority of Section 106 of the National Historic Preservation Act of 1966, as amended, we have reviewed the Cultural Landscape Report for the Glen Haven Historic District and have the following comments:

Archaeology

The draft report comments on several archaeological resources, including the sawmill – which is considered a contributing feature – curling rink, tennis court, and a dump behind the Sleeping Bear Inn. But there are a number of buildings listed as missing, such as a slaughterhouse, warehouse, several barns, outhouses, the Bumgardner House, the Lavance House, and others that may now be archaeological resources, and may hold information about the residents of Glen Haven. It appears that it may be useful and productive, at some point, to conduct a detailed archaeological assessment to identify other resources that may contribute to the significance of the district.

Above-ground resources

Although we concur with the report's conclusion that the district's period of significance should begin in 1864, the year when the land was transferred into private ownership for the first time, we do not concur with the end date of 1931 for the period of significance. Using 1931 as the end date for the period of significance seems to ignore much of the history. It ignores the continuation of the canning operation down to the mid-1940s. Even more importantly, in our view, it ignores altogether the theme of recreation, which we view to be a highly significant component of the district's history and historic significance, and the reason why the village was still there until the 1970s. The recreation theme was reflected in the continuing operation of the inn and the store for decades after 1931 – the inn's refurbishment in 1928 presumably itself resulted from tourism – and, perhaps of even greater importance, in the dune ride business, which is also represented by the store and by the former cannery building and Birch Lane remnants. The national register nomination should be revised to address the district's significance, primarily in terms of recreation, down to at least the fifty-year cutoff date of 1956 or 1957, and the cultural landscape evaluation should take into account features relating to recreation dating to the end of this revised period of significance.

We question labeling the Birch Lane remnants as non-contributing since they relate directly to the historically important dune ride operation under the recreation theme.

We also question what has been done to the D. H. Day Store – the removal of the auto-tourism-related twentieth-century porch and the seemingly inaccurate restoration of the shed-roof side extension so that it looks neither like the pre-false front version illustrated on report page 59 nor the 1940s post card view illustrated on page 23. In our view the store should be restored to the appearance it had in the 1940s that reflects not only its early history, but also its significant twentieth-century recreation-related history.

Wickland House: More adequate historical documentation is needed in order to evaluate whether this house may possess historic significance in the district.

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SHPO letter to park - page 1, 10/10/2006.

Dean House: The fact that the original owner "was a member of the last crew at the U. S. Coast Guard Station" suggests to us that the house should be considered a contributing building.

Dock Pilings, Tennis Court, Curling Rink Ruins: It seems appropriate that the district boundary be expanded to include the pilings and site of the previous docks and the tennis court and curling rink site because of their ties to the important commerce and recreation themes and D. H. Day.

Ornamental Trees, Shrubs, Flowers: As noted above, we question using 1931 as the end date for the period of significance. Some buildings constructed after that date may possess significance in terms of the district's history, and ornamentals associated with them may also contribute.

Treatment: We concur with the recommended approach of rehabilitation for the district, but, pursuant to our view that the village's period of significance should extend down to the 1950s, feel that the management plan should have as its goal maintaining and interpreting buildings and features dating from the 1930s, 40s, and 50s that, with further study, are determined to contribute to the district's historic character and significance. In our view, the general goal should be to treat and manage the district to reflect the village landscape at the end of a broadened period of significance extending into the 1950s while interpreting the significant earlier history.

Automobiles and Trucks: NPS should consider for the long-term whether it may be appropriate to incorporate a small number of "historic" autos and trucks, including a parked dune ride vehicle, as part of the interpretation of the 1920s-50s period in the village.

The State Historic Preservation Office (SHPO) is not the office of record for this undertaking. You are therefore asked to maintain a copy of this letter with your environmental review record for this undertaking. If the scope of work changes in any way, or if artifacts or bones are discovered, please notify this office immediately.

If you have any questions, please contact Brian Grennell, Environmental Review Specialist, at (517) 335-2721 or by email at ER@michigan.gov. **Please reference our project number in all communication with this office regarding this undertaking.** Thank you for this opportunity to review and comment, and for your cooperation.

Sincerely,

Brian D. Conway
State Historic Preservation Officer

MMP:REM:bgg

Copy: Ronald R. Campbell, THA Architects Engineers

SHPO letter to park - page 2, 10/10/2006.

November 17, 2006

H4217(SLBE)

Mr. Brian Conway
State Historic Preservation Officer
Michigan Library and Historical Center
702 Kalamazoo
Lansing, MI 48918

Re: ER96-12 Draft Cultural Landscape Report for Glen Haven Historic District, Sleeping Bear Dunes National Lakeshore, Leelanau County (NPS)

Dear Mr. Conway:

Thank you for your letter dated October 10, 2006 regarding The Glen Haven Historic District Cultural Landscape Report (CLR). We are taking this opportunity to respond to your comments and to recount some of the evaluations, previous State Historic Preservation Office (SHPO) concurrences, and preservation work that has been accomplished in Glen Haven, leading up to this document.

In regards to your comments recommending a detailed archeological assessment, we have completed a portion of that work already, and plan to continue it. The National Park Service Midwest Archeological Center has undertaken archeological work in Glen Haven on several occasions over the past 20 years, and it has indeed gathered information about the residents of Glen Haven, as you note. All areas in Glen Haven for which restoration or visitor service projects had the potential to disturb archeological resources have been surveyed. All findings, including evidence of the missing buildings, were provided to the author of the CLR and have been incorporated into the document. We agree that it would now be of benefit to conduct surveys specifically intended to gather additional information related to those missing structures.

In the early 1980s, the Lakeshore completed a variety of historic preservation projects in Glen Haven, all designed to represent the village as it appeared in the 1920s. This included restoring the Cannery to its 1925 appearance, removing trailers that dated to the 1950s-60s and removing post-1950 exterior building modifications such as fiberglass overhead doors, aluminum siding and windows, and asphalt roofs. All work was submitted by the park for approval by the Midwest Regional Office of the National Park Service (MWRO), as the park did not yet have any cultural resource expertise on staff. Most of the structures in Glen Haven had been recently used for residential purposes, and had been modified repeatedly up until the 1960s. The park received these structures with those recent modifications in place.

A National Register nomination for the district was then developed by the MWRO. This nomination identified a period of significance from "1857 to the present". The nomination was signed and Glen Haven was added to the National Register in 1983.

Park letter to SHPO - page 1, 11/17/2006.

In the mid-1980s, the park began a Development Concept Plan (DCP) for the district, which received extensive public and agency involvement and review. During that process, the 1983 nomination was reviewed and was challenged by a local citizens group, the Sleeping Bear Dunes Preservation Committee. The Preservation Committee wrote to the park, the MWRO, and the SHPO regarding their concerns with the period of significance, basis of significance, and other errors in the nomination.

On July 8, 1988, the SHPO sent a letter to the MWRO concerning the 1983 nomination. That letter stated:

> "The period of significance given in the nomination does not follow the Register's own standards and should be revised to have an end date no later than 1938. A precise end-date might be selected to correspond with the date of construction of the last important building built prior to the 1938 cutoff date. The Park Service should not hold onto the less-than-50-year-old structures at Glen Haven out of a misguided notion that these structures somehow contribute to the district's historic character."

In 1989, the Sleeping Bear Dunes Preservation Committee, in consultation with park staff and several Great Lakes maritime historians, revised the nomination according to the recommendations of the SHPO and sent it to the MWRO. The revisions placed the period of significance from 1857 to 1931. This ending date was specifically chosen to follow the SHPO recommendation, as it corresponds with the date of the last significant event prior to the fifty year cutoff date, that is, the final steamship stop. The revision identified the village's significance as associated with its maritime history as a turn-of-the-century steamboat stop and not a logging community, as identified in the original. At this same time, the significance level was raised from local to state. The nomination listed the Rude Garage, and Dean and Wickland Houses (built 1947-1953) as non-contributing elements. This revised nomination was later modified by the MWRO to include "Outdoor Recreation" as an area of significance, with a corresponding period of "c. 1920-1939". This version was sent by the MWRO to the SHPO, who concurred in a letter dated January 11, 1990 which stated:

> "…these revisions represent a significant improvement in the nomination form by providing more extensive historical documentation for the Glen Haven Village district and by providing a more clear breakdown of the village's history in terms of precisely defined historic themes and periods of significance."

Regarding the non-contributing structures, the January 11, 1990 letter went on to say that:

> "…the three buildings do not fall within the defined areas of significance and thus should be considered as non-contributing for nomination purposes."

The revised nomination was reviewed and signed by the Keeper of the National Register on April 19, 1990.

The DCP was reviewed and approved by the public, SHPO, and Advisory Council for Historic Preservation (ACHP), and was signed by the MWRO in November 1992. The DCP referenced the revised National Register nomination's identification of a period of significance of 1857 to 1939. The document also stated that the structures were to be restored to their 1920s appearance. This is the document that the park has been using ever since to guide rehabilitation efforts in Glen Haven. Since the finalization of the DCP planning document, the following major projects have been accomplished:

In 1993, the park removed a 1970s pole barn that had been constructed to serve the dune ride business.

Park letter to SHPO - page 2, 11/17/2006.

In 1994, the park painted the exterior of the Sleeping Bear Inn. This project reversed the color scheme from the 1950s colors to the 1920s colors, as analyzed in 1989 by the North Atlantic Historic Preservation Center. The SHPO reviewed this action and provided its concurrence (04/19/94).

In 1996, a Historic Structure Report was completed for the Sleeping Bear Inn and Garages. This document referenced the nomination's 1857-1939 period of significance for Glen Haven, but raised the question of whether 1857 was an appropriate start date, as evidence suggested that the Inn was the first structure in the village, and that it was constructed in 1864. The MWRO reviewed this document, and again the SHPO (04/03/96) and ACHP (no comments sent) reviewed and concurred.

In 1997, the park submitted plans to return the Blacksmith Shop to its 1920s appearance, when it was in operation as a blacksmith shop. This reversed modifications made in the 1950s that turned this building into a storage and maintenance shop. Again the SHPO (12/26/96) and ACHP (01/30/97) reviewed and concurred with this proposal and the plans.

Also in 1997, the park submitted plans to return the D.H. Day Store to its 1920s appearance on the exterior while rehabilitating the interior for adaptive use as a working store for public interpretation and as ranger offices. Modifications made to the structure in the 1950s were removed. Features identified through photographs of the 1920s were reintroduced. Again the SHPO (10/07/97) and ACHP (11/04/97) reviewed and concurred with this proposal and the plans.

Again in 1997, the park submitted plans to return the Bill Day House to its 1920s appearance on the exterior while rehabilitating the interior for adaptive use as park housing. The modifications made to the house in the 1950-60s were removed. The breezeway connecting to the historic paint shop/post office structure was also removed. Features more appropriate to a 1920s appearance were reintroduced. Again the SHPO (10/07/97) and ACHP (01/01/98) reviewed and concurred with this proposal and the plans.

In 1999, the park submitted plans to return the D.H. Day Store Garage to its 1920s appearance on the exterior while rehabilitating the interior for adaptive use as public restrooms. Modifications made to the structure in the 1950s were removed. Features more appropriate to a 1920s appearance were reintroduced. Again the SHPO (04/19/99) reviewed and concurred with this proposal and the plans. According to the 1998 amendments to the National Historic Preservation Act, ACHP review was no longer required.

Additional planning and evaluation for Glen Haven has occurred in the park since the 1992 DCP was approved and signed. In 1999, the park began to draft a Historic Properties Management Plan in an effort to address comprehensive planning for all structures and cultural landscapes within the park boundary. As part of the effort, a team of experts on local, state, and national history, landscapes, and buildings came together and reviewed all of the National Register listed and eligible properties within the Lakeshore and made recommendations as to their level of significance. This team included the then recently retired State Historic Preservation Officer, Kathryn Eckert. The team proposed a potential nationally significant maritime landscape which would include several National Register resources connected by the Manitou Passage State Underwater Preserve. Glen Haven, because of its inclusion in this maritime landscape, was recommended as being of national significance. At the same time, the team also evaluated resources within the recreational theme. Recreational resources not directly associated with maritime history were all judged to be of local significance. The recommendations of this group were forwarded to the SHPO, and concurrence was given in a letter dated October 18, 1999.

The park has conducted research at Glen Haven, including additional oral histories with remaining Day family members and preparation of the CLR. This research supports an end date of 1931, just as proposed in the original draft of the revised nomination. This research also supports the CLR

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recommendation for modifying the starting date to 1864. This period is bracketed by the construction of the first structure, the Sleeping Bear Inn, and the last year that the steamboats stopped at Glen Haven. These dates include the entire period of significant maritime activity. This is considered by local and national historians, and the NPS, to be the height of Glen Haven's historical importance. This period also includes recreation associated with the maritime history, and operation of the cannery as the maritime community began to diversify. The existing ending date of 1939 appears to have been based solely on the fifty-year cutoff date at the time of the nomination in 1989.

We have considered the significance of the dune rides during all of the planning stages identified. We recognize that this is a popular, and more recent, memory for many local and state citizens. However, like previous State Historic Preservation Officers, we have come to understand that the dune rides are a less significant part of the Glen Haven history than is the period of steamship operation. In addition, there are other, better examples of dune rides in Michigan that began earlier, have been more extensive, and continue to the present day. We acknowledge that additional research might support significance of the dune rides which began in Glen Haven in the mid to late 1930s. We believe that even if research were to support adding the dune rides to the significance of Glen Haven, it would be of no more than local significance, and would certainly not warrant altering (and reversing!) all of the planning and work completed to preserve and interpret the nationally significant history here.

We agree that the boundaries of the district should be revised in response to the CLR findings. It may also be warranted to re-evaluate the non-maritime, tourism-related history in Glen Haven to determine whether they may be of enough local significance and adequate integrity to include it. If the answer were yes, it would then have to be determined whether it would be necessary to expand the period of significance to do so. Both these efforts are outside the scope of work for the Cultural Landscape Report and would require additional funding. Regardless, the primary significance and primary interpretive themes will not change, and the more recent history will continue to be interpreted by the Lakeshore, while we strive to restore the physical setting of the village as it appeared in the 1920s.

We agree with the recommendation that the SHPO made in the July 8, 1988 letter when it was suggested:

> "Even though the dune ride and the dune climb may have acquired significance in the past 50 years they are still important in the overall history of Glen Haven and some provision for interpreting them should be made by the National Park Service."

In fact, the park's interpretation of Glen Haven includes the broad range of history from prehistoric time, through the period of significance, to the dune rides and establishment of the National Lakeshore. The dune rides are featured in the side room of the D.H. Day Store where a large photo of the vehicles and the drivers posed in the 1940s. We hope to develop a wayside exhibit for a walking tour of the village on this secondary theme as well.

We agree that Birch Lane may have acquired significance beyond that addressed in the CLR, in association with the dune rides. We disagree that the Wickland and Dean houses, and their associated landscape features, may have acquired significance. We stand by their evaluation and treatment recommendations in the CLR.

The National Park Service at Sleeping Bear Dunes National Lakeshore evaluates and manages all of its cultural resources within the broad context of the area's national significance. At the Lakeshore, this includes a lightstation, life-saving stations, a coastal village, commerce and recreation associated with Lake Michigan, and agricultural properties associated with settlement of the Lake Michigan shoreline. Tourism/recreation-related resources not directly tied to the maritime history of the Great Lakes, such as features associated with the dune rides, may be of local significance.

Park letter to SHPO - page 4, 11/17/2006.

National Parks are established in areas that are important to the history of the nation. Although the NPS preserves many locally significant resources as well those that are of national or state significance, national significance is deliberately weighted over local or state significance when we are prioritizing - or competing for funding for - preservation work or interpretation. With this in mind, the park cannot compromise the landscape features related to the maritime significance of Glen Haven by reintroducing recreation-related features that might be of local significance, especially when this process and decision has been previously reviewed and concurred by your office and the ACHP.

Over the past 15 years, the park has been consulting with the SHPO and ACHP through the Section 106 compliance process as we carried out the structural restoration components of the DCP. The restoration treatment has focused on taking the steps necessary to interpret the buildings as they appeared in the 1920s. To now suggest that the park use a 1950s date for treatment goes against all of the approvals and recommendations made by the SHPO to date, and would reverse the substantial preservation work that has already been accomplished. We have appreciated the guidance and support provided by your office over the years, especially early in our history when we did not have as much cultural resource expertise on our staff. Consequently, we were somewhat taken aback by your October 10 letter. We do not plan to reverse the millions of dollars of planning and rehabilitation that we have already expended to preserve and interpret the most significant resources, and primary interpretive themes, of Glen Haven – those of its pre-1930s history.

If you have any questions, please contact me at 231-326-5134.

Sincerely,

Tom Ulrich
Acting Superintendent

Park letter to SHPO - page 5, 11/17/2006.

NPS Form 10-900
(Rev. 3-82)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED
MAR 2 0 1990
NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Glen Haven
other names/site number Glen Haven Village Historic District

2. Location

street & number ☐ not for publication
city, town Glen Haven ☐ vicinity
state Michigan code 26 county Leelanau code 089 zip code 49630

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☐ building(s)	12	4 buildings
☐ public-local	☒ district	2	sites
☐ public-State	☐ site		structures
☒ public-Federal	☐ structure		objects
	☐ object		Total

Name of related multiple property listing:
Glen Haven Village Historic District

Number of contributing resources previously listed in the National Register 17

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☑ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☑ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of certifying official — Date 2/28/90

Chief Historian, National Park Service
State or Federal agency and bureau

In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Kathryn B. Eckert — Date 1-11-90
Signature of commenting or other official

Bureau of History, Michigan Department of State
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

☐ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☑ other, (explain:) Additional information on a previously-listed district.

Patrick Andrus for Signature of the Keeper — Date of Action 4/19/90

Revised Glen Haven Village Historic District National Register nomination title and signature page, 4/19/1990.

Form No. 10-306 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY
RECEIVED JAN 31 1983
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Glen Haven Village Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER
MI 209 — NOT FOR PUBLICATION

CITY, TOWN
Glen Haven — VICINITY OF

CONGRESSIONAL DISTRICT
9

STATE	CODE	COUNTY	CODE
Michigan	26	Leelanau	089

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
X DISTRICT	— PUBLIC	X OCCUPIED	— AGRICULTURE	— MUSEUM
— BUILDING(S)	— PRIVATE	X UNOCCUPIED	— COMMERCIAL	X PARK
— STRUCTURE	X BOTH	— WORK IN PROGRESS	— EDUCATIONAL	— PRIVATE RESIDENCE
— SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	— ENTERTAINMENT	— RELIGIOUS
— OBJECT	X IN PROCESS	— YES: RESTRICTED	— GOVERNMENT	— SCIENTIFIC
	— BEING CONSIDERED	X YES: UNRESTRICTED	— INDUSTRIAL	— TRANSPORTATION
		— NO	— MILITARY	— OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Park Service, Midwest Regional Office

STREET & NUMBER
1709 Jackson Street

CITY, TOWN
Omaha — VICINITY OF

STATE
Nebraska 68102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Leelanau County Courthouse

STREET & NUMBER

CITY, TOWN
Leland

STATE
Michigan 49654

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Sleeping Bear Dunes National Lakeshore

DATE
July 1976 — FEDERAL X STATE — COUNTY — LOCAL

DEPOSITORY FOR SURVEY RECORDS
State of Michigan, History Division

CITY, TOWN
Lansing

STATE
Michigan 48918

Glen Haven Village Historic District National Register nomination title page, 1/31/1983

Chapter 3: Geographic Information & Location Map

State & County:

State: Michigan

County: Leelanau

Size (Acres): 13.00

Boundary Description:

Begin at the beach 115 feet north of the Glen Haven Canning Company building. Proceed east along the beach line 213 feet. Then proceed south, approximately parallel to Glen Haven Road, for 1,315 feet. Then proceed west 324 feet. Then proceed north, approximately parallel to Glen Haven Road, for 1,352 feet. Then proceed east 144 feet to the starting point.

Boundary UTMs

Source: GPS

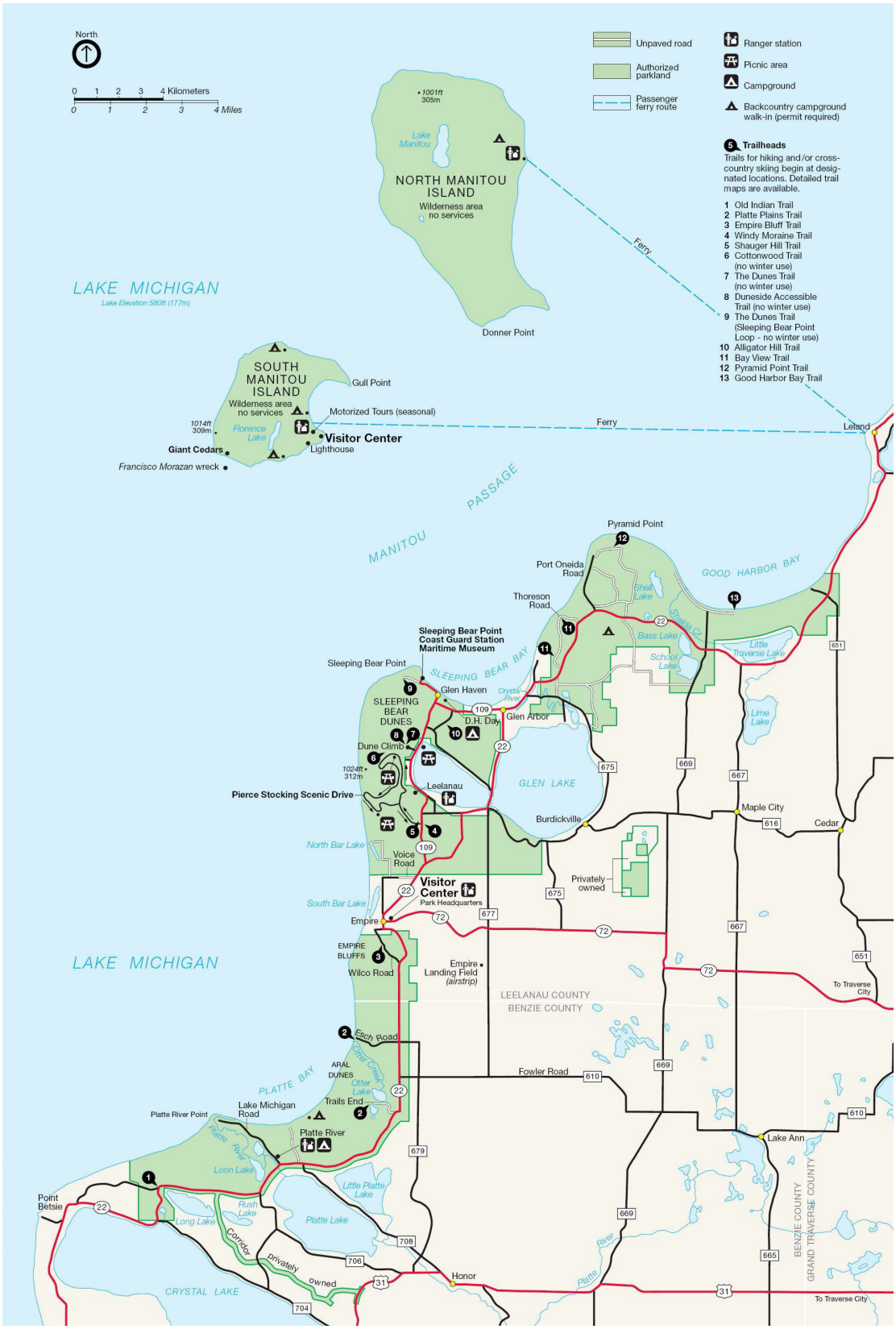
Point Type: Point

Datum: NAD 83

Point	UTM	Easting	Northing
1	16	576850	4972882
2	16	576917	4972831
3	16	576673	4972463
4	16	576794	4972403

Tract Numbers

25-106, 25-107, 25-108, 25-109, 25-110, 25-111, 25-112, 25-114, 25-115, 25-118, 25-120, 25-121, 25-122, 25-123, 25-125, 25-126, 25-127, 25-128, 25-129, 25-130, 25-131, 25-132, 25-133, 25-134, 25-135



SLBE park map; Glen Haven is seen at the center, to the right of Sleeping Bear Point.

Chapter 4: Management Information

General Management Information

Management Category: Must Be Preserved and Maintained

Management Category Date: 9/29/2014

NPS Legal Interest:

Type of Interest: Fee Simple

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

Adjacent lands contain features that directly contribute to the historical significance of the Glen Haven Village. In Sleeping Bear Bay, which is directly adjacent to the northern boundary of the historic district, the pilings of the Glen Haven dock still remain. To the west is the Coast Guard Station, which was built by D.H. Day. Day's narrow gauge logging railroad track, which ran from the sawmill to the dock, enters the village at the northwest corner, behind the Sleeping Bear Inn. The site of the sawmill, which is listed on the National Register as part of the Glen Haven Village Historic District, is to the south of the village, near the banks of Little Glen Lake. Situated between the sawmill and the village is D.H. Day Farm, where Day raised livestock and maintained apple and cherry orchards. To the southeast is Alligator Hill, the site of Day's failed Day Forest Estates real estate development. Directly east of the village is the D.H. Day Campground (now maintained as a National Park Service campground), which was historically linked to the village by a trail. Near the hiking/biking trail, just outside the historic district boundaries, are the remnants of Day's curling rink and tennis court.



Historic site of the Day Company Sawmill, directly in the path of M-109 (Jackson/ NPS 2008).



View of Little Glen Lake from the Day Company Sawmill site (Jackson/NPS 2008).



Northeast-facing view of the D.H. Day Farm, with the barn located center-frame (Jackson/NPS 2008).

Glen Haven FMSS Locations

	FMSS Asset Location Code	Location Number	Location Name	HS Number	CLI/LCS Name
1	0	27535	Glen Haven Area	N/A	Glen Haven Historic District
2	4100	27537	Cannery Building	19-153A	Glen Haven Canning Company Building
3	4100	27538	Sleeping Bear Inn	25-106A	Day Company Sleeping Bear Inn
4	4100	27539	Sleeping Bear Inn Garage	25-106B	Sleeping Bear Inn Garage
5	4100	27540	Blacksmith Shop	25-121D	Day Company Blacksmith Shop
6	4100	27541	Rude House	25-107	Day Company Railroad Engineer House
7	4100	27542	Warner House	25-114	Day Company Butcher House
8	4100	27543	Bumgardner House	25-122	Day Company Sawmill Foreman House
9	4100	27544	Dean House	25-108	Thomas Dean House
10	4100	27545	William Day House QTRS	25-118A	Day Company Bookkeeper House
11	4100	27546	D.H. Day Garage (Comfort Station)	25-121C	D.H. Day Garage
12	4100	27547	D.H. Day Store (LDRO)	25-121A	Day Company General Store
13	4100	27548	LDRO Fire Cache Garage	N/A	Leelanau District Ranger Office (LDRO) Fire Cache Garage
14	4100	27549	D.H. Day Store Generator Building	25 121B	Day Company Generator Building
15	3100	39066	Glen Haven Grounds	N/A	N/A
16	4100	39067	Rude Garage	25-107A	Frank LaVance Garage
17	5100	46731	Glen Haven Water System	N/A	N/A
18	1300	48295	Glen Haven Paved Parking RT 0926	N/A	N/A
19	4100	52543	Wickland House	25-108	T. Gordon Dean House
20	4100	86059	Glen Haven Cannery Privy	19-153B	Glen Haven Cannery Toilet
21	5200	86277	Glen Haven Waste Water System	N/A	N/A
22	1300	115516	D.H. Day Store (LDRO) Employee Parking Area RT0943	N/A	N/A

Chapter 5: National Register Information

Existing National Register Status

National Register Landscape Documentation:

Entered - Documented

National Register Explanatory Narrative:

The Glen Haven Village Historic District was first listed on the National Register on January 31, 1983. A revised nomination form that contained additional information was submitted in 1990 and entered on March 20, 1990. The completion of a Cultural Landscape Report, which documented additional contributing features, resulted in a March 29, 2007 SHPO consensus DOE.

Existing NRIS Information:

Name in National Register:	Glen Haven Historic District
NRIS Number	83000882
Contributing/Individual:	Individual
National Register Classification:	District
Significance Level:	National
Significance Criteria:	A - Associated with events significant to broad patterns of our history. B - Associated with lives of persons significant in our past.
Period of Significance:	CE 1857-1931
Historic Context Theme (1):	Developing the American Economy
Subtheme:	Shipping and Transportation by Water
Facet:	Ships, Boats, Lighthouses, And Other Structures
Historic Context Theme (2):	Transforming the Environment
Subtheme:	The Industrial Revolution
Facet:	Degradation of Natural Environment
Historic Context Theme (3):	Expressing Cultural Values
Subtheme:	Landscape Architecture
Facet:	Protection Of Natural And Cultural Resources

Areas of Significance

Area of Significance Category:	Commerce
Area of Significance Category:	Exploration - Settlement
Area of Significance Category:	Entertainment - Recreation
Area of Significance Category:	Conservation
Area of Significance Category:	Maritime History

Statement of Significance

The Glen Haven Village Historic District was listed on the National Register of Historic Places in 1983 at a local level of significance in the areas of exploration/settlement, transportation, and commerce, and conservation. Supplementary National Register documentation completed in 1990 states that the historic district is significant under Criterion A and B in the areas of maritime history, transportation, commerce, and outdoor recreation. In 1999, the park submitted a "Priority Listing of Cultural Landscapes, Rural Historic Districts, Complexes and Structures, Based on Historical Significance," to the Michigan State Historic Preservation Office, in which the park suggested elevating the significance of the historic district to a national level in the area of maritime history, and the SHPO concurred.

Glen Haven is located at the most protected site along Sleeping Bear Bay, sheltered from a predominantly southwest wind. Its location along the Bay and deep offshore water made the village an important stop for steamboats traveling between ports along the Lake Michigan shoreline. Because of this strategic location, the village was a focal point for a number of maritime related activities such as cordwood fueling station, freight shipping and receiving, passenger service, U.S. port of entry, hardwood lumber production and shipping, U.S. Weather Bureau Storm Signal Station, U.S. Life Saving Station, ferry boat service to South Manitou Island, fruit processing and shipping, and steamboat/tourism activities.

Steamboats docked at Glen Haven from the 1860s to 1931. The boats stopped to refuel, pick up freight, and deliver vacationers. Initially fueling the boats were stands of pine and hemlock owned and lumbered by D.H. Day and his predecessors. As the supply of cordwood stands dwindled in the late 1800s, Day increasingly lumbered hardwood stands. Day originally used a horse drawn tramway, constructed by his predecessors, to transport the cordwood and lumber from his sawmill on Little Glen Lake to the dock. In 1907 he replaced the tramway with a narrow gauge railroad.

As the number of vacationers arriving by the steamships increased, so did horse and buggy traffic within the village. Family members and friends who traveled to Glen Haven to meet the steamships would gather at the dock and on the front steps of the D.H. Day Store. Later they arrived at the dock in automobiles. In addition to cordwood, lumber, and passengers, the steamships also transported local produce, hauled to the awaiting steamships in horse drawn wagons, then later by trucks. Dock activity quieted by the late 1920s, as vacationers increasingly traveled north in privately owned automobiles, and trucks were more commonly used to transport produce and freight. Some boats still stopped at Glen Haven, to deliver or pick up fresh and processed fruit from the Glen Haven Canning Company.

Glen Haven was a company-operated village that provided cordwood and other essential services for passing steamboats. Both D.H. Day and his predecessors capitalized on opportunities presented by the arriving steamboats. Supporting and benefiting from the maritime and lumbering industries were the Sleeping Bear Inn, the D.H. Day Store, and the blacksmith shop. Additional village enterprises, such as a slaughterhouse, an icehouse, a granary and fruit cellar, and a cider mill supplied necessary food products for the D.H. Day family and employees. As the forests disappeared and steamboats less frequently stopped at Glen Haven, Day established the Glen Haven Canning Company to maintain the village economy. The cannery processed fruit from local orchards, as well as orchards planted by D.H. Day.

Located along Lake Michigan and within close proximity to Glen Lake and two state parks, Glen Haven became a hub of tourist activities beginning in the late 1800s. Tourists arriving by steamship, and then later by automobiles, frequented the Sleeping Bear Inn and the D.H. Day General Store. A two track road directly connected the D.H. Day Store to the campground, providing easy access between the two sites. In the mid 1930s, Louis and Marion (Day) Warnes began operation of a popular dune ride tour business. The tourist business remained in operation until the late 1970s.

The rectangular boundary of the Glen Haven National Historic District measures approximately 425' x 1,325' and includes approximately 13 acres. The historic district includes 13 contributing structures. Also included in the district, although not within the rectangular boundary, are the narrow gauge railroad track bed and the site of D.H. Day's sawmill on the shore of Little Glen Lake. Also, there are several features that contribute to the significance of the property that are not included in the current National Register listing.

Within existing boundaries, several additional features have been identified as features contributing to the significance of the historic district. These include Glen Haven Road, D.H. Day Campground Road, the rows of black locust trees, the Dutchman's pipe vine, and the concrete sidewalks around the Sleeping Bear Inn. Also, several features that contribute to the significance of the village are located outside the current historic district, such as the dock ruins, tennis court, curling rink ruins, and U.S.C.G. utility poles.

The location of Glen Haven remains unchanged. Glen Haven retains its historic linear form, centrally organized by Glen Haven Road. A collection of buildings line both sides of the road, most dating to the period of significance. Two roads intersect at right angles to Glen Haven Road, at least one of which was present in 1931. Reinforcing the linear landscape are rows of historic black locust trees lining Glen Haven Road, most prominently along the west side of the road. Glen Haven retains its basic historic design. The extant setting closely resembles the landscape surrounding the village period of significance. Glen Haven is surrounded by native vegetation to the east, south, and west including scrub, grassland, and forest. Further to the west is the D.H. Day Campground, established in 1920 as the D.H. Day State Park. Bordering the northern edge of the village is Lake Michigan. At the end of the period, the U.S. Coast Guard Station was moved to its current location, just west of the village along the shoreline.

Many of the buildings which date to the historic period retain a significant amount of their original materials. The Glen Haven Road and the D.H. Campground Road are also present, although the campground road has narrowed to a footpath. Sleeping Bear Drive may also date to the period of significance. Rows of black locust trees are still present bordering Glen Haven Road, however, the row along the eastern edge of the street is significantly diminished. Also dating to the period of significance is a Dutchman's pipe vine growing on the south side of the D.H. Day Store. Mature lilacs located near many of the buildings may also date to the period of significance. Missing materials include the original boardwalk bordering the eastern side of Glen Haven Road, fences, numerous buildings and structures, and the original sand or gravel surface material of Glen Haven Road and Sleeping Bear Drive.

Buildings dating to the historic period retain their original simple, vernacular design. All of these buildings are either one or two story clapboard structures with gable roofs. Concrete sidewalks around the Sleeping Bear Inn are intact, and a significant number of the black locust trees planted along the west side of Glen Haven Road retain their formal alignment. Another significant feature, the Dutchman's pipe vine on

the south side of the D.H. Day Store remains in its original location, and retains its historic growth habit. Workmanship related specifically to additional plants is more difficult to evaluate, since original design intent and planting dates are unknown. The modern application of asphalt on Glen Haven Drive and Sleeping Bear Drive is not consistent with road construction within the village during the period of significance.

In the late 1800s and early 1900s there were steamships docking at the shore, a narrow gauge railroad transporting cordwood and hardwood lumber from the mill to the dock, and horse drawn carriages and wagons (later automobiles and trucks) carrying local residents and vacationers into Glen Haven. All of these transportation types were important components of the village during the period of significance. During this period, numerous buildings supported businesses and provided housing for Day family members and employees. Associated with the building properties were lumbering, maritime, commercial, and residential small scale features that combined to create the village character. While the historic district retains many aspects of its historic appearance, the feel of the village has been diminished because of the loss of activity and sensory conditions associated with transportation types, business operations, and residential use. There is also a loss of landscape features associated with these activities such as buildings, dock, boardwalks, store features, crates of fruit, fences, small gardens, and hand pumps.

The current period of significance is 1857 to 1931. The beginning date is based on the construction date of the Sleeping Bear Inn, given as 1857 in National Register documentation for the Glen Haven Village Historic District. Documents reviewed for the Glen Haven Cultural Landscape Report do not support the inn's early construction date. Deed research indicates property that includes the present day Glen Haven was not transferred into private ownership from the federal government until 1864. That same year, the U.S. patent holder Mary Ann Wood sold her right to the property to Charles C. McCarty, the first individual known to have constructed buildings and a dock within the settlement. Although it is possible, it is probably unlikely McCarty would have initiated property development before obtaining ownership. Also, an 1860 U.S. Costal Survey does not depict the dock, the store, or any other development on the site of Glen Haven. These types of maps typically depict constructed features. If future research supports the later construction date, the period of significance should be revised to 1864 to 1931. The end date for the period of significance, 1931, marks the year that steamboats stopped docking at Glen Haven.

The historic district retains integrity in location, design, setting, materials, workmanship, and association. It has diminished integrity in feeling. According to National Register guidelines, a property either does or does not retain its overall integrity, and does or does not convey its significance. Even though there have been changes since the historic period, overall the landscape retains the characteristics, physical attributes, and historic associations it had during the period of significance, from 1864 when Charles C. McCarty purchased the property to 1931, when the steamboats stopped docking at Glen Haven.

Chapter 6: Chronology and Physical History

Cultural Landscape Type and Use

Cultural Landscape type: Vernacular

Current and Historic Use/Function:

Primary Historic Function: Organizational

Primary Current Use: Outdoor Recreation

Current and Historic Names:

Name:	Type of Name:
Glen Haven Historic District	Current
Glen Haven Village	Both Current and Historic
Glen Haven	Both Current and Historic
Sleeping Bear	Historic

Cultural Landscape Physical History Narrative: 1836-2014

European American exploration and settlement of the Sleeping Bear Dunes area, including present day Leelanau Peninsula and the Manitou Islands, was enabled through the 1836 Treaty of Washington. The Chippewa and Ottawa tribes ceded the northwestern Lower Michigan peninsula to the United States and shortly thereafter, Michigan entered the Union on 1/26/1937. With new lands opened up for settlement and industry, Sylvester Sibley and a crew of four surveyed state land in what is now Leelanau County, including Township 29 North, Range 14 West (Glen Arbor Township), in 1939. By 1851, John LaRue, John Dorsey, and John E. Fisher were the first European American settlers to establish living quarters in the township. Lake Michigan provided the most convenient access to the area and soon water routes were established to provide transportation. In 1855, the steamboat Saginaw was the first known propeller ship to anchor in or near Sleeping Bear Bay (Dietrich-Smith 2007, 9).

Settlement and development of the Glen Haven site began in the 1860s. In 1864, Mary Ann Wood received "Lot numbered 2 of Section 20, Township 29 North, Range 14 West, containing 49.1 acres according to the United States Survey thereof" from the United States of America. The northern edge of her property bordered Sleeping Bear Bay. Later in the same year (1864), she transferred ownership to Charles C. McCarty, the brother in law of earlier settler John E. Fisher, for $62.00 through a quit claim deed. The $62.00 price may indicate McCarty paid Wood the Homestead Act price of $1.25 per acre for Lot 2. Over the next three years, McCarty built a mill, dock, inn, and blacksmith shop on his land along Sleeping Bear Bay. The deep waters of the bay and the sheltered location offered a more protected docking location than previously established sites along Lower Michigan's northwestern shorelines. The favorable location of the settlement attracted John Helm, a Civil War veteran, who constructed a general store in 1865. Helm retained the store for only a short period of time and then relocated his business outside of the village (Dietrich-Smith 2007, 9-10).

In 1867, Charles C. McCarty and his wife Elizabeth N. McCarty sold their settlement property. It was

identified on a deed as "Sleeping Bear," but McCarty was also known to call it "Glen Haven." A quarter acre parcel in Lot 2 was sold to John Helm. All other lands, including the sawmill on Little Glen Lake, were sold to the Northern Transportation Company of Ohio for $4,000. The purchase assured the company a reliable supply of cordwood for its 24 vessel fleet operating between Chicago and Ogdensburg, New York. The Glen Haven operation supplied about one quarter of the fleet's fuel. In1869, the Northern Transportation Company contracted John E. Fisher to survey Glen Haven and a post office was opened at an unspecified location in the village, where it would remain until an 1879 relocation to the general store (Dietrich-Smith 2007, 10).

Under the stewardship of the Northern Transportation Company, Glen Haven continued to develop in support of cordwood logging operations. By 1870, a 2.25 mile wooden tramway was constructed between the sawmill on Little Glen Lake and the dock at Sleeping Bear Bay. The tram entered at the southern end of Glen Haven, and then followed Main Street north to the dock. The company also established a large farm three miles south of the village. Glen Haven benefitted from improved road networks during this period. Construction of the Manistee and Leland State Road was completed, connecting it to the nearby coastal communities of Frankfort, Platte, and Empire. In July 1876, Philo Chamberlain, president of the Northern Transportation Company, purchased Lot 1 (27.15 acres, east of Glen Haven) and Lot 2 (49.10 acres, Glen Haven) and other lands for $5,240 from the Northern Transportation Company in a foreclosure sale. Four months later, he then re sold the properties for $40,000 to the Northern Transit Company. This was likely the same company, only reorganized under a new name. The sale excluded the quarter acre parcel owned by John Helm (Dietrich-Smith 2007, 10-12).

In1878, David Henry Day, the younger brother of Philo Chamberlain's sister in law, arrived by steamer at the age of 27 to serve as the Northern Transit Company's new agent in Glen Haven. He previously had worked for four years in Detroit as a passenger agent for the Northern Transportation Company. Upon arrival at Glen Haven, Day rented a two room suite at the Sleeping Bear Inn, which was then operated by William and Ida Farrant.

Philo Chamberlain died in either 1880 or 1881, leaving the future of the Northern Transit Company uncertain and the board of directors willing to sell assets. D.H. Day took advantage of the opportunity and took out enough loans to purchase 1,400 acres of the company's properties in the Sleeping Bear Dunes area, which included Glen Haven and the Little Glen Lake sawmill, for $13,206. At the time of Day's purchase, an 1881 plat map showed that the village of Glen Haven included 11 buildings. There was an inn, a general store, a blacksmith and wagon shop, a school, a dockhouse, and six other unidentified buildings. He also purchased two steamers and established a regularly scheduled freight and passenger service from Chicago to Cheyboygan called the Northern Michigan Line (Cockrell 1984, 9-10; Dietrich-Smith 2007, 12-14).

On December 29, 1889, Day married Eva Ezilda Farrant, the daughter of William and Ida Farrant. The couple had nine children together. In the early 1900s, Day constructed a 150' x 50' ice skating/curling rink and a tennis court southeast of the general store to provide recreation for his family and friends. A lawn behind the store was also maintained for croquet (Cockrell 1984, 9-10; Dietrich-Smith 2007, 12-14).

Transportation through the Manitou Passage, boosted by recreation and industry, was rapidly increasing at the turn of the century. In 1901, Congress appropriated money to build a Life Saving Station at Sleeping Bear Point, west of Glen Haven. By the summer of 1902, a six-man crew began work at the station. The United States Life Saving Service and the Revenue Cutter Service joined together in 1915, creating the United States Coast Guard (USCG). In 1915, USCG phone lines were installed in Glen Haven, connecting the village to the life saving stations at Sleeping Bear Point, South Manitou Island, and North Manitou Island.

Meanwhile, D.H. Day continued to update and expand his business interests. He had planted his first cherry orchard in the 1890s. By 1903, it had expanded to 400 acres in size and contained over 3,000

cherry and apple trees. Day purchased narrow gauge railroad tracks and a locomotive from the dismantled J. O. Nessen Mill at Glen Arbor in 1907. He installed them between the Little Glen Lake sawmill and the dock, replacing the much slower horse drawn tram system. By 1910, Day owned more than 5,000 forested acres in the Sleeping Bear Dunes area, including the farm located one mile south of Glen Haven. In his timbering practices that focused on reforestation rather than clear cutting, Day became a pioneer of environmental conservation (Cockrell 1984, 28).

Day's leadership on conservation issues led to an appointment as Michigan's first State Park Commissioner in 1919. On November 11, 1920, he donated a 32-acre site directly east of Glen Haven to the Michigan State Park Commission. In honor of his donation, the commission named the property D.H. Day State Park. The commission constructed a campground, log cabin pavilion, and access road between the park and Glen Haven (now known as the D.H. Day Campground Road). State Highway M-22 opened in 1922, providing easy automobile access to the Sleeping Bear area and promoted the spread of outdoor recreation based tourism (Dietrich-Smith 2007, 16).

Tourism alone was not enough to replace the economic vacuum left by the vanishing timber industry. D.H. Day's sawmill closed in 1923, and the blacksmith shop soon ceased operations due to the sawmill closure and the growing popularity of motorized vehicles. Day then launched a canning operation, taking advantage of the area's burgeoning fruit production. By April 1925, construction of the Glen Haven Canning Company building had begun on the shoreline near the dock. Managed by David Henry Day, Jr., the canning company processed cherries and apples from D.H. Day's farm and local orchards. The processed fruit was shipped from Day's dock to down lake markets. The blacksmith shop was repurposed as a storage building for the canning operation and to house Day's automobile (Cockrell 1984, 29; Dietrich-Smith 2007, 17).

The year 1928 signaled a time of significant change. D.H. Day died at home, above the store on April 17, at the age of 76. Plans for a resort development to be called "Day Forest Estates" ended with his death. Due to family disagreements, Eva Day transferred responsibility for the estate to the Grand Rapids Trust Company. That same year the Sleeping Bear Inn was enlarged, modernized, and the front porch was enclosed. A two story six bay garage was also built just south of the inn. In June 1928, the State of Michigan designated Glen Haven Road as State Highway M-109. Following the designation, the State purchased sections of land from the heirs of D.H. Day through the Grand Rapids Trust Company. Construction of M-109 in this area required realignment of the Glen Haven Road. By 1929, plans were made to remove the defunct narrow gauge railroad tracks near the Glen Haven Canning Company. It is not known when the tracks were finally removed. In 1931, due to shifting sands, the Sleeping Bear Point Coast Guard Station was moved to its current location, just west of Glen Haven. Sleeping Bear Drive was likely constructed around this time to provide direct access from Glen Haven to the new Coast Guard station. Steamboat service to Glen Haven was discontinued in 1931, leading the canning company to export its produce entirely by automobile. About 1932, the State of Michigan re designated the .37 mile section of State Highway M-109 in Glen Haven (Glen Haven Road) as State Highway M-209. The new road gained the distinction of being Michigan's shortest state road. The disused dock, no longer an entry point into the village, soon fell into ruin (Cockrell 1984, 30-34, Dietrich-Smith 2007, 17-18).

In 1935, Louis and Marion (Day) Warnes began operating a dune ride tour business out of the D.H. Day Store. It proved very successful and became one of the region's most popular tourist attractions. Meanwhile, the Glen Haven Post Office closed in 1936. At the time of the closure, the post office was located in the former village tack shop, on the north side of the blacksmith shop. It is not known when the post office relocated to the former tack shop from the D.H. Day Store (Dietrich-Smith 2007, 23).

Eva Day, D.H. Day's widow died in 1936. Through the Grand Rapids Trust Company, D.H. Day's children then purchased remaining Glen Haven land and buildings at nominal fees in 1937. Several parcels, including the D.H. Day Store, had previously been purchased by family members prior to the establishment of the

trust. Parcels of Glen Haven also became available for purchase by outside investors, leading to the construction of the Wickland and the Dean houses (Cockrell 1984, 35).

The Warnes' dune ride business would remain a continually popular summer attraction into the 1970s. The village's last remaining industrial operation – the canning company – closed in the mid 1940s. The blacksmith shop was later used as housing for migrant workers in the 1940s. In later years, the canning building served as a garage and repair shop for the Warnes' dunesmobiles. In 1941, the former Glen Haven Post Office was moved to its present location next to the Day house and was then remodeled into a one car garage. During the 1950s, the Glen Haven School closed and the building was moved to Glen Arbor, and then demolished a year later.

On October 21, 1970, Sleeping Bear Dunes National Lakeshore was signed into law through Public Law 91 479. Glen Haven was among the properties identified for federal acquisition into the park boundaries. The Sleeping Bear Inn closed in 1972. The National Park Service (NPS) determined that the Warnes' dune rides were detrimental to the fragile natural environment of the sand dunes. Their business ceased operation and the D.H. Day Store closed in 1978. In 1979, the Sleeping Bear Inn was listed on the National Register of Historic Places. The park's General Management Plan was approved the same year. By the mid 1980s, the National Park Service had purchased all property within Glen Haven, although a number of residents retained occupancy rights into the 1990s and the final one expired in 2005. In 1983, the Glen Haven Village Historic District was listed on the National Register of Historic Places, and in 1992, the development concept plan for Glen Haven was approved. The Glen Haven Canning Company building was opened to the public as an adjunct to the Life Saving and Early Coast Guard Museum (Cockrell 1984, 36-37; Dietrich-Smith 2007, 24).

Over the years, the NPS rehabilitated and developed the historic district. Between 1/6/1998 and 1/31/2003, the exterior of the D.H. Day Garage (adaptively used as a restroom) was restored, and interior finishes and plumbing were completed. The blacksmith shop, including the hearth, was restored and exhibits were installed. The store exterior and interior were restored, and mechanical equipment and a fire suppression system were installed (PMIS 900). Between 5/30/2000 and 11/30/2000, the roofs of the Day Company Sawmill Foreman House and the Day Company Butcher House were repaired with the installation of new wood shingles (PMIS 50899). Between 1/11/2008 and 9/30/2009, all 33 windows sashes and frames in the cannery building were rebuilt, primed and painted. The exterior window sills and trim were repaired, primed, and painted. The interior of the Warner house was gutted for rehab. The Bumgardner house, Rude House and the Warner house had the exterior prepped, primed and painted (PMIS 9544).

In 2012, an asphalt paved loop drive with 45 parking spaces was constructed to the east of the cannery. A smaller asphalt paved drive with 10 parking spaces was constructed off of Sleeping Bear Dunes Road west of the cannery. Numerous poured concrete walkways were installed in the vicinity of the cannery, inn, and store. The Aloha fishing tug, which previously sat near the east side of the cannery, was moved approximately 50 meters further east, to the northeast of the parking loop drive. It was placed on a poured concrete pad with a steel support system. A large timber viewing platform with a 36-meter-long boardwalk ramp was built up against the boat. A boardwalk was also installed along the east side of Glen Haven Road, spanning from the store to south of the blacksmith shop. The pavement along two sections of Glen Haven Road was widened to accommodate the addition of parallel parking spaces.

In June 2012, a four-mile section of the paved bicycle and pedestrian Sleeping Bear Heritage Trail, running between Glen Arbor and the Dune Climb and passing through Glen Haven, was completed. In 2014, the cannery toilet, which had been removed in 1984, was rehabilitated and reinstalled in its original location on a replacement concrete slab.

Chronology

Year	Event	Annotation
CE 1836	Land Transfer	Through the Treaty of Washington, the Chippewa and Ottawa ceded to the United States the northwestern Lower Michigan peninsula, including present day Leelanau County.
CE 1837	Established	The State of Michigan entered the Union.
CE 1839	Explored	Sylvester Sibley and four others surveyed state land in what is now Leelanau County, to include the future site of Glen Haven.
CE 1847-1848	Settled	In 1847 John LaRue became the first white settler in the Sleeping Bear Area when he established a trading post on South Manitou Island. In 1848 he moved to the present site of Glen Arbor, also becoming the first white settler on the mainland of Sleeping Bear Bay.
CE 1864	Land Transfer	Mary Ann Wood received Lot 2 of Section 20, Township 29 North, Range 14 West, containing 49.1 acres from the U.S. Government. The same year, she transferred ownership to Charles C. McCarty for $62.00.
CE 1864-1867	Built	Charles C. McCarty built a mill, dock, inn, and blacksmith shop at the Glen Haven site. At the time, the settlement was called Sleeping Bear.
CE 1865	Built	John Helm constructed a general store in Glen Haven. He operated it for only a few years.
CE 1867	Land Transfer	Charles C. McCarty sold Glen Haven and other lands, including the sawmill on Little Glen Lake, to the Northern Transportation Company of Ohio for $4,000.
CE 1869	Established	A post office was established in Glen Haven.
CE 1870	Built	A 2.25-mile wooden tramway was constructed between the Little Glen Lake sawmill and the dock. Construction of a state road connecting Glen Haven to other coastal communities was also completed.
CE 1876	Land Transfer	Philo Chamberlain purchased 76.25 acres of land, which included Glen Haven, for $5,240 from the Northern Transportation Company in a foreclosure sale. He then resold the land for

Year	Event	Annotation
		$40,000 to the Northern Transit Company.
CE 1878	Moved	David Henry Day moved to Glen Haven at the age of 27 to serve as the Northern Transit Company's local agent.
CE 1881	Land Transfer	The Northern Transit Company sold about 1,400 acres, including Glen Haven and the Little Glen Lake sawmill, to D.H. Day for $13,206.
CE 1890	Cultivated	Sometime in the 1890s D.H. Day planted the first cherry orchard in the Glen Haven area.
CE 1900	Built	D.H. Day built a curling rink and tennis court southeast of the D.H. Day Store.
CE 1901-1915	Established	Congress appropriated money to build a life-saving station at Sleeping Bear Point in 1901. By 1902, there was a six-man crew working at the station, and in 1915 operations were taken over by the United States Coast Guard.
CE 1907	Purchased/Sold	D.H. Day purchased narrow-gauge railroad tracks and a locomotive from the Nessen Mill at Glen Arbor, and installed them between the Little Glen Lake sawmill and the dock.
CE 1915	Built	Phone lines were established in Glen Haven.
CE 1920	Established	D.H. Day, who was newly appointed as Michigan's first State Park Commissioner, donated 32 acres of forest to the Michigan State Park Commission. This became Michigan's first state park, known as the D.H. Day State Park.
CE 1922	Built	Construction was completed and state highway M-22 opened, providing easy automobile access to Glen Haven, and encouraging the development of tourism.
CE 1925	Built	The Glen Haven Canning Company Plant was built near the Glen Haven dock. It processed cherries and apples from local orchards, and helped the local economy survive the 1923 closure of Day's sawmill.
CE 1928	Land Transfer	With the death of D.H. Day, his widow Eva Day transferred his estate, which included Glen Haven to the Grand Rapids Trust Company. For the first time, parcels of Glen Haven property were available for outsiders to purchase.

Year	Event	Annotation
CE 1928	Altered	The Sleeping Bear Inn was enlarged, modernized, and the porch was enclosed. In addition, a two-story six-bay garage was constructed.
CE 1928	Purchased/Sold	The State of Michigan purchased land from the Grand Rapids Trust Company in conjunction with the realignment of Glen Haven Road, which had been designated M-109.
CE 1929	Removed	It was decided to remove the railroad tracks near the Glen Haven Canning Company, although it is not certain when the tracks were actually removed.
CE 1931-1970	Developed	The steamboat service to Glen Haven ended in 1931, an event which now marks the end of the district's period of significance. In 1935 Louis Warnes began a very successful dune ride tour, which operated out of the D.H. Day Store. The business and the store would remain open until 1978. The Glen Haven Canning Company closed around 1945, leaving tourism as Glen Haven's primary industry.
CE 1970	Established\	On October 21, 1970, Sleeping Bear Dunes National Lakeshore was established.
CE 1971	Memorialized	Sleeping Bear Inn was individually listed on the National Register of Historic Places.
CE 1983	Memorialized	The Glen Haven Village Historic District was listed on the National Register of Historic Places.
CE 1985	Purchased/Sold	By 1985, the National Park Service had purchased all the property within Glen Haven. A number of residents would retain twenty year occupancy rights, with the last one expiring in 2005.
CE 1992	Developed	The park's Development Concept Plan for Glen Haven was approved. Following the plan, the village would be rehabilitated to generally reflect the historic period of significance.
CE 1998-2003	Rehabilitated	Between 1/6/1998 and 1/31/2003, the exterior of the D.H. Day Garage (adaptively used as a restroom) was restored, and interior finishes and plumbing were completed. The blacksmith shop, including the hearth, was restored and exhibits

Year	Event	Annotation
		were installed. The store exterior and interior were restored, and mechanical equipment and a fire suppression system were installed (PMIS 900).
CE 2000	Maintained	Between 5/30/2000 and 11/30/2000, the roofs of the Day Company Sawmill Foreman House and the Day Company Butcher House were repaired with the installation of new wood shingles (PMIS 50899).
CE 2008-2009	Maintained	Between 1/11/2008 and 9/30/2009, the cannery building had all 33 windows sashes and frames rebuilt, primed and painted. The exterior window sills and trim were repaired, primed, and painted. The interior of the Warner house was gutted for rehab. The Bumgardner house, Rude House and the Warner house had the exterior prepped, primed and painted (PMIS 9544).
CE 2014	Restored	In 2014, the cannery toilet was rehabilitated and reinstalled in its original location east of the cannery on a replacement concrete slab.

Chapter 7: Analysis and Evaluation of Integrity

Summary:

LANDSCAPE INTEGRITY
Integrity is the ability of a property to convey its historic identity or the extent to which a property evokes its appearance during a particular historic period, usually the period of significance. The National Register of Historic Places recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Aspects of integrity deemed most important for evaluation are based on a property's significance under National Register criteria. Retention of these aspects is essential for a property to convey its significance, though not all seven aspects of integrity need to be present to convey a sense of past time and place. Collectively, these aspects help foster an understanding of the landscape's historic character and cultural importance.

LOCATION
Location refers to the place where the cultural landscape was constructed or where the historic event occurred. The location of Glen Haven remains unchanged.
Evaluation: *Retains location*

DESIGN
Design is the combination of elements that create the form, plan, space, structure, and style of a cultural landscape. Glen Haven retains its historic linear form, centrally organized by Glen Haven Road. A collection of buildings line both sides of the road, most dating to the period of significance. Two roads intersect at right angles to Glen Haven Road, at least one of which was present in 1931. Reinforcing the linear landscape are rows of historic black locust trees lining Glen Haven Road, the most prominent row along the west side of the road. Glen Haven retains its basic historic design.
Evaluation: *Retains design*

SETTING
The aspect of setting refers to the physical environment of a property, or how the site is situated and its relationship to surrounding features and spaces. The extant setting closely resembles the landscape surrounding the village period of significance. Glen Haven is surrounded by native vegetation to the east, south, and west including scrub, grassland, and forest. Further to the west is the D.H. Day Campground, established in 1920 as the D.H. Day State Park. Bordering the northern edge of the village is Lake Michigan. At the end of the period, the U.S. Coast Guard Station was moved to its current location, just west of the village along the shoreline.
Evaluation: *Retains setting*

MATERIALS
Materials are the physical elements that were combined or deposited during the historic period. All types of construction materials and other landscape features are included under this aspect of integrity. Many of the buildings which date to the historic period retain a significant amount of their original materials. The Glen Haven Road and the D.H. Campground Road are also present, although the campground road is now a paved bicycle trail. Sleeping Bear Drive may also date to the period of significance. Rows of black locust trees are still present bordering Glen Haven Road, however, the row (or possibly double row) along the eastern edge of the street is significantly diminished. Also dating to the period of significance is a Dutchman's pipe vine growing on the south side of the D.H. Day Store. Mature lilacs located near many of the buildings may also date to the period of significance. Missing materials include the original boardwalk bordering the eastern side of Glen Haven Road (the current boardwalk is a modern interpretation), fences, numerous buildings and structures, and the original sand or gravel surface material of Glen Haven Road and Sleeping Bear Drive.
Evaluation: *Retains materials*

WORKMANSHIP
Workmanship refers to the physical evidence of the crafts of a particular period. Buildings dating to the historic period retain their original simple, vernacular design. All of these buildings are either one or two story clapboard structures with gable roofs. Concrete sidewalks around the Sleeping Bear Inn are intact and as mentioned above, a significant number of the black locust trees planted along the west side of Glen Haven Road remain and they retain their formal alignment. Another significant feature, the Dutchman's pipe vine on the south side of the D.H. Day Store remains in its original location and retains is historic growth habit. Workmanship related specifically to additional plants is more difficult to evaluate, since original design intent and planting dates are unknown. The modern application of asphalt on Glen Haven Drive (M-209) and Sleeping Bear Drive is not consistent with road construction within the village during the period of significance.
Evaluation: *Retains workmanship*

FEELING
Feeling is a property's expression of the aesthetic or historic sense of a particular time period. In the late 1800s and early 1900s there were steamships docking at the shore, a narrow gauge railroad transporting cordwood and hardwood lumber from the mill to the dock, horse drawn carriages and wagons (later automobiles and trucks) carrying local residents and vacationers into Glen Haven – all of these transportation types were important components of the village during the period of significance. During this period, numerous buildings supported businesses and provided housing for Day family members and employees. Associated with the building properties were lumbering, maritime, commercial, and residential small scale features that combined to create the village character. While the historic district retains many aspects of its historic appearance, the feel of the village has been diminished because of the loss of activity and sensory conditions associated with transportation types, business operations, and residential use; and loss of landscape features associated with these activities (buildings, dock, boardwalks, store features, crates of fruit, fences, small gardens, hand pumps, etc.).
Evaluation: *Diminished feeling*

ASSOCIATION
Association refers to the direct link between the historic event and the cultural landscape. Extant features associated with the character and operation of the company owned town include Glen Haven Road and the bordering row of locust trees, Sleeping Bear Inn, D.H. Day Store, Glen Haven Canning Company, blacksmith shop, several residences, and the narrow gauge railroad bed.
Evaluation: *Retains association*

INTEGRITY OF THE PROPERTY AS A WHOLE
The historic district retains integrity in location, design, setting, materials, workmanship, and association. It has diminished integrity in feeling. According to National Register guidelines, a property either does or does not retain its overall integrity, and does or does not convey its significance. Even though there have been changes since the historic period, overall the landscape retains the characteristics, physical attributes, and historic associations it had during the period of significance, from 1864 when Charles C. McCarty purchased the property to 1931, when the steamboats stopped docking at Glen Haven (Dietrich-Smith 2007).

Aspects of Integrity:
Location
Design
Setting
Materials
Workmanship
Association

Landscape Characteristic: Buildings and Structures

The Day Company Sleeping Bear Inn (HS #25-106A) was built by Charles C. McCarty between 1864 and 1867. The original structure was a two story, rectangular building facing east and north toward Sleeping Bear Bay. Soon after the initial construction, a 20' x 40' addition was built onto the rear, making the inn L shaped. The inn was purchased by D.H. Day in 1881, and in 1928 it was "enlarged, modernized, and the front porch was enclosed" (Dietrich-Smith 2007, 59). Two red brick exterior chimneys with fireplaces replaced a wood burning box stove and a kitchen stove in the 1928 remodeling. Maple flooring, restrooms, plumbing, and electrical wiring were added to the interior of the structure. The vertical wood plank construction is covered with clapboard siding and a gable roof with cedar shingles. Various sized windows were used on the structure, but six-over-six double hung windows are most prominent. This portion of the inn is of vertical plank construction.

The balloon frame construction addition features clapboard siding, a gable roof, and six over six double hung windows. A large hip roofed porch was added around the east and north elevations. The porch is enclosed and contains several two-over-four paned double casement windows placed in pairs. Three-over-four double doors are near the center of the east elevation. Wooden steps were added to the rear for an entrance to the upstairs. The gable roof on the main structure is covered with cedar shingles and the hip roof over the veranda is covered with roll roofing.

The Sleeping Bear Inn Garage (HS #25-106B) was built by D.H. Day in 1928, during the modernization of the inn. The garage is a two story, wood frame structure with clapboard siding. It has a side gable roof with cedar shingles and features six-over-six double hung windows. There are six vehicle bays on the first floor with horizontal plank partitions. The second floor was used for sleeping quarters, and features a central hall plan with rooms on either side. The garage was painted in 2004 and re roofed in 2005.

The Glen Haven Canning Company Building (HS #19-153A) was built between 1920 and 1925. It is a one story utilitarian wood frame building measuring 60' x 45'. The foundation and floor are concrete and the roof is covered with a single ply membrane. Exterior walls are covered with pressed metal siding that is imprinted with a brick pattern. There are seven sliding doors on the west and one on the east. There is one lean to addition with a shed roof on the east elevation. The west façade has seven small three-over-three windows; there is physical evidence that these were replacements for larger windows and/or doors. "Glen Haven Canning Co." is painted on the north and west façades. A large overhead garage door that is placed in the raised position into the ceiling is on the north. A partition wall infills the doorway opening and can be easily removed when the boat collection is rotated into and out of the building, which is used as a museum.

The Day Company Railroad Engineer House (HS #25-107) was built between 1860 and 1870. It is a one story frame house with a cedar shingled cross gabled roof and clapboard siding. Some of the windows are boarded. The foundation is of concrete and stone. It is formed in an L plan, the result of two cabins joined together to form a single structure. The front wing measures 23' x 15' and the rear wing measures 14' x 15'. There is a porch with a concrete foundation and a shed roof on square wooden posts. It has alternately been known as the Frank LaVance House and the Rude House.

The Day Company Butcher House (HS #25-114) was built in 1898. The wood frame structure consists of a 15' x 25' two story main building with a one-story wing measuring 20' x 15'. The one-story section has a shed roofed porch supported by four turned posts, terminated by incised brackets. The foundation is concrete block, the siding is clapboard, and the roof is cedar shingles. The frieze boards on the two-story gable are less pronounced than the majority of the village structures built about the same time. Most of the windows are one over one with simple window heads. The structure was repainted and reroofed in 1997. In 2014 it was reroofed with cedar shingles. It has alternately been known as the Warner House.

The Day Company Bookkeeper House (HS #25-118A) was built in 1890. The two story, front gable frame house underwent major remodeling in the early 1950s. A paint shop/post office previously had been moved to the site, converted into a 15' x 18' garage and joined to the 15' x 15' main house by a breezeway. First story windows were converted into two large "picture" windows while the upper story retained the original two over two glazing, but in aluminum windows. The entire complex was then covered with asbestos shingle siding to unify the whole. The roof was asphalt shingles. In 1999 the park rehabilitated the structure into park housing and removed all of the modifications from the 1950s. The structure currently has shiplap siding, wood double-hung windows, and a cedar shingle roof. The garage is no longer connected to the house. In 2014 the house was reroofed with cedar shingles. It has alternately been known as the William Day House.

The Glen Haven Post Office (HS #25-118B) was built by D.H. Day in 1890. The 15' x 18' frame building was originally a paint shop, and then moved to the present site to serve as a post office. It was later converted into a garage and connected by a breezeway to the adjacent Day House in the 1950s. The one story, one bay building has a front gabled cedar shingled roof, clapboard siding, and a concrete foundation. There are one over one double hung windows on the north and south elevations, and a wood paneled pedestrian door on the north elevation. The breezeway that connected to the Day House was removed in 1999.

The Day Company Sawmill Foreman House (HS #25-122) was built by D.H. Day in 1890. The one-and-a-half-story frame structure features clapboard siding, corner boards, and a wood shingled cross gabled roof. There is a brick chimney. There are six-over-six and four-over-four double hung sash windows. There are short log pole piers on concrete pads supporting the house. The front gable has the wide frieze board common to most other village residences. The house was stabilized by the NPS in 1983. It has alternately been known as the Bumgardner House.

The Day Company General Store (HS #25-121A) was built by John Helm between 1865 and 1870. The main structure is a two story, 20' x 60' building with a cedar shingled gable roof. The front gable end has a very deep frieze board with a molded cornice. Two large windows divided into two fixed with 12 lights form the commercial front. There are two prominent additions on either side of the original building. A shed roofed one-and-a-half-story addition is on the south side, and a shed roof addition on the north addition. The entire complex is covered in clapboard. The center section has a wood foundation and the additions have concrete foundations.

The Day Company Generator Building (HS #25-121B) was built by D.H. Day in 1910. The one story, 12' x 29' frame building has a front gable cedar shingle roof. It is clad in wood clapboard siding and corner-boards. A panel door centered in the front is flanked by one-over-one double hung windows with capped window heads. The frieze board is proportionally wider than the corner boards. However, both auxiliary buildings of the store (HS #25-121B and 25-121C) do not have as deep a frieze board as the main store building. This feature is one of the few architectural detail refinements in the assemblage. One door on the south side opened to a restroom that was added after 1935. The foundation is concrete block and the roofing material is cedar shingle.

The D.H. Day Garage (HS #25-121C) was built by D.H. Day between 1910 and 1919. The 24' x 34', one and a half story frame building has a front gabled cedar shingled roof and clapboard siding. There are two 8' paneled outward opening garage doors. Each door is flanked by a pair of one-over-one windows with a capped window head. The roof is covered with cedar shingles. The garage was rehabilitated in 2001 and is currently used as a public restroom facility.

The Day Company Blacksmith Shop (HS #25-121D) was built by Charles C. McCarty between 1865 and 1870. The 25' x 35' hewn timber frame building has a log sill and vertical board siding. The gable roof features sawn wood shingles and log purlins. There are large outswinging double doors on the front and back. There are several fenestrations on the west (front) façade, including a large double door and two second

-story hinged window openings. Shuttered openings are located on the south elevation.

The Glen Haven Signal Tower (HS #25-121E) was built by the U.S. Weather Bureau between 1914 and 1920. The pyramidal tower is made of fabricated steel and is diagonally braced. There is a metal ladder from grade to apex of the tower. It is similar to other such structures. The structure is a diagonally braced, fabricated metal, pyramidal signal tower. It is 10 feet square at the base, tapering to a point 50 feet tall and fitted with a 20-foot flagstaff that is topped by an eagle finial over a standard globe. A standard metal industrial ladder runs from grade to the apex of the base. The structure is similar, if not identical, to the signal towers located at the South Manitou Island Coast Guard Station and the Sleeping Bear Point Coast Guard Station, which was constructed in 1914. It is currently used as a flag pole.

The Glen Haven Cannery Toilet (HS #19-153B) was built by D.H. Day between 1920 and 1925. The structure has wood cove siding, a gable roof with exposed rafter tails, wood paneled doors, wood fixed four paned windows, and vents on gabled ends. The frame toilet originally sat on a concrete slab with a holding tank underneath. The structure was stabilized in 1984 and moved off-site due to an area drainage problem. In 2014, the toilet was rehabilitated and reinstalled in its original location on a replacement concrete slab.

Noncontributing Buildings

The Thomas Dean House (HS #25-106) was built by Thomas Gordon Dean for his parents, Thomas and Margaret Dean (Scott 2010, 14). The one story house has a side gabled roof with a symmetrical front façade. It is 30' x 40'. The frame house with gable roof has a symmetrical façade with a center door and two flanking picture windows, as well as projecting eaves with exposed rafters. The walls are covered in asbestos, and the roofing material is asphalt shingles. It is alternately known as the Dean House.

The T. Gordon Dean House (HS #25-108) was built by Thomas Gordon Dean between 1940 and 1947. The house is a one story, frame dwelling with siding and an asphalt shingled gable roof. It is 848 square feet and sits on a concrete foundation. A picture window, a double pair of two over two windows with decorative exterior shutters, and a small covered porch complete the front facade. It is alternately known as the Wickland House.

The Frank LaVance Garage (HS #25-107A) was likely built by Thomas Gordon Dean in 1953, according to conventional consensus. However, it is possible that the garage was originally associated with the now missing William LaVance House, which could date the garage construction to circa 1925 1931 (Scott 2010, 19-28). The one story frame building has asbestos shingle siding. The gable roof is of cedar shingles and has exposed rafter tails. Outward swinging double doors are in the gable end. There is a side panel pedestrian door and six pane fixed windows. This structure is of the same unrefined construction as the Day Company Railroad Engineer House (HS #25-107). It is alternately known as the Rude Garage.

The Leelanau District Ranger Office (LDRO) Fire Cache Garage was built by Louis and Marion Warnes in 1969 to house the "dunesmobiles for their dune rides business" (Dietrich-Smith 2007, 74). It is a 28' x 54' single story wood frame structure with a gable roof. It was constructed over the site of the historic fruit cellar, about eight meters to the southeast of the general store. Although noncontributing, the garage is relatively unobtrusive as it is built into the bank of a low grassy knoll that blocks much of the building's profile when viewed from Glen Haven Road.

Character-Defining Features: Buildings and Structures

Feature: Day Company Sleeping Bear Inn

Contributing? Yes

CLI ID Number: 129330

LCS ID Number: 6020

LCS Historic Structure Number: 25-106A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576820 Northing: 4972726



Northeast elevation of the Sleeping Bear Inn (Jackson/NPS 2014).

Feature: Day Company Sleeping Bear Inn Garage

Contributing? Yes

CLI ID Number: 129332

LCS ID Number: 6021

LCS Historic Structure Number: 25-106B

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576791 Northing: 4972699



Northeast elevation of the Sleeping Bear Inn Garage (Jackson/NPS 2014).

Feature: Glen Haven Canning Company

Contributing? Yes

CLI ID Number: 128919

LCS ID Number: 15142

LCS Historic Structure Number: 19-153A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576850 Northing: 4972831



Southwest elevation of the Glen Haven Canning Company Building (Jackson/NPS 2014).

Feature: Day Company Railroad Engineer House

Contributing? Yes

CLI ID Number: 129388

LCS ID Number: 15149

LCS Historic Structure Number: 25-107

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576743 Northing: 4972536



Southeast elevation of the Day Company Railroad Engineer House, also known as the Rude House (Jackson/NPS 2008).

Feature: Day Company Butcher House

Contributing? Yes

CLI ID Number: 164140

LCS ID Number: 15150

LCS Historic Structure Number: 25-114

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576763 Northing: 4972511



Northwest elevation of the Day Company Butcher House, also known as the Warner House (Jackson/NPS 2014).

Feature: Day Company Bookkeeper House

Contributing? Yes

CLI ID Number: 170750

LCS ID Number: 15151

LCS Historic Structure Number: 25-118A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576806 Northing: 4972618



Southwest elevation of the Day Company Bookkeeper House. A portion of the post office is visible to the right (Jackson/NPS 2014).

Feature: Glen Haven Post Office

Contributing? Yes

CLI ID Number: 128939

LCS ID Number: 72638

LCS Historic Structure Number: 25-118B

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576802 Northing: 4972627



Southwest elevation of the Glen Haven Post Office. The Day Company Bookkeeper House is to the north (Jackson/NPS 2014).

Feature: Day Company Sawmill Foreman House

Contributing? Yes

CLI ID Number: 128933

LCS ID Number: 15320

LCS Historic Structure Number: 25-122

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576742 Northing: 4972467



Southwest elevation of the Day Company Sawmill Foreman House, also known as the Bumgardner House (Jackson/NPS 2014).

Feature: Day Company General Store

Contributing? Yes

CLI ID Number: 128927

LCS ID Number: 15317

LCS Historic Structure Number: 25-121A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576816 Northing: 4972669



Southwest elevation of the Day Company General Store (Jackson/NPS 2014).

Feature:	Day Company Generator Building
Contributing?	Yes
CLI ID Number:	128929
LCS ID Number:	15318
LCS Historic Structure Number:	25-121B

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576822 Northing: 4972682



Northwest elevation of the Day Company Generator Building (Jackson/NPS 2014).

Feature: D.H. Day Garage

Contributing? Yes

CLI ID Number: 128931

LCS ID Number: 15319

LCS Historic Structure Number: 25-121C

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576827 Northing: 4972693



Northeast-facing view of the D.H. Day Garage (Jackson/NPS 2014).

Feature:	Day Company Blacksmith Shop
Contributing?	Yes
CLI ID Number:	128923
LCS ID Number	15152
LCS Historic Structure Number:	25-121D

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576772 Northing: 4972753



Southwest elevation of Day Company Blacksmith Shop (Jackson/NPS 2014).

Feature: Glen Haven Signal Tower

Contributing? Yes

CLI ID Number: 128941

LCS ID Number: 72634

LCS Historic Structure Number: 25-121E

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576843 Northing: 4972633



South-facing view of the Glen Haven Signal Tower (Jackson/NPS 2014).

Feature:	Glen Haven Cannery Toilet
Contributing?	Yes
CLI ID Number:	128937
LCS ID Number:	23687
LCS Historic Structure Number:	19-153B

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576881 Northing: 4972776



Southeast-facing view of the Glen Haven Cannery Toilet (Jackson/NPS 2014).

Feature: Thomas Dean House

Contributing? No

CLI ID Number: 128935

LCS ID Number: 23682

LCS Historic Structure Number: 25-106

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576752 Northing: 4972582



Northeast elevation of the Thomas Dean House - also called the Dean House, a noncontributing structure (Jackson/NPS 2014).

Feature:	T. Gordon Dean House
Contributing?	No
CLI ID Number:	129340
LCS ID Number:	72633
LCS Historic Structure Number:	25-108

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576722 Northing: 4972506



Southeast elevation of the T. Gordon Dean House - also called the Wickland House, a noncontributing feature (Jackson/NPS 2014).

Feature: Frank LaVance Garage

Contributing? No

CLI ID Number: 128945

LCS ID Number: 72632

LCS Historic Structure Number: 25-107A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576731 Northing: 4972549



Southwest-facing view of the Frank LaVance Garage, also known as the Rude Garage (Jackson/NPS 2014).

Feature:	LDRO Fire Cache Garage
Contributing?	No
CLI ID Number:	170752
LCS ID Number:	N/A
LCS Historic Structure Number:	N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576840 Northing: 4972635



Northeast elevation of the LDRO Fire Cache Garage, a noncontributing feature (Jackson/NPS 2014).

Landscape Characteristic: Small-Scale Features

The U.S.C.G. Telephone Poles (HS #19-101) were first installed by personnel at the Sleeping Bear Point U.S. Life-Saving Station in 1902. Substantial line work was completed by the U.S. Coast Guard in 1915. The telephone service originated at the Day Company Store and extended to the Sleeping Bear Point, North and South Manitou Life-Saving Stations. Approximately 25 telephone poles remain between Glen Haven and the original location of the Sleeping Bear Point Life-Saving Station, on Sleeping Bear Point. One of the poles is within the Glen Haven district boundary, located about 25 meters south of the Sleeping Bear Inn Garage.

A concrete block pillar is located in a grassy field to the south of the Day Company Bookkeeper House. The 2007 CLR notes that the four-foot tall structure was one of two entrance pillars that supported lights and were placed on opposite sides of the road leading to the Day Forest Estates golf course. Their installment is attributed to Bill Day, D.H. Day's youngest son. Despite the direct connection to the Day family, the remaining pillar is evaluated as noncontributing by the CLR, with no explanation given. Unless this feature can be shown to postdate the period of significance, it should be considered contributing.

The Day Company Store Gasoline Pump is a replacement that was installed by the NPS in 2005. Pumps were first installed in front of the store circa 1926. They were replaced in the 1940s and again in the 1970s. In 2005, the NPS imported and installed a pump from North Manitou Island that is the same style (but not model) as the two pumps that were in place circa 1930. Although this pump is a noncontributing feature, it is considered compatible with the character of the historic landscape.

The Vessel Aloha is a fishing tug that is dated to the 1930s but has no historic association with Glen Haven. It was purchased from James Dura in 1985 "with a grant from the Eastern National Parks and Monument Association" (Dietrich-Smith 2007, 77). In 2012, the Aloha, which previously sat near the east side of the cannery, was moved approximately 50 meters further east, to the northeast of the parking loop drive. It is set on a poured concrete pad with a steel support system. A large wood plank viewing platform with a 36-meter-long boardwalk ramp is built up against the boat. The boat, combined with the extensive elevated boardwalk and platform system, intrudes upon a formerly open viewshed of the bay and overtly detracts from the historic setting.

A steam boiler is located on the north side of the blacksmith shop. It was purchased by the NPS from the Novotny sawmill and placed in Glen Haven for interpretive purposes. It is considered to be similar to what would likely have been used at the D.H. Day sawmill (Dietrich-Smith 2007, 98). Other pieces of equipment representative of the historic period have been placed around the boiler to convey the appearance of a working blacksmith shop. Although the boiler and other equipment are noncontributing, they are considered compatible with the character of the historic landscape.

There are numerous modern features throughout the landscape, generally related to signage, visitor amenities, and interpretation. An NPS picnic area located in an open grassy area west of the cannery features picnic tables, grills, trash cans, and a sheltered bulletin post. Modern road signage is found throughout, as are NPS interpretive wayside markers. Park benches, water fountains, and bicycle racks are also found in various locations. There is a set of modern mailboxes along the road in front of the Day Company Bookkeeper House, which is used for employee housing. Contemporary utility poles were noted to detract from the historic setting in the 2007 CLR. However, they have since been removed and the lines are now buried.

Feature:	U.S.C.G. Telephone Poles
Contributing?	Yes
CLI ID Number:	169141
LCS ID Number:	23689
LCS Historic Structure Number:	19-101

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576787 Northing: 4972662



Northwest-facing view of the USCG Telephone Pole located south of the Sleeping Bear Inn Garage (Jackson/NPS 2014).

Feature: Day Concrete Block Pillar

Contributing? No

CLI ID Number: 169139

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576799 Northing: 4972601



East-facing view of the Day Concrete Block Pillar (Jackson/NPS 2014).

Feature: Day Company General Store Gasoline Pump

Contributing? No

CLI ID Number: 168565

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576821 Northing: 4972670



Replacement pump installed by the NPS in 2005 (SLBE Park Files 2008).

Feature: Aloha Fishing Tug and Viewing Deck

Contributing? No

CLI ID Number: 169143

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576935 Northing: 4972763



Northeast-facing view of the Aloha and the viewing deck (Jackson/NPS 2014).

Feature: Novotny Steam Boiler

Contributing? No

CLI ID Number: 169145

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576790 Northing: 4972566



South-facing view of the Novotny steam boiler and other equipment near the blacksmith shop (Jackson/NPS 2014).

Other Small-Scale Features:



North-facing view of the picnic area west of the cannery, which features picnic tables, grills, a bulletin shelter, and trash cans (Jackson/NPS 2014).



South-facing view shows numerous noncontributing small scale features such as the mailboxes, interpretive wayside markers, and road signage (Jackson/NPS 2014).

Landscape Characteristic: Circulation

Glen Haven Road (M-209) is the primary village road. The road was probably constructed circa1865 1869. Historic maps and photographs depict the road with an earthen surface, covered in areas by wooden planks. In June 1928, the State of Michigan designated Glen Haven Road and a portion of M-22 as M-109, due in large part to the efforts of D.H. Day. To construct the new road, the State purchased sections of land from the heirs of D.H. Day, through the Grand Rapids Trust Company. About 1932, the State designated the section of M-109 in Glen Haven as M-209. In 1996, the Michigan Department of Transportation granted Leelanau County the ability to maintain Glen Haven Road (M-209), which is currently approximately 25 feet wide and has an asphalt surface. It is owned by the State of Michigan (Dietrich-Smith 2007, 45-46).

Sleeping Bear Drive was likely constructed circa 1931, when the U.S. Coast Guard Station was moved to its current location west of Glen Haven. The road, which measures approximately 22 feet wide and features an asphalt surface, is owned and maintained by Leelanau County (Dietrich-Smith 2007, 50).

The D.H. Day Narrow Gauge Railroad Track Bed (HS #19-174) dates to 1907 or 1908. Day purchased narrow gauge railroad tracks and a locomotive in 1907, to replace an earlier tramway constructed by Charles C. McCarty. As aligned, Day followed the old tramway for about a mile from the sawmill towards the village, then bypassed a large section (about a mile) of the tramway that originally ran in front of the Sleeping Bear Inn, realigning the route in back of the inn. The tramway then curved north and proceeded onto the dock. The sawmill closed in 1923, probably ending the use of the railroad tracks. Most of the narrow gauge railroad track bed still exists, but the section within the present day historic district is no longer extant (Dietrich-Smith 2007, 47-48). The remaining track bed remains intact behind Sleeping Bear Inn, identifiable by the 4’ to 6’ deep linear cut below the grade of the earth.

The D. H. Day Campground Road probably dates to circa 1919, when Day donated 32 acres of land east of Glen Haven for the creation of the D.H. Day State Park. The Michigan State Park Commission constructed the road, connecting the park and the village. The route is owned and maintained by Leelanau County (Dietrich-Smith 2007, 49). In June 2012, a four-mile section of the paved bicycle and pedestrian Sleeping Bear Heritage Trail, running between Glen Arbor and the Dune Climb and passing through Glen Haven, was completed. The portion of the trail between the state park and Glen Haven overlays the D. H. Day Campground Road. Because the former dirt road is now paved and marked as part of the trail system, it has lost some of its integrity, but still represents a historic circulation route within the landscape.

The Sleeping Bear Heritage Trail is a paved bicycle and pedestrian route that, when complete, will stretch 27 miles from Good Harbor Beach at County Road 651 to Manning Road, just south of Empire. The trail is a project of the Leelanau Scenic Heritage Route Committee (LSHR), developed in a partnership with the Michigan Department of Transportation, Sleeping Bear Dunes National Lakeshore, Friends of Sleeping Bear Dunes, and TART Trails (http://sleepingbeartrail.org). The trail intersects Glen Haven Road at a point between the Sleeping Bear Inn Garage and the Day Company General Store. The trail follows the historic route of D. H. Day Campground Road to the east of Glen Haven Road. To the west it follows the historic alignment of the D.H. Day Narrow Gauge Railroad Track Bed until about 142 yards from the point that it enters the historic district, where it deviates from the historic route to join with the D. H. Day Campground Road trail segment at the Glen Haven Road intersection. Because the portion of the paved 10’ wide trail that is located between the west side of Glen Haven Road and the western boundary of the historic district does not delineate a historic route of circulation, it is considered to be a noncontributing feature.

Throughout Glen Haven is a network of paved sidewalks and boardwalks. The boardwalk, which runs along the east side of Glen Haven Road, is a modern NPS reconstruction of the boardwalk that was intact during the period of significance. Although noncontributing, it is compatible with the historic setting. Several segments of poured concrete sidewalks are located on the north end of the district, in the vicinity of the cannery, the inn, and the general store. Although noncontributing, the paved sidewalks provide acces-

-sibility for visitors.

There are several parking areas within the district. A gravel parking area is located behind the Day Company General Store, next to the LDRO garage. It is visible in aerial photography as early as 1949 and is considered to have likely "originated with the Warnes' dune ride business" (Dietrich-Smith 2007, 49). In 2012 an asphalt paved loop drive with 45 parking spaces was constructed to the east of the cannery. A smaller asphalt paved drive with 10 parking spaces was constructed off of Sleeping Bear Dunes Road west of the cannery. The smaller parking lot is outside of the district boundary, but its eastern entrance drive is within. The pavement along two sections of Glen Haven Road was widened to accommodate the addition of parallel parking spaces.

The "Town Plat of the Village of Glen Haven," commissioned by the Northern Transportation Company in 1869, depicts six secondary roads within the village: Wisconsin Street, Illinois Street, Ohio Street, and Indiana Street, running parallel to Glen Haven Road, and Beach Street and Pine Street, crossing and running perpendicular to Glen Haven Road. All land transfers within Glen Haven were based on lots included within sub divided blocks defined by road boundaries. However, it is unclear if the roads were ever developed and there is no evidence in the extant landscape to indicate remaining road traces. Traces of circulation that do remain include the Birch Lane Trail, which was used for the dune rides, and the path to the curling rink and tennis court.

Feature:	Glen Haven Road (M-209)
Contributing?	Yes
CLI ID Number:	129466
LCS ID Number:	N/A
LCS Historic Structure Number:	N/A

Locational Data:

UTM Source: GPS

Point Types: Linear

Datum: NAD 83

Zone: 17	1.	Easting: 576704	Northing: 4972413
	2.	Easting: 576844	Northing: 4972751



North-facing view of Glen Haven Road (Jackson/NPS 2014).

Feature: Sleeping Bear Drive

Contributing? Undetermined

CLI ID Number: 169147

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Types: Linear

Datum: NAD 83

Zone: 17	1.	Easting: 576844	Northing: 4972751
	2.	Easting: 576791	Northing: 4972790



Southwest-facing view from the parking area east of the cannery, toward the intersection of Glen Haven Road and Sleeping Bear Drive (Jackson/NPS 2014).

Feature: D.H. Day Narrow Gauge Railroad Track Bed

Contributing? Yes

CLI ID Number: 169149

LCS ID Number: 23685

LCS Historic Structure Number: 19-174

Locational Data:

UTM Source: GPS

Point Types: Linear

Datum: NAD 83

Zone: 17	1.	Easting: 576771	Northing: 4972742
	2.	Easting: 576797	Northing: 4972752



Northeast-facing view of the D.H. Day Narrow Gauge Railroad Track Bed, to the rear of the Sleeping Bear Inn (NPS/LCS Files 2005).

Feature: D.H. Day Campground Road

Contributing? Yes

CLI ID Number: 169151

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Types: Linear

Datum: NAD 83

Zone: 17

1.	Easting: 576818	Northing: 4972683
2.	Easting: 576896	Northing: 4972641



East-facing view of the D. H. Day Campground Road. To the right is the gravel parking area next to the LDRO Garage. To the left is a gravel drive that accesses public parking next to the cannery (Jackson/NPS 2014).

Feature: Sleeping Bear Heritage Trail

Contributing? No

CLI ID Number: 169153

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Types: Linear

Datum: NAD 83

Zone: 17	1.	Easting: 576734	Northing: 4972650
	2.	Easting: 576869	Northing: 4972641



West-facing view from Glen Haven Road of the Sleeping Bear Heritage Trail (Jackson/NPS 2014).

Other Circulation Features:



Southwest-facing view from the general store of the boardwalk along Glen Haven Road (Jackson/NPS 2014).



Northwest-facing view of Sleeping Bear Drive, with a paved walkway along the north side (Jackson/NPS 2014).

Landscape Characteristic: Views and Vistas

The Glen Haven Village Historic District is situated upon Sleeping Bear Bay, and the beach area below the Glen Haven Canning Company affords an expansive view of the bay, which includes the remaining pilings of the Glen Haven dock. This view is an integral element of the cultural landscape, as it illustrates Glen Haven's dependence upon Lake Michigan transportation, particularly in the decades before adequate roads were built in the region.

Feature:	View of Sleeping Bear Bay
Contributing?	Yes
CLI ID Number:	129422
LCS ID Number:	N/A
LCS Historic Structure Number:	N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576886 Northing: 4972857



North-facing view of Sleeping Bear Bay, with the dock piling remnants visible above the water (Jackson/NPS 2014).

Landscape Characteristic: Vegetation

Vegetation types and patterns that characterize the Glen Haven landscape have fluctuated over the years as the village developed and land uses changed. The modern representation of the village as an open grassy landscape with scattered trees and ornamental plantings, and hedged by forest, is an appropriate amalgamation of the historic era's evolving landscape. In addition, two types of plantings are specifically identified in the CLR as directly contributing to the cultural landscape: the black locust trees and the Dutchman's pipe vine.

Some of the most distinctive elements of the landscape are the rows of black locust trees that line Glen Haven Road. These are known to date to the late 1800s or early 1900s, planted on both sides of the road "about 30 feet apart" (Dietrich-Smith 2007, 80). There are also scatterings of individual black locust trees throughout the village area. Many appear to date to the period of significance, while others are likely later "volunteer" growths. Either way, all extant black locust trees are contributing.

The Dutchman's pipe vine (Aristolochia durior) was planted at the southwest corner of the Day Company General Store by the early 1910s. According to William Day, the vine was an anniversary gift from D.H. Day to his wife, Eva. A photograph dated to 1912 shows chicken wire tacked to the side of the store to provide a climbing surface (Dietrich-Smith 2007, 86). The vine remains in the original location it was planted and extends to the roof of the store.

Feature: Black Locust Trees

Contributing? Yes

CLI ID Number: 169155

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576766 Northing: 4972612



South-facing view of black locust trees along Glen Haven Road (Jackson/NPS 2014).

Feature: Dutchman's Pipe Vine

Contributing? Yes

CLI ID Number: 169157

LCS ID Number: N/A

LCS Historic Structure Number: N/A

Locational Data:

UTM Source: GPS

Point Type: Area

Datum: NAD 83

Zone: 17 Easting: 576819 Northing: 4972662



West-facing view of the Dutchman's pipe vine on the southwestern corner of the Day Company General Store (Jackson/NPS 2014).

Other Vegetation Features:



Daffodils are an example of extant ornamental plantings that may or may not date to the historic era (Jackson/NPS 2014).



Grassy open areas edged by woodland characterize much of the landscape's surrounding setting (Jackson/NPS 2014).

Landscape Characteristic: Natural Systems and Features

The natural systems and features are the natural aspects that influenced development and resultant physical form of the Glen Haven landscape.

Deep off-shore water, a sheltered location along Sleeping Bear Bay (protected from prevailing westerly winds by the Sleeping Bear Dune), and an abundance of nearby timber combined to make Glen Haven a successful cordwood station, in the 1860s when adequate steamboat stops along Northwest lower Michigan were nearly non existent. The successful station required the development of onshore services (store, blacksmith shop, warehouses, etc.), worker housing, and a transportation infrastructure. When few pine and cedar stands remained, the economic direction of the village turned to harvesting hardwood and shipping. And when the supply of hardwood dwindled in the 1920s, the village's focus turned to canning and shipping fresh fruit and tourism (dunesmobile rides, D.H. Day State Park, and the dune climb). Through all of these changes, the importance of the village's protected site and access to Lake Michigan remained constant.

A sandy substrate underlies the predominantly flat landscape of the Glen Haven Village Historic District. Significant features outside the historic district that continue to influence village use include Sleeping Bear Bay and area dunes, including the massive Sleeping Bear Dune. Locals and tourists are drawn, in large part, to the village because of the Sleeping Bear Bay beach and expansive views of Lake Michigan (Dietrich-Smith 2007, 43-44).

Landscape Characteristic: Spatial Organization

Spatial organization refers to the arrangement of elements creating the ground, vertical, and overhead plans that define and create spaces.

Village buildings and structures were initially constructed near the Lake Michigan shoreline, and then moved progressively south along present day Glen Haven Road. An 1869 plat map depicted six secondary roads, which may have existed only on paper. If constructed, major development did not occur along these roads. In 1931, most of the village businesses and residences were located on the east side of the road, with auxiliary buildings and structures (carriage houses, outhouses, etc.) located behind the primary buildings. The linear organization was reinforced by rows of black locust trees, a row planted along each side of Glen Haven Road (possibly two rows on the east side), and by a wooden boardwalk which extended along the east side of the road from the D.H. Day Store to the Glen Haven School (outside historic district). By 1931, a secondary road to D.H. Day State Park and a trail to the tennis court and curling rink intersected with Glen Haven Road, further dividing the landscape. Also still present in 1931, though not in operation, was the narrow gauge railroad track which ran from the sawmill on Little Glen Lake to the dock. The circulation features, buildings, and the rows of black locust trees, combined with areas of open dune, fields, and forest to create the village's historic spatial organization.

Glen Haven Road retains its historic organizing function. Fourteen of the village's fifteen extant buildings face the road, and sections of the historic black locust row reinforce the linear landscape. The historic spatial quality of the landscape is diminished by the loss of auxiliary buildings and structures. Also, more houses are located on the west side of the road than were present in 1931. The D.H. Day Campground Road still exists (although as a footpath), and a footpath that possibly follows a portion of the historic trail to the curling rink and tennis court. The extant landscape includes post-1931 organizing features including, a remnant of Birch Lane (possibly includes a portion of the trail to the U.S. Coast Guard Station) and Sleeping Bear Drive (Dietrich-Smith 2007, 44-45).

Chapter 8: Condition and Treatment

Condition Assessments

Condition Assessment:	Good
Assessment Date:	6/24/2008
Condition Assessment:	Good
Assessment Date:	9/29/2014

Impacts

Type of Impact: Operations on Site

Because Glen Haven Village operates as an interpretive and interactive visitor's site, there are numerous impacts associated with this use. There is the typical wear and tear that comes with tourist activities, and because vehicles are allowed to park in the village, there is a visual intrusion upon the historical atmosphere. A certain amount of modern constructions, related primarily to visitor access and interpretation, have proliferated throughout the village. Paved parking areas, sidewalks, signage, and the development around the Vessel Aloha, all contribute to diminish some of the historic feeling of an early 20th century company logging town/maritime settlement.

Type of Impact: Neglect

All of the structures identified as historic are in good condition. However, two of the nonhistoric buildings - the Thomas Dean House and the T. Gordon Dean House - are in noticeably deteriorated conditions due to neglect. Because these buildings reinforce the spatiality of a village, their improved maintenance would enhance the cultural landscape.

Treatment

Approved Treatment:	**Rehabilitation**
Approved Treatment Document:	**Cultural Landscape Report**
Document Date:	**5/25/2007**

Approved Treatment Explanatory Narrative:

The following treatment recommendations are excerpted from the 2007 Cultural Landscape Report for Glen Haven Historic District. As of 2014, many of the recommended treatments listed either have been completed or are no longer applicable due to alternative courses of action undertaken by the park. Where noted, park comments have been included to update and qualify developments in the treatment and management of the Glen Haven landscape.

The Glen Haven Village Historic District will be treated and managed to reflect the village landscape circa 1925-1931, the end of the period of significance (1857-1931). While significant features attributed to this period remain, the historic district has a diminished sense of the village atmosphere. Changes include a loss of activity typically associated with the village during the period of significance (commerce, lumbering, shipping, residential use, etc.) and a loss of landscape features associated with these activities. The focus of this report is on the landscape. Selectively reintroducing circa 1925-1931 features into the landscape will enrich the feeling of the historic landscape and will also supplement interpretation of village activity. Suggested additions are based on several criteria, including landscape character, visitor services, and maintenance requirements.

Maintain site topography and hydrology. Overall site topography and hydrology remain similar to conditions present circa 1925-1931. Significant off-site topographic and hydrological features that influenced the development of Glen Haven also remain including the Sleeping Bear Dune and the Sleeping Bear Bay. Future site construction and drainage improvements within the historic district should respect extant topography and hydrology. Minimize site erosion and sediment deposits by use of nondestructive construction and maintenance methods.

Maintain spatial organization. The basic circa 1925-1931 linear spatial organization remains, although it is somewhat altered by the loss of buildings and other landscape features. Future site construction should respect extant spatial organization. If new building construction is necessary for park operation, consider matching the scale and location of missing circa 1925-1931 buildings. Construction of this type would reinforce the site's historic spatial organization.

Retain Glen Haven Road (formerly Main Street). Glen Haven Road (M-209) contributes to the significance of the historic district. Retain the current road width of approximately 25 feet. Although the road's asphalt surface detracts from the character of the historic district, it provides a smooth and reliable driving surface for park visitors and for local residents who drive through the historic district to their houses along Sleeping Bear Drive. As such, the asphalt surface should be retained. Glen Haven Road is owned by the State of Michigan and maintained by Leelanau County.

Retain D.H. Day Campground Road. The D.H. Day Campground Road contributes to the significance of the historic district. Retain the road's earthen surface. D.H. Day Campground Road is owned and maintained by Leelanau County.

- *2014 park comment:* Vegetative encroachment of the original road into the campground has been removed. It is no longer earthen. Consideration should be given to being surfaced with a native colored stone as was recommended by the State Historic Preservation Office for the parking lot.

Retain the narrow gauge railroad track bed. The railroad track bed dates to 1907. Retain the narrow gauge railroad track bed and consider reusing all or part of the bed as a pedestrian trail, if feasible. The railroad track bed connects the D.H. Day sawmill site on Little Glen Lake to Glen Haven.

- *2014 park comment (1):* The Sleeping Bear Heritage Trail overlays the D.H. Day Narrow Gauge Railroad Track Bed until it reaches the Glen Haven Historic District, at which point it diverges. While the portion of the trail within the historic district is a non-contributing feature, it provides access for bicyclists and an important direct link along the historic alignment of the railroad bed

mill, and mill pond and as such should be retained unless it becomes hazardous or its removal is necessary for park operation. If removal should be necessary, preference should be given to an alternate route that follows the historic alignment inside the historic district.

- *2014 park comment (2):* Vegetative encroachment of the original railroad track bed has been removed. It now serves as a multi-purpose trail. Consideration should be given to being surfaced with a native colored stone as was recommended by the State Historic Preservation Office for the parking lot.
- *2014 editorial note:* The portion of the narrow gauge railroad track that is within the boundaries of the historic district/cultural landscape is untreated.

Retain Sleeping Bear Drive. While it is not certain, it is probable that Sleeping Bear Drive dates to circa 1931. The road was constructed to provide access to the U.S. Coast Guard Station, relocated in 1931 from its original site on Sleeping Bear Point to just west of Glen Haven. Retain the current road width of approximately 22 feet. Although the road's asphalt surface detracts from the character of the historic district, it provides a smooth and reliable driving surface for park visitors and for local residents who own houses along Sleeping Bear Drive. As such, the asphalt surface should be retained. Sleeping Bear Drive is owned and maintained by Leelanau County.

Retain Birch Lane. Louis Warnes constructed Birch Lane to provide access for the dunesmobiles returning from Sleeping Bear Dune. The lane may share partial alignment with an earlier trail to the U.S. Coast Guard Station (missing). Although a noncontributing feature, Birch Lane does not detract from the character of the historic district. Retain Birch Lane unless obliteration is necessary to inhibit growth of invasive species, or removal is required for park development. Consider adapting all or a part of Birch Lane for pedestrian access, if expanded circulation is necessary for park operation. Document Birch Lane within the recommended historic district boundary, if removal or alteration is necessary.

Retain circle drive around Glen Haven Canning Company. The circle drive dates to at least 1943, and possibly dates to the period of significance (1864-1931). It is currently used by locals and tourists as a parking area for the beach. Retain the circle drive unless removal is necessary for park development or operations. Consider adapting the circle drive as a pedestrian way if parking adjacent to the Glen Haven Canning Company is removed. Document the circle drive if removal or alteration is necessary.

- *2014 park comment:* Circle drive around the Cannery Building no longer drives around that building. It was planted back into dune grass as part of the Glen Haven American Recovery and Reinvestment Act (ARRA) project.

Reduce or relocate the NPS parking area behind the Day Company General Store. The area behind the general store included a parking area as early as 1949. Its circa 1940s use was probably associated with the Warnes' dune ride business. In circa 1925-1931, the Day family played croquet and "clock golf" in this general area, which was maintained as a groomed lawn. Reduce or relocate the parking area so that the lawn could better reflect its circa 1925-1931 appearance. Retain the earthen surface of remaining parking area. 2014 park comment: Parking areas to support the volume of visitor traffic were paved and chip-sealed using a specially selected aggregate to match a gravel surface of appropriate color and tone as recommended by the State Historic Preservation Office as part of the Glen Haven ARRA project.

Retain and maintain the trail to the curling rink and tennis court. The trail to the curling rink and tennis court dates to at least 1949. Although it may not date to circa 1925-1931, the trail does not detract from the character of the historic district. Retain the earthen and mowed lawn trail to the curling rink ruins and tennis court.

Reconstruct a section of the boardwalk to the Glen Haven School. Day family members remember walking to school along a boardwalk constructed on the east side of the Glen Haven Road. Only remnants of the boardwalk remained by the 1940s. Reconstruct a section of the boardwalk between the D.H. Day Store

and the Bumgardner House. To match the character of the historic boardwalk, place 2" to 6" wide by 4' long planks side by side, perpendicular to the road. Select a native wood appropriate for boardwalk construction, such as the hemlock used for the original boardwalk. A reconstructed boardwalk would contribute to the character of the historic district and provide safe visitor access.

Construct a boardwalk on the west side of Glen Haven Road. A boardwalk is depicted in front of the Sleeping Bear Inn in circa 1893 to 1930 photographs. Another pre 1925 photograph depicts a boardwalk extending about one hundred feet south of the Sleeping Bear Inn garage, along Glen Haven Road. Consider constructing a boardwalk from the northern edge of the Sleeping Bear Inn to about 100 feet south of the Sleeping Bear Inn garage, to provide safe visitor access along the west side of the road. Boardwalk construction should be similar to construction of the boardwalk leading to the Glen Haven School. Although it is not known for certain that a consistent length of boardwalk extended between these two points circa1925-1931, evidence suggests that boardwalks existed in these areas during the period of significance. If future development requires additional pedestrian access, consider extending the boardwalk further than one hundred feet from the Sleeping Bear Inn garage. While not a known historic location, as a typical type of circulation feature extant circa 1925-1931, the boardwalk would contribute to the character of the historic district and provide safe visitor access.

Construct a boardwalk in front of the generator building and the D.H. Day Garage. A boardwalk in front of the generator building and the D.H. Day Garage is possibly depicted on the map "Final Plans, June 25, 1929". Consider constructing a boardwalk in front of the generator building and the D.H. Day Garage, and possibly extending it further to the Glen Haven Canning Company. Boardwalk construction should be similar to construction of the boardwalk leading to the Glen Haven School. Although there is no evidence that a boardwalk extended further than the D.H. Day Garage, as a typical type of circulation feature extant circa 1925-1931, the boardwalk would contribute to the character of the historic district and provide safe visitor access between the Day Company General Store and the adjunct to the Life Saving and Early Coast Guard Museum, located in the Glen Haven Canning Company Building.

Retain and maintain wooden walkways in front of the D.H. Day Garage and Day Company Blacksmith Shop. Although it is not a known if wooden walkways ever historically existed in these locations, as typical circa 1925-1931 feature types the NPS walkways contribute to the character of the historic district and provide safe visitor access.

- *2014 park comment (regarding all recommended boardwalk reconstructions):* The boardwalk construction recommended does not meet the Americans with Disabilities Act and would not be accessible. The park has chosen to construct a modern interpretation of this boardwalk that may not represent the historic dimensions, but at least in appearance and in use would be available for all visitors who come to Glen Haven. [These] recommendation[s . . .] violate the accessibility regulations.

Construct an uncovered wooden porch at the front of the Day Company Sawmill Foreman House. Historic photographs from the late 1800s to 1930s depict uncovered wooden porches in front of the Day Company General Store (replaced with concrete in the1920s) and several unidentified village residences. While it is not known for certain an uncovered wooden porch stood in front of the Sawmill Foreman House, existing conditions indicate some type of landing or porch would have been at the front door. Currently the front door opens directly to lawn. Constructing a wooden porch across the front facade of the Sawmill Foreman House (approximately 5' x 15') would contribute to the character of the historic district and would provide a safer approach to the front door. Porch construction should be similar to construction of the boardwalk leading to the Glen Haven School.

Retain and maintain the concrete porch in front of the Day Company General Store. A concrete porch in front of the general store (circa1920s) replaced an original wooden porch. The extant concrete porch is an NPS replacement of the 1920s concrete porch. Although a noncontributing feature, the porch contributes

to the character of the historic district, and as such, should be retained. Consider removing the yellow striping along the edge of the porch and the step down, which detracts from the character of the historic district.

- *2014 park comment:* The yellow striping is a safety edging that was added after a number of tripping incidents.

Retain the concrete sidewalks on the south side of the Day Company General Store. The concrete sidewalks on the south side of the general store are an NPS replacement of an earlier concrete sidewalks. The current alignment matches only a portion of the sidewalk extant circa 1930s. Although noncontributing, the sidewalk and associated ramp provide pedestrian access to the front, side, and second floor stairway of the general store, and as such, should be retained.

Retain and maintain the concrete sidewalks around the Sleeping Bear Inn. The concrete sidewalks around the Sleeping Bear Inn were probably constructed during, or soon after, the inn was restored in 1928. Retain and maintain the sidewalks. If the sidewalks become hazardous and replacement is necessary, new construction should match the layout and dimensions of extant sidewalks.

Retain and maintain the concrete sidewalk in front of the Day Company Bookkeeper House leading to the boardwalk. The sidewalk in front of the Bookkeeper House which originally led to the boardwalk was built circa 1929-1940, based on historic photographs. Although possibly a noncontributing feature, the sidewalk does not detract from the character of the historic district. If further research indicates the sidewalk postdates 1931, consider replacing with a wooden walkway. Otherwise, retain and maintain the concrete sidewalk unless it becomes hazardous or its removal is necessary for park operation.

Retain the concrete sidewalk in front of the Day Company Bookkeeper House leading to the Glen Haven Post Office. The sidewalk in front of the Bookkeeper House leading to the post office dates to 1941 or later, based on its association with the former post office/tack shop, moved onto the property and converted into the one car garage in 1941. Although a noncontributing feature, the sidewalk does not detract from the character of the historic district. Retain the concrete sidewalk unless it becomes hazardous or its removal is necessary for park operation.

Retain concrete sidewalks in front of the Thomas Dean and T. Gordon Dean houses. Both concrete sidewalks are associated with residences constructed after 1931. Although a noncontributing feature, the sidewalks do not detract from the character of the historic district. Retain the sidewalks unless they become hazardous, their removal is necessary for park operation, or their associated buildings are removed.

Retain the Day Company Bookkeeper House driveway. The Bookkeeper House driveway dates to 1941 or later, based on its association with the former post office/tack shop, moved onto the property and converted into the one car garage in 1941. Although a noncontributing feature, the driveway does not detract from the character of the historic district. Retain the driveway as long as vehicular access to the Day house garage is needed.

Retain the Day Company Sawmill Foreman House driveway. The Sawmill Foreman House driveway was probably constructed to access a mobile home which stood in back of the Sawmill Foreman House. Although probably a noncontributing feature, the driveway does not detract from the character of the historic district. Retain the driveway as long as vehicular access to the back of the Sawmill Foreman House is needed.

Retain and rehabilitate historic buildings. The National Register documentation for the Glen Haven Village Historic District identifies 11 buildings that contribute to the significance of the historic district: Sleeping Bear Inn, Sleeping Bear Inn Garage, Day Company General Store (formerly known as D.H. Day Store), Day Company Blacksmith Shop, Day Company Generator Building, D.H. Day Garage, Glen Haven Canning

Company Building, Day Company Bookkeeper House (formerly known as Day House), Day Company Butcher House (formerly known as Warner house), Day Company Sawmill Foreman House (formerly known as Bumgardner House), and Day Company Railroad Engineer House (formerly known as Rude House). Retain these buildings and rehabilitate them as recommended in completed historic structures reports (Sleeping Bear Inn, 1996 and Sleeping Bear Inn Garage, 1996) or based on research compliant with current historic structures reports guidelines, as specified in the NPS Cultural Resources Management Guideline.

Retain and rehabilitate the Glen Haven Canning Company Toilet. Although the age of the outhouse is unknown, it is of a style typically found within the village circa 1925-1931. As such, the outhouse contributes to the character of the historic district. The outhouse is currently stored off site. Once proposed grading around the Glen Haven Canning Company building is complete, the outhouse should be returned to its historic location. Rehabilitation of the building should be based on research compliant with current historic structures reports guidelines, as specified in the NPS Cultural Resources Management Guideline.

- *2014 park comment:* The Cannery restroom was returned to its original location in the spring of 2014. [. . .] Historically, this was a flushing restroom and not an outhouse.

Retain and maintain the Glen Haven Post Office. The building originally served as the village tack shop, then later the post office. In 1941 the building was moved from its original location (adjacent to the blacksmith shop) onto the Day house property and converted into a one car garage. Recently renovated, the building continues to serve as a garage. If future park goals include interpretation of the garage as the post office (use during historic period), consider relocating the garage to its original location and rehabilitating the building to reflect its earlier appearance. Rehabilitation should be based on research compliant with current historic structures reports guidelines, as specified in the NPS Cultural Resources Management Guideline.

Retain and maintain post-1931 residential buildings. Three extant residential buildings postdate 1931: the T. Gordon Dean House (1947), the Rude Garage (1947), and the Thomas Dean House (1953). Although not extant in 1931, the three residential buildings do not detract from the overall architectural unity of the village; their form and scale are generally compatible with existing historic buildings. Somewhat visually detracting is their more contemporary architecture and the circa 1940s-1950s asbestos exterior siding on both the T. Gordon Dean and Thomas Dean houses. The locations of the buildings also generally contribute to the village's linear spatial organization in that all border the west side of Glen Haven Road and their set back is typical of the historic buildings lining the road. The location of the T. Gordon Dean House is in the same general location of the missing B. LaVance house (extant circa 1925-1931), further contributing to the village's historic spatial organization. The Thomas Dean House and Rude Garage, however, are located where no historic buildings stood, somewhat detracting from the village's historic landscape. Retain and maintain the post-1931 residential buildings unless a less costly means of effectively and appropriately conveying the village's spatial organization can be implemented, or if their removal is necessary for park development. If a decision is made to retain only one of the houses, consider retaining the T. Gordon Dean House for the reasons stated above.

Retain and maintain the LDRO fire cache garage. The LDRO fire cache garage was constructed in 1969 to shelter dunesmobiles. The garage serves an important park function, and as such, it should be retained until no longer needed for park operation.

If new construction is necessary for park operation, building should be compatible with the character of the historic district. If extant buildings cannot be adapted for required use, consider replicating the scale and location of a missing building.

Support protection of the Glen Haven dock pilings. Dock construction dates to 1865. A second dock was constructed circa 1893, after the first dock collapsed. A subsequent, much smaller, dock was built after

1931 and survived into the 1950s. The location of the dock is marked by rows of timber pilings in Sleeping Bear Bay. The pilings are located within the Manitou Passage State Underwater Preserve. The State of Michigan is responsible for their preservation.

Retain and rehabilitate the Vessel Aloha. The Vessel Aloha dates to the 1930s. Although a noncontributing feature, as a typical type of boat that may have moored at the Glen Haven dock, or have been constructed on or near the Glen Haven shoreline, the vessel contributes to the character of the historic district, and as such, should be retained. Consider relocating the vessel, as it is currently located on a site identified by Day family members as the location of a cider mill extant circa 1925-1931.

- *2014 park comment:* The Aloha has already been rehabilitated, so now the term should be for the park to "Preserve" the Vessel Aloha.

Retain and maintain the tennis court and curling rink. Constructed by the early 1900s, the court originally had a lawn surface. By 1928 the court surface was re surfaced with concrete slabs. Maintain the tennis court by periodically removing encroaching vegetation and vegetation growing within the concrete expansion joints. If future park goals include expanding interpretation of the tennis court, consider reconstructing the court net and perimeter fencing. The curling rink, which has a bermed outline, can also be maintained by periodically removing encroaching vegetation.

Retain automobiles and trucks within the historic district. Although noncontributing features, motorized vehicles have been a typical feature type within the village since the 1920s. Maintaining limited motor vehicular entry into the village is appropriate, as it contributes to the character of the active village during the period of significance. Prohibiting all vehicles from entering the village creates a quieter, more pedestrian landscape than present in 1931. Limiting the number of vehicles may be necessary for visitor safety and park operation.

Retain and maintain rows of black locust trees. Rows of black locust trees lining Glen Haven Road were planted within the historic district in the late 1800s and early 1900s. In 1931, approximately 49 trees stood in two rows along Glen Haven Road: 29 trees along the west side of the road and about 20 along the east side of the road. There may have been a second, much shorter row on the east side of the road, close to the Day Company General Store and on the same side of the road (closer to the road). Only 34 trees remain, most along the west side of the road. Two trees in front of the Day Company Bookkeeper House have been topped; only their trunks remain. A portion of the shorter row on the east side of the road is also extant. Retain and maintain the rows of black locust trees.

To maintain the mature black locust trees:
1. Maintain the trees' equilibrium with their environment. Do not disturb the trees' growth environment, even by seemingly helpful techniques such as applying water or fertilizer. Surviving trees have adapted to their somewhat harsh environment.
2. Minimize site disturbances. Protect tree roots from soil disturbance (digging, etc.) and soil compaction (excessive foot traffic, automobile parking, etc.).
3. Protect trees from locust borers. Recommend using a soil drench, such as Merit.
4. Use "target pruning" practices. Remove only dead wood. Removal of live wood can damage mature trees.

Retain scattered black locust trees. Historic photographs and Day family recollections indicate there were scattered black locust trees within the village circa 1925-1931. The size of extant trees indicates some may be of the same age as the rows of black locust trees along the road. Retain mature black locust trees within the historic district. If tree removal is necessary, retention priority should be given to mature trees of similar caliper and age located within the rows of black locust trees.

Manage forest. Forested areas bordered the historic district circa 1925-1931. Historic photographs indi-

-cate forest cover was heavier east of the historic district than to the west. The earliest aerial photograph obtained dates to 1943, 12 years after the period of significance (1857-1931). This photograph appears to depict less tree growth east of the village than is extant today. The aggressive reproductive habit of black locust trees, introduced within the village by the early 1900s, may account for increased tree cover. Manage forest cover to maintain extant condition, or to lessen forest cover somewhat, especially west of the historic district. Removal of black locust trees outside the historic district and smaller trees that have self-seeded within the historic district would be appropriate.

Maintain lawn around residential buildings, the Sleeping Bear Inn, and the picnic area. Currently maintained lawn areas are believed to reflect the general character of lawn areas in circa 1925-1931. Because lawn mower technology was not as precise or as easy to operate circa 1925-1931, lawn maintenance may have occurred less regularly. In lower use areas, consider cutting the grass slightly higher than current practice, or mowing less frequently.

Retain ornamental shrubs and flowers associated with circa 1931 buildings. Historic photographs and Day family recollections indicate there were small gardens within the historic district. Unfortunately, the locations depicted in most of the historic photographs are unknown, and the known locations of garden flowers during the historic period do not support flowers today.

Existing ornamentals include several mature lilac bushes associated with buildings extant in 1931. Other ornamentals possibly dating to circa 1925-1931 include daffodils on the site of an unidentified building south of the blacksmith shop, and a mature viburnum in back of the Day Company Railroad Engineer House. Although possibly noncontributing features, the ornamental shrubs and flowers do not detract from the character of the historic district, and as such, should be retained unless their removal is necessary for park operation.

Retain and maintain the Dutchman's Pipe vine. The Dutchman's Pipe vine was planted at the southwest corner of the Day Company General Store by the early 1910s. Suggested maintenance for the mature, dense vine includes rejuvenation pruning in the spring, before vines leaf out. Select two or three main branches and tie to support. Cut the top of these vines at a desired length to ensure they do not grow onto a down spout, window shutter, etc. Remove non tied branches by cutting at the base and slowly pull them out, like you are unraveling a braided rug or woven fabric. Do not take too may vines the first year. If branches are larger than one inch thick, tie five instead of just two or three together. More can be removed the following year.

Retain ornamental shrubs and flowers associated with post 1931 buildings. Ornamental plantings associated with both the T. Gordon Dean House and the Thomas Dean House, both constructed in 1947, would postdate circa 1925-1931. Although noncontributing features, the ornamental shrubs and flowers do not detract from the character of the historic district. Retain ornamental shrubs and flowers associated with post 1931 buildings, unless their removal is necessary for park operation, or their associated buildings are removed.

Retain the blue spruce on the knoll. Marion (Day) Warnes planted the blue spruce on the knoll between the Day Company General Store and the Day Company Bookkeeper House in 1989, the 100th anniversary of her parents' marriage. The top of the tree was lost in a lightning strike. Although a noncontributing feature, the tree does not detract from the character of the historic district. Retain the blue spruce unless a decision is agreed upon is made between the park and the Day family to replace the damaged tree or unless its removal is necessary for park operations. A recommended replacement tree would be either another blue spruce or a native evergreen tree with limb structure appropriate for Christmas lights.

Retain Norway maple cultivar in back of the Day Company Bookkeeper House. Pat (Day) Bennett planted the Norway maple cultivar for her father, Bill Day, circa 1960s. Although a noncontributing feature, the

tree does not detract from the character of the historic district. Retain the Norway maple cultivar unless its removal is necessary for park operation.

Retain mature fruit trees. The location and number of fruit trees extant in the historic district circa 1925-1931 is unknown. A mature sugar plum is located along an old fence line in back of and mid-way between the Day house and the blacksmith shop. The size of the trees indicates they may have been extant circa 1925-1931. Although the trees may not date to circa 1925-1931, they do not detract from the character of the historic district. Retain the sugar plum tree and any additional mature fruit trees located within the historic district, unless their removal is necessary for park operation.

Retain and maintain the U.S. Weather Bureau storm signal tower. The U.S. Weather Bureau storm signal tower is the same or similar as a signal tower depicted on the Glen Haven dock, circa 1920s. Additional photographs taken prior to 1928 show the same style signal tower on land, at an unknown location within the village. The move probably occurred after discontinuation of the Glen Haven dock as a U.S. Weather Bureau Storm Signal Station, date unknown. The current location of the signal tower is not the same as depicted in the pre-1928 photographs, although Day family members do not remember the tower in a different location. It is possible two signal towers once stood in the village and the missing tower is depicted in the pre-1928 photographs. Retain and maintain the U.S. Weather Bureau storm signal tower. If further research indicates the extant signal tower stood at a different location circa 1925-1931, consider relocating the tower.

Exhibit circa 1925-1931 features in front of the Day Company General Store. In addition to the two gasoline pumps that stood in front of the general store circa 1925-1931, several other automobile service items would have typically been found on or near the porch. These include an oil can display and a watering can for automobile radiators. Other store related items would have included a public telephone sign, advertising signs, wooden boxes, and crates. Features such as these displayed in front of the store would contribute to the character of the historic district.

Retain and maintain gasoline pumps. A progression of gasoline pumps stood in front of the general store, the earliest installed circa 1920s. In 2005, the NPS installed a gasoline pump obtained from North Manitou Island in front of the store in the same general location as a pump stood circa 1925-1931. The pump is the same style (but different model) than pumps appearing in a circa 1931 photograph. The park has acquired a second pump from North Manitou Island which will also be installed in front of the store. Although non-contributing features, the two gasoline pumps contribute to the character of the historic district.

Reconstruct select fences and gates. Several fence and gate locations circa 1925-1931 have been identified by Day family members. Consider reconstructing select fences and gates, such as a board and wire fence that stood between the general store and the blacksmith shop, running parallel to and just east of the boardwalk. Reconstructed fencelines would contribute to the character of the historic district.

Reintroduce stone borders. Historic photographs circa 1920s-1940s depict stone borders along the foundation of a house, surrounding ornamental plantings, and edging the lawn in front of the Sleeping Bear Inn. While the exact location of stone border in the village circa 1925-1931 is unknown, reintroducing stone borders in select locations would contribute to the character of the historic district.

Reintroduce select small scale residential features. In addition to the stone borders, typical small scale features associated with residences included hand pumps, wood piles, rain barrels, laundry tubs, chicken pens, bikes, and fish net drying racks. Reintroducing these feature types into the landscape would contribute to the character of the historic district. Priority should be given to features visible from Glen Haven Road (e.g. front and side lawns) and features requiring minimal maintenance.

Reintroduce select small scale lumbering, maritime, and cannery features. Although by 1925 the sawmill

had been closed two years, it is probable that small scale features related to the lumbering operation would still have been found within the village. Features might have included lumber stacks, cordwood stacks, hemlock bark stacks, big wheels, logging sled, train, switch, speeder handcar, logging wagons, lumber carts, logging road building and maintenance equipment such as horse drawn scrapers and graders, and water wagons. Metal equipment necessary for the operation of the sawmill may also have surrounded the blacksmith shop, abandoned after the shop ceased operation in the mid-1920s. Maritime features in the village would have included small fishing boats located near the beach and in residential yards. Additional features such as large ship hardware (anchors, capstans, cleats, cables, rope, and chain), shipping cages, steamer trunks, carts, dollies, farm produce to be shipped – especially wagon loads of potatoes would also have been found on the dock, however, absence of the dock prohibits reintroduction of these items. Features located around with the Glen Haven Canning Company would have included boxes of canned cherries. Reintroducing select small scale lumbering, maritime, and cannery features would contribute to the character of the landscape.

Retain and maintain lightning rods. Four lightning rods with decorative glass balls are depicted in a circa 1930s photograph on the ridgeline of the Sleeping Bear Inn. They may have been installed on the roof during the 1928 renovation of the inn. The lightning rods were recently removed during repair of the roof and are scheduled to be re attached. Retain and maintain the lightning rods. If further research indicates lightning rods existed on the roofs of additional buildings circa 1925-1931, consider installing antique or reproduction lightning rods with decorative balls on these buildings.

Reintroduce hammocks and/or outdoor seating. Historic photographs circa 1910 to 1930s depict several hammock styles. Two of the photographs were taken in back of the Day Company General Store. Several styles of outdoor benches and chairs are also depicted in photographs from the same period. These include a simple wooden bench, an elaborate iron bench, and several styles of folding lawn chairs. All of the benches and chairs depicted in the photographs were located adjacent to the Sleeping Bear Inn and the Day Company General Store. Re introducing hammocks and/or outdoor seating into the landscapes, especially adjacent to the Sleeping Bear Inn and the general store, would contribute to the character of the landscape and would also provide seating areas for visitors.

Retain and maintain circa 1920s-1940s utility poles and lines. A line of utility poles extended from Glen Haven to the original location of the U.S. Coast Guard Station. Four of the poles are extant today. Shifting sands have buried the remainder of the poles. One of the poles (closest to Glen Haven Road) is of a newer style, probably installed circa 1940s. The remaining three are typical of utility poles depicted in circa 1920s Glen Haven photographs. All four poles are of a similar height (approximately 30') and each include (or included) glass insulators. Only the circa 1940s pole is located within the historic district. Although the circa 1940s pole may be a noncontributing feature, it does not detract from the character of the landscape. Remove invasive vegetation from the poles and the lines.

Twenty one contemporary utility poles line the eastern side of Glen Haven Road (M 209) from the D.H. Day garage to the intersection of Glen Haven Road and M-109 and the south side of Sleeping Bear Drive, between the Sleeping Bear Inn and the Maritime Museum (U.S. Coast Guard Station, 1931 location). The contemporary poles probably date to the 1970s. The contemporary poles are about 50' tall, significantly taller than utility poles extant in the village circa 1925-1931.

Several treatment options are possible:
1. Retain contemporary utility poles and lines. Although the contemporary utility poles are noncontributing features and their scale is incompatible with the historic district, their presence is appropriate. Utility poles in Glen Haven date to 1881, when D.H. Day funded installation of a telegraph line.
2. Remove contemporary utility poles and bury utility lines underground. The contemporary utility poles are noncontributing features, and as such, removing them would not affect the significance of the historic district. However, their removal would take away a typical feature type associated with the village. Burying

the utility lines underground would require section 106 (archeology), and soil disturbance could adversely affect the row of black locust trees.
3. Replace contemporary poles and lines with poles more compatible with the historic district. Consider replacing existing poles, especially within the historic district, with poles of a more compatible scale to circa 1925-1931 poles.

- *2014 park comment:* Overhead Utility lines were removed and electrical service was placed underground as part of the ARRA funded work in 2010. All electrical meters were removed from the structures.

Remove nonfunctioning mailboxes along Glen Haven Road. Until the mid-1930s, mail would have been delivered to the Glen Haven Post Office located adjacent to the blacksmith shop. Mailbox use probably commenced when the post office closed in 1936. Although noncontributing features, some of the mail boxes are still necessary for postal deliveries, and as such, should be retained. Remove nonfunctioning mailboxes.

Retain the concrete block pillar on the Day Company Bookkeeper House property. Bill Day constructed the concrete block pillar to support one of two lights that originally stood at the entrance to the road leading to the Day Forest golf course (on land originally owned by D.H. Day). The light is missing. Although a noncontributing feature, the pillar does not detract from the character of the landscape. Retain the concrete block pillar, unless its removal is necessary for park operation. Relocating and reinstalling the original light fixture on top of the pillar would significantly improve the integrity of the feature.

Retain the Novotny steam boiler. The NPS purchased the steam boiler from the Novotny Sawmill and located it adjacent to the blacksmith shop for interpretive purposes. Although a noncontributing feature, the boiler is typical of metal machinery that would have been located outside the blacksmith shop for use as spare parts or awaiting repair, and as such, contributes to the character of the historic district. It is also typical of the type of steam boiler that would have provided power for the D.H. Day Sawmill on Little Glen Lake. Retain the boiler in its current location or consider moving it to an equally suitable location, such as the site of the D.H. Day Sawmill on Little Glen Lake.

Protect archeological sites. Three archeological sites are identified as part of this report: the curling rink ruin (not within the historic district), the sawmill site, and a dump site located within the narrow gauge railroad track bed in back of the Sleeping Bear Inn. Both the curling rink ruin and the sawmill sites date prior to 1931. The dump site may date to 1931. Articles in the dump (blue fruit jars, tin cans, crockery, etc.) are typical of items extant circa 1930s. Protect all known the archeological sites within the historic district, including the three identified in this report. If further research indicates the dump site postdates 1931, and its removal is necessary for park operation (such as a pedestrian trail along the railroad corridor), consult an archeologist to determine the significance of the archeological site. If determined to be a significant site, explore options to mitigate impact, such as documenting contents of the dump prior to removal.

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