

## **EXECUTIVE SUMMARY**

In March 2024, Miller Preservation Services, LLC conducted a history/architecture study for a Cultural Resources Summary Report concerning 95 acres in the Clare South Industrial area in the City of Clare, Clare County/Isabella County, Michigan (Figure 1.1). The purpose of the survey was to determine if historic resources – that is, properties that are listed in or are eligible for the NRHP – will be adversely affected by the Project.

The proposed Project is located at the south end of the City of Clare at the juncture of US-127 and BR US-127. The project area is currently vacant land.

A literature review was completed for the study area that encompassed the 95-acre proposed project area and the few buildings in the adjacent industrial park. Within the study area itself, the literature review identified no previously recorded architectural sites.

Field investigations were performed by Miller Preservation Services, LLC on March 7, 2024 to establish the limits of project visibility and to document aboveground properties over 50 years of age. Within the study area, the survey identified no architectural resources over 50 years of age. Miller Preservation Services, LLC also photographed the industrial buildings adjacent to the property to establish a visual context for evaluation.

Based on our evaluation and observations, none of the surveyed properties identified as adjacent to the study area meet the criteria for listing in the NRHP. A review of historic Sanborn maps and historical research has determined that the site was not occupied by any earlier buildings or structures.

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## **1.0 INTRODUCTION AND PROJECT DESCRIPTION**

In March 2024, Miller Preservation Services, LLC conducted a history/architecture study for a Cultural Resources Summary Report concerning 95 acres in the Clare South Industrial area in the City of Clare, Clare County/Isabella County, Michigan (Figure 1.1). The purpose of the survey was to determine if historic resources – that is, properties that are listed in or are eligible for the NRHP – will be adversely affected by the Project.

The proposed Project is located at the south end of the City of Clare at the juncture of US-127 and BR US-127. The project area is currently vacant. A map of the study area is presented in Appendix A.

### **1.1 Project Description**

Currently, there are no plans for the vacant property.

### **1.2 Area of Potential Effects**

A future area of potential effects (APE) was determined based on the limits of direct (ground-disturbing) and anticipated indirect (visual) impacts from future potential projects (Figure 1.3). The APE was established by traveling around the site and documenting the maximum distance from which the potential project site is visible. Photographs taken to document the limits of visibility are presented in Appendix C.

Based on these observations, the recommended APE for future federally funded projects on this property encompasses the 95 acres of the study area. There are currently seven properties directly adjacent to the study area.

### **1.3 Project Personnel**

James Miller served as Principal Investigator for the history/architecture survey. Mr. Miller, who meets the Secretary of the Interior's professional qualifications (36 CFR 61) in architectural history, managed the field investigations, analyzed the survey results, performed the historical assessment, and authored this report.

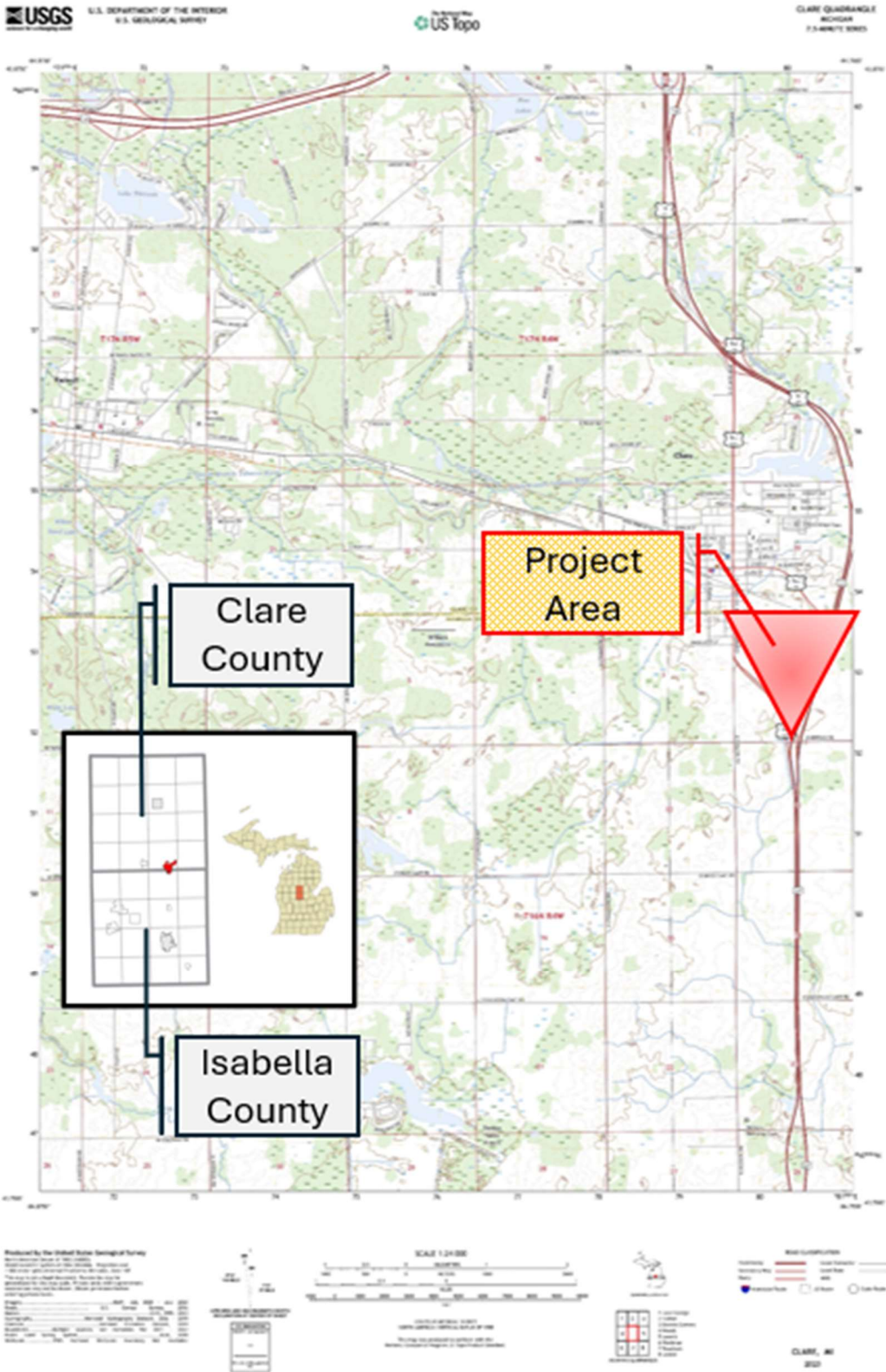


Figure 1.1 – Project Location

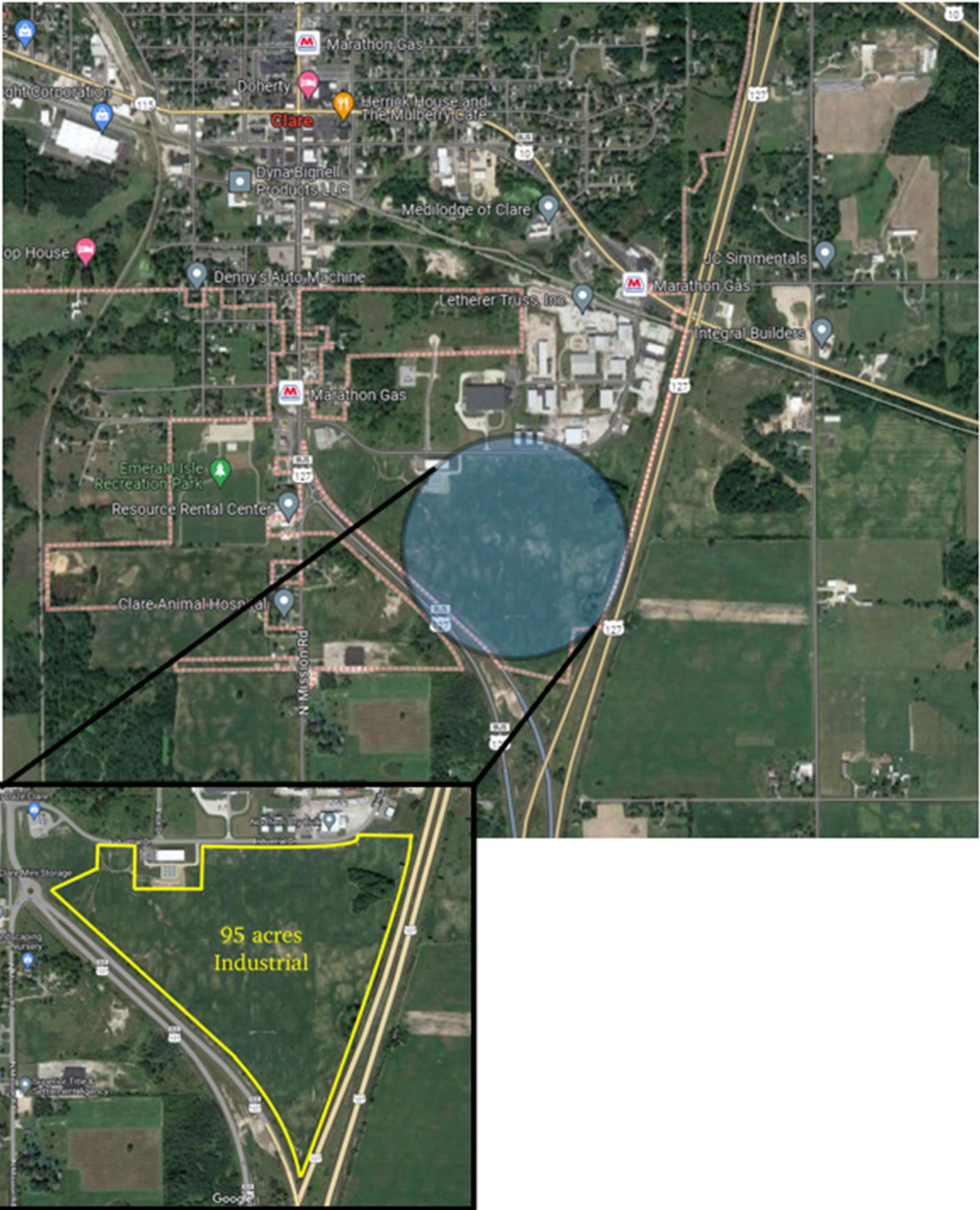


Figure 1.2 – Project Area

## **2.0 BACKGROUND RESEARCH**

The objective of the current study is to identify historic resources within the study area that may be affected by future potential projects. To aid in the identification and evaluation process, it is necessary to gain an understanding of the history in and around the potential project area. The purpose of this section is to provide a basic context for investigations and resource evaluation. The historic context focuses primarily on the history and development of the City of Clare from 1870 to the present day since all project-related activities fall within those boundaries and timeframe.

### **2.1 Literature Review**

Miller Preservation Services, LLC conducted a search of properties listed on, or considered eligible for, the National Register of Historic Places. Because the study boundaries reside in both Clare and Isabella counties, the search encompassed the entirety of both.

There are no previously identified architectural sites (listed as a National Landmark, listed on the National Register of Historic Places, or listed on the Michigan Historic Markers) found within the study area. However, there are two listings within a 2-mile radius of the study area: 94001424, the Clare Congregational Church – added in 1994, and 16000178, the Clare Downtown Historic District – added in 2016.

### **2.2 History of the Clare County**

There are no identified permanent indigenous peoples' settlements in the area now called Clare County, but it was certainly used for temporary villages. There are at least three areas within the county where evidence exists of temporary villages. The first permanent settlers were English and German farming immigrants, quickly followed by Irish, Scottish, and Canadian groups.

Originally one of four counties created from the Michigan Territory in 1818, the area was a part of Michilimackinac County. In 1840, part of Michilimackinac was divided into smaller sections, one of which was named Kay ka kee, which was renamed Clare in 1843.

The county became known for its stands of harvestable trees (predominantly White Pine) and developed into a major lumbering center by 1870. Most of the trees were shipped (by rail or by water) to either Muskegon or Saginaw, which resulted in a lack of money for infrastructure improvements. By 1900 the land was stripped of trees, making the land easier to work and access, and farming became more widespread. Crops such as wheat, clover, and potatoes were very popular.

The Pere Marquette Railroad (Flint & Pere Marquette Railway) was laid in 1870, followed by the Ann Arbor Railroad (Toledo Ann Arbor & North Michigan Railway) in 1888. The railroads allowed farmers to get their crops to market quicker, delivered new products to town, and brought additional settlers to the area. The population of the City of Clare doubled between 1880 and 1890, and the fledgling automotive industry brought manufacturing jobs to the area. In later years, Clare County became a destination for tourism and recreational activities.

Tourism and the automobile brought with it the need for improved roads. The year 1926 saw Michigan Highway M-14 created north out of Lansing all the way to Cheboygan. The following year, M-14 was renamed US 27. The bypass around downtown Clare opened in 1961. US 27 was renamed to US 127 in 2002.

## 2.3 History of the City of Clare

William McEwan, a Bay City lumberman, purchased the acreage that is now downtown Clare, in 1864. He formed a logging camp in 1868 and started clearing timber. This area was just south of the current city limits of Clare. The Flint and Pere Marquette Railroad was laid in 1870, it passed near McEwan's lumber camp. McEwan then created a plat of a city near the camp and the space soon had a smattering of stores, boarding houses, and homes.

Clare grew quickly, being called home by 700 residents by 1878, with over 30 commercial enterprises, two churches, and other manufacturing concerns. An opera house opened in 1881, and construction of the first brick building occurred in 1885. The municipality installed public water mains and telephone lines, and there were 1200 residents in Clare by 1891, when it became incorporated as a city. During the 1890s, Clare gained electrical service (1894) as well as important commercial brick structures, including Alfred Doherty's six-storefront on McEwan.

Two significant fires (in 1904 and 1907) destroyed quite a few buildings of wood construction in the downtown area. The buildings were quickly replaced, and all further construction was of brick. Smaller fires took place throughout the rest of the 20th century, resulting in the construction of new individual buildings from the 1920s through the 1990s. Additional construction took place in the 1930s along West Fifth Street, following the construction of the Clare City Hall Building. The downtown area prospered until the freeway bypassed the city in the 1960s. Despite economic struggles, a vibrant downtown area still exists and is now listed on the National Register of Historic Places.

## 2.4 Legal Description of the Property

- N 1/2 OF SW 1/4 & S 1/2 OF NW 1/4 LYING N & E OF NE'LY ROW OF US 27 XWAY & ALSO THAT PART OF SW 1/4 OF NE 1/4 LYING W OF W'LY ROW LN OF W US 27 EXC W INDUSTRIAL DR 66 FT IN WIDTH (APRX 5 A) ALSO EXC PART OF S/1 OF N 1/2 SEC 2 COMM AT N 1/4 COR OF SEC 2 TH S00D35'37"E 1311.03 FT ALG TH N & S LINE ALSO BEG TH WEST'LY BDY OF CLARE INDUSTRIAL PARK #2 AS REC IN L10 OF PLATS P611 TO POB TH N89D14'50" E 574.9 FT ALG N 1/8 LN BEING SHHR'LY BODY OF PLAT OF CLARE IND PARK #2 TH S 21D48'00" W 108.63 FT ALG NW'LY ROW OF W INDUSTRIAL DR ALG THE ARC OF A 417 FT RADIUS CURVE TO RIGHT 493.40 FT THE CENTRAL ANGLE OF 67D47'33" & LONG CHORD OF WHICH BEARS S 55D41'46" W 465.11 FT ALG NW'LY ROW TH S 89D35'33" W 161.6 FT AALG N'LY ROW OF W INDUSTRIAL DR TH N00D35'37" W 356.50 FT TH N 89D35'33S E 15 FT AALG N 1/8 LN TO OF BEG (SOLD AS RUSSEL'S LOT 14 FROM PARENT PARCEL AS A TRADE #18-002-013-00) ALSO EXC COMM AT THE NW CORN OF SEC 2, TH S 00DEG25'44"E, 1304.06 FT, ALONG THE W LN OF SEC 2; TH N 89DEG35'33" E 113.05 FT, ALONG THE N 1/8 LN OF SEC 2; TH SE'LY 76.03 FT, ALONG THE ARC OF A 1329.39 FT RADIUS CURVE TO THE LEFT, THE CENTRAL ANGLE OF WHICH IS 3DEG16'36" AND THE LONG CHORD OF WHICH IS S 01DEG34'05"E, 76.02 FT, TO A POINT ON THE E'LY ROW OF BUS-27; TH N 89DEG35'33" E, 30.04 FT, ALG THE S'LY ROW OF W INDUSTRIAL DR, TO THE POB; TH ALG ROW, N 89DEG35'33"E, 19.2 FT; TH SE'LY 306.62 FT ALG THE ARC OF A 417 FT RADIUS CURVE TO THE RIGHT, THE CENTRAL ANGLE OF WHICH IS 42DEG07'46" AND THE LONG CHORD OF WHICH BEARS S 69DEG20'34"E, 299.76 FT; TH S 48DEG16'41"E, 169.90 FT; TH SE'LY 265.32 FT ALONG THE ARC OF A 483 FT RADIUS CURVE TO THE LEFT, THE CENTRAL ANGLE OF WHICH IS 31DEG28'24" AND THE LONG CHORD OF WHICH BEARS S 64DEG00'53"E, 261.99 FT; TH SE'LY 41.61 FT ALONG THE ARC OF A 30 FT RADIUS CURVE TO THE RIGHT THE CENTRAL ANGLE OF WHICH IS 79DEG27'59" AND THE LONG CHORD OF WHICH BEARS S 40DEG01'05"E, 38.35 FT, TH S 00DEG17'06"E, 137.81 FT; TH SE'LY 83.00 FT ALG THE ARC OF 308 FT AND ALSO EXC PART OF SE 1/4 NW 1/4 OF SD SECTION--COM S 0D 35M 37S E 1311.03 FT, TH S 89D 35M 33S W 465.23 FT FROM N 1/4 COR; TH S 89D 35M 33S W 839.02 FT TO E LN OF PILOT DR, TH S 0D 24M 27S E ALG SD E LN 356.5 FT, TH N 89D 35M 33S E ALG N LN OF W INDUSTRIAL DR 840.18 FT, TH N 0D 35M 37S W 356.50 FT TO P-O-B. ALSO EXC PART OF THE SE 1/4 OF THE NE 1/4 SEC 2 T16 R4W CITY OF CLARE DESCRIBED AS COM AT THE N 1/4 COR OF SD SEC 2 TH

S00DEG35'37"E ALG THE PLATTED AND MOUNUMENTED N-S 1/4 LN AND THE W LN OF AMENDED PLAT OF OUTLOT A & LOTS 9,10,11,& 14 CLARE INDUSTRIAL PARK NO 2. AS RECORDED IN LIBER 10 OF PLATS ON PAGE 611, ISABELLA COUNTY 1311.03 FT TH N89DEG14'50"E ALG THE N 1/8 LN AND S LN OF SD AMENDED PLAT OF OUTLOT A & LOTS 9,10,11,& 14 CLARE INDUSTRIAL PARK NO 2. 466.00 FT TH CONT N89DEG14'50"E ALG SD N 1/8 LN AND THE S LN OF AMENDED PLAT OF LOTS 6,7 & 8 CLARE INDUSTRIAL PARK NO 2. 180.36 FT TO THE POB OF THIS DESCRIBED PARCEL OF LAND TH CONT N89DEG14'50"E ALG SD N 1/8 LN AND SD S LN OF AMENDED PLAT OF LOTS 6,7, & 8 CLARE INDUSTRIAL PARKNO 2. 344.86 FT TO THE WLY ROW LN OF U.S.-127 EXPRESSWAY TH S14DEG51'42"W ALG SD WLY ROW LN OF U.S.-127 EXPRESSWAY 300.00 FT TH S89DEG14'50"W PARALLEL TO SD N 1/8 LN SD S LN OF AMENDED PLAT OF LOTS 6,, &8 CLARE INDUSTRIAL PARK NO 2. 430.20 FT TO THE ELY ROW LN OF INDUSTRIAL DR TH ALG SD ELY ROW LN OF INDUSTRIAL DR ON THE FOLLOWIN 2 COURSES 1) 203.44 FT ON A 483.00 FT RADIUS CURVE TO THE LEFT HAVING A LONG CHORD BEARING N33DEG51'58"E 201.94 FT 2) N21DEG48'01"E FT BACK TO THE POB. ALSO EX PART OF THE S 1/2 OF THE NW 1/4 SEC 2 T16N R4W, DESCRIBED AS COM FROM THE N 1/4 COR OF SD SEC TH S00DEG35'37"E ALG THE N-S 1/4 LN 1311.03 FT TH S 89DEG35'33"W ALG THE N 1/8 LN 1370.25 FT TO THE WLY ROW LN OF PILOT DR TH S00DEG24'27"E ALG SAID WLY ROW LN OF PILOT DR AND SD LINE EXTENDED 422.50 FT TO THE POB TH N89DEG35'33"E ALG SLY ROW LN OF W INDUSTRIAL DR 409.52 FT TH S00DEG24'27"E PAR TO SD WLY ROW LINE OF PILOT DR AND PERPENDICULAR TO SD SLY ROW LN OF WEST INDUSTRIAL DR 440.00 FT TH S89DEG35'33"W 591.27 FT TH 22.48 FT ON A 30.00 FT RADIUS CURVE TO THE RIGHT LAVING A LONG CHORD BEARING N68DEG56'40"W 21.95 FT TH N 47DEG28'54"W 23.71 FT TH N00DEG24'27"W PARALLEL TO SD WLY ROW LN OF PILOT DR 415.82 FT TO SD ROW LN OF WEST INDUSTRIAL DRIVE 219.55 FT TO POB81.80 A M/L.SPLIT FOR 2018 FROM 10-013-02 TO 10-013-20 & 10-013-21 & 10-013-22.SPLIT FOR 2023 FROM 18-002-10-013-20 INTO 18-002-10-013-23, 11-002-10-013-24;.AG EXEMPT TRANSFER FOR AFFID L1881 P4465 REGISTERED09-04-20 FOR SALE QC L1873 P922 DATED 11-05-19WITH 2020 CAPPED TV = & AV =

### **3.0 SURVEY METHODS AND RESULTS**

The study fieldwork was completed on March 7, 2024, by James Miller. The survey identified seven resources directly adjacent to the study area, none of which were previously recorded buildings. This section of the report includes a description of the field methods that were used to document the seven properties, and the results of our research and observations.

#### **3.1 Survey Methods**

Background research and historic contexts provided a general framework for understanding the patterns of development that characterize the study area. Prior to fieldwork, historic Sanborn Fire Insurance Company maps (Appendix E) were cross-referenced with more current maps to establish construction dates, alteration dates, and a general chronology of occupancy at each of the survey sites. Each property was visually inspected, photographed, and located on field maps. Other relevant attributes about the properties were recorded as field notes.

A general description of each property follows below. The buildings are cross-referenced to the map and photo log in Appendix A, which identifies the location of the buildings by number.

#### **3.2 Survey Results – Clare Industrial Park**

##### **3.2.1 - 380 Industrial Drive**

Built in 2020, this industrial building has a flat roof, is constructed of fabricated steel covered in vertical corrugated panels and has no windows. This building is not eligible for the National Register of Historic Places.  
(Appendix A, Photo 1).

##### **3.2.2 – 500 Industrial Drive**

Built in 1997, this industrial building has a flat roof, is constructed of fabricated steel covered in vertical corrugated panels and has no windows. This building is not eligible for the National Register of Historic Places.  
(Appendix A, Photo 2).

##### **3.2.3 – 535 Industrial Drive**

Built in 2004, this industrial building has a shed roof, is constructed of fabricated steel covered in vertical corrugated panels and has several windows on the south elevation. The windows are a combination of sliding and fixed. This building is not eligible for the National Register of Historic Places.  
(Appendix A, Photo 3).

##### **3.2.4 – 545 Industrial Drive**

Built in 2004, this industrial building has a shed roof, is constructed of fabricated steel covered in vertical corrugated panels and has several windows on the south elevation. The windows are a combination of sliding and fixed. This building is not eligible for the National Register of Historic Places.  
(Appendix A, Photo 4).

### **3.2.5 – 555 Industrial Drive**

Built in 2004, this industrial building has a shed roof, is constructed of fabricated steel covered in vertical corrugated panels and has no windows visible from the ROW. This building is not eligible for the National Register of Historic Places. (Appendix A, Photo 5).

### **3.2.9 – 690 Industrial Drive**

Built in 2019, this industrial building has a flat roof with a raised parapet. It is a single story constructed of blocks and features six windows and a double glass door on the north elevation. Each grouping of three windows features a projecting brick lintel. There is a metal awning supported by metal rods over the main entrance. This building is not eligible for the National Register of Historic Places. (Appendix A, Photo 6).

### **3.2.15 – 805 Industrial Drive**

Built in 2004, this industrial building has a flat roof, is constructed of fabricated steel covered in vertical corrugated panels and has no windows visible from the ROW. This building is not eligible for the National Register of Historic Places. (Appendix A, Photo 7).

## **4.0 RESOURCE EVALUATIONS AND ASSESSMENT OF EFFECTS**

The first step of the study is to identify any architectural resources over 50 years of age within the study area for the proposed undertaking. After resources are identified through documentary research and fieldwork, evaluations of significance of those resources can be made in terms of their eligibility for listing in the NRHP. According to 36 CFR 60.4, properties may be eligible for listing in the NRHP if they meet one or more of the following criteria:

*The quality of significance in American history, architecture, archaeology, engineering, and culture is present in the districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:*

- A. Association with events that have made a significant contribution to the broad patterns of American history;*
- B. Association with the lives of historically significant persons;*
- C. Embodiment of distinctive characteristics of a type, period, or method of construction; representative of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction (for archaeological sites associated with standing architecture, or yielding related architectural evidence); or*
- D. Ability to yield information important to the study of North American prehistory or history.*

### **4.1 Resource Evaluations**

The field survey for this project identified no architectural resources over 50 years of age within the project area.

## **5.0 SUMMARY AND RECOMMENDATIONS**

In March 2024, Miller Preservation Services, LLC conducted a history/architecture study for a Cultural Resources Summary Report concerning 95 acres in the Clare South Industrial area in the City of Clare, Clare County/Isabella County, Michigan (Figure 1.1). The purpose of the survey was to determine if historic resources – that is, properties that are listed in or are eligible for the NRHP – will be adversely affected by the Project.

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Based on our evaluation and observations, none of the surveyed properties identified as adjacent to the study area meet the criteria for listing in the NRHP. A review of historic Sanborn maps and historical research has determined that the site was not occupied by any earlier buildings or structures.

## 6.0 REFERENCES CITED

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Sanborn Map Company

1893 *Clare, Michigan: Sanborn Fire Insurance Maps*. Sanborn Map Company, New York.

1894 *Clare, Michigan: Sanborn Fire Insurance Maps*. Sanborn Map Company, New York.

1899 *Clare, Michigan: Sanborn Fire Insurance Maps*. Sanborn Map Company, New York.

1906 *Clare, Michigan: Sanborn Fire Insurance Maps*. Sanborn Map Company, New York.

1910 *Clare, Michigan: Sanborn Fire Insurance Maps*. Sanborn Map Company, New York

2024 U.S. Geological Survey (USGS)

2023 Clare, MI USGS Quadrangle, 7.5' Series Topographic Map

[https://ngmdb.usgs.gov/ht-bin/tv\\_browse.pl?id=20ce73eedfe230eefc7caa806f81faae](https://ngmdb.usgs.gov/ht-bin/tv_browse.pl?id=20ce73eedfe230eefc7caa806f81faae), accessed March 26, 2024.

# Appendix A - Map of photographs



Photo 1 – 380 Industrial Drive, Facing SouthWest, looking at North and West elevations



Photo 2 – 500 Industrial Drive – Facing North,  
looking at South elevation



Photo 3 – 535 Industrial Drive – Facing NorthWest ,  
looking at South and East elevations



Photo 4 – 545 Industrial Drive – Facing NorthWest, looking at South and East elevations



Photo 5 – 555 Industrial Drive – Facing NorthWest, looking at South and East elevations



Photo 6 – 605 Industrial Drive – Facing Southwest,  
looking at North and East elevations



Photo 7 – 690 Industrial Drive – Facing NorthEast,  
looking at South and West elevations



Photo 8 — Facing NorthWest looking at Viewshed



Photo 9 – Facing South, looking at Viewshed



Photo 10 – Facing SouthEast, looking at Viewshed



Photo 11 - Facing North, looking at Viewshed

