

# CITY OF MACKINAC ISLAND

## AGENDA

### CITY COUNCIL

Wednesday, January 24, 2024 at 3:00 PM

City Hall – Council Chambers, 7358 Market St., Mackinac Island, Michigan

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**I. Call to Order**

**II. Roll Call**

**III. Pledge of Allegiance**

**IV. Approval of Minutes**

[a.](#) Minutes of the regular City Council meeting, held on January 10, 2024

**V. Approval of the Treasurer's Report**

[a.](#) Request for approval of the January 24, 2024 Treasurer's Report

**VI. Approval of Payments for:**

[a.](#) January 25, 2024 Payroll Spreadsheet

[b.](#) January 25, 2024 Gusto Payroll Report

[c.](#) January 24, 2024 Payables Spreadsheet

**VII. Additions to / Adoption of Agenda**

**VIII. Committee Reports**

**IX. Correspondence**

**X. Old Business**

**XI. New Business**

[a.](#) Request for approval to adopt the Notice of Intent Resolution for Capital Improvement Bonds for Phase III of the Forest Way Townhomes

[b.](#) Request for approval to appoint Christine Rollins as the Deputy Treasurer

[c.](#) Discussion and / or action regarding the assignment of the Winter Service Contract and the authority to apply for funding to the Mackinac Island Transportation Authority

[d.](#) Mackinac Island Fire Department 2023 Year End Report

[e.](#) Discussion and / or action regarding the proposed resolution recommending the adoption of the proposed East End Mission Historic District

- f. Discussion and / or action regarding the proposed resolution recommending the adoption of the proposed Small Point Cottage Historic District
- g. Request for approval of a preapproved vehicle permit for By The Bay Glass at the Biddle Point Pump Station
- h. Request for approval of a vehicle & trailer permit for Franklin Holwerda Company at the Dept. of Public Works Wastewater Treatment Plant
- i. Request for approval for the 90 day extension of a vehicle permit for Harborview Custom Builders at the Inn at Stonecliffe
- j. Request for approval for the 90 day extension of (5) vehicle permits for Hoffman Landscaping at the Inn at Stonecliffe and Manor V
- k. Request for approval of five (5) vehicle and two (2) trailer permits for Olsen & Olsen Building Contractors at the Milliken Nature Center project at Arch Rock for Mackinac State Historic Parks
- l. Request for approval of a vehicle & trailer permit for Belonga Excavating to move a ground heater to the Inn at Stonecliffe for O'Boyle & Company
- m. Request for approval of a vehicle & trailer permit for Belonga Excavating to move a ground heater to the Milliken Nature Center project at Arch Rock for Spence Brothers
- n. Request for approval of a vehicle permit for Arnold Freight to plow the driveway at the Post Office on Market Street
- o. Request for approval of a vehicle permit for the delivery of a 30 yard dumpster to the Wastewater Treatment Plant for F&V Construction & the Dept. of Public Works

## **XII. Miscellaneous / General Council Discussion / Additional Agenda Items**

## **XIII. Adjournment**

**CITY OF MACKINAC ISLAND**  
**MINUTES OF THE REGULAR MEETING**  
**CITY COUNCIL**

Section IV, Itema.

**Wednesday, January 10, 2024 at 3:00 PM**

**City Hall – Council Chambers, 7358 Market St., Mackinac Island, Michigan**

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**I. Call to Order - 3:00 pm**

**II. Roll Call**

Chambers & Sehoan absent  
Chief Topolski joined the meeting at 3:50 pm

**III. Pledge of Allegiance**

**IV. Approval of Minutes**

Minutes of the December 28, 2023 City Council Meeting  
Mayor Doud stated that the minutes stood approved as presented

**V. Approval of the Treasurer's Report**

January 10, 2024 Treasurer's Report  
Motion by Moskwa, second to the motion by Myers, to accept the Treasurer's Report as presented. All in favor. Motion carried.

**VI. Approval of Payments for:**

Motion by Moskwa, second to the motion by Bailey, to approve the Payroll and Payables in the amount of \$78,714.63. All in favor. Motion carried.

**VII. Additions to / Adoption of Agenda**

Motion by Bailey, second to the motion by Corrigan, to accept the agenda as presented. All in favor. Motion carried.

**VIII. Committee Reports**

**IX. Correspondence**

None.

**X. Old Business**

**Corrigan - winter boat passes**

- Attorney Evashevski reached out to Jim Murray, attorney for Mackinac Island Ferry - Company, and has not heard back. Will follow up again and see where we are at.
- Councilman Corrigan sent attorney Evashevski two resident complaints
- Councilwoman Myers sent attorney Evashevski an email on requirements as well

**Moskwa - Inquired where we were on the Star Line main dock inspection**

- Attorney Evashevski has been in communication with Al Walker and will report back to the Council at a later date.

**XI. New Business**

**a. Discussion and / or action regarding the engagement letter from Warren Creamer - Forest Way Townhomes Phase III**

Motion by Myers, second to the motion by Moskwa to acknowledge the receipt of the engagement letter from Warren Creamer.

- Intent is to use Warren's services for the bond council for the FWT Phase III funding
- Attorney Evashevski noted that the engagement letter from Warren Creamer is for the capital improvement bonds.
- Using the \$1.5 million estimate that the City was looking at

**b. Request for approval to adopt the Notice of Intent Resolution - Capital Improvement Bonds - Forest Way Townhomes Phase III**

- Councilwoman Myers noted the need to have a Finance Committee meeting to discuss this funding further and hear from Dennis Dombroski about when we might see estimates for the project.
- Dennis Dombroski noted that he has some numbers, but they're a bit higher than originally expected - \$2 million may be on the lower side, might want to bond for higher. But only have numbers in from one (1) bidder. Number for one (1) building was over \$1 million.
- Councilwoman Myers inquired how soon the resolution needs to be adopted.

- Attorney Evashevski stated that if adopted within the month of January, the City will be good to go with getting started in July for the bonding process. This notice gives the City a do not exceed of \$2 million for the project (does not mean we will be borrowing \$2 million - going higher on the side of caution).
  - Resolution was tabled until the January 24, 2024 meeting to be able to discuss further with Mr. Creamer.
- c. Request for approval for the Forest Way Townhomes to move forward with a visible and audible alarm system
- Dennis Dombroski noted that this came up in John E Green's 2023 inspection on the sprinkler system. Type of system that is there currently does not require an alarm, but would be a good idea to have anyways.
  - Highly recommended by John E Green. JEG will order all parts and do their part of installation, and Northern Power Electric will need to be hired to do the wiring.
- Motion by Myers, second to the motion by Corrigan, to authorize the installation of an audible and visible alarm system, for all four (4) Forest Way buildings, in an amount up to \$5,000.00, and if the cost exceeds that amount, KMG will need to bring the request back to the table. All in favor. Motion carried.
- d. Request for Approval of a Competitive Event Application - Mackinac Island Swim - August 2024
- Motion by Myers, second to the motion by Bailey, to approve the Competitive Event Application.  
All in favor. Motion carried.
- e. Request for approval of a preapproved motor vehicle permit - Franklin Holwerda - Biddle Point Pump Station
- Motion by Moskwa, second to the motion by Myers, to approve a vehicle permit, submitted by Franklin Holwerda Company for work at the Biddle Point Pump Station. The vehicle arrived on January 3rd and will be in use for one (1) day. Fee waived as this is work for the Dept. of Public Works. All in favor. Motion carried.
- f. Request for approval of a preapproved motor vehicle permit - Mission Point Resort - Propane Delivery
- Motion by Moskwa, second to the motion by Corrigan, to approve the preapproved vehicle permit, submitted by Mission Point Resort, for propane delivery to the resort. Vehicle will arrive for one (1) day between January 8th and January 12th. All in favor. Motion carried.
- g. Request for approval of a motor vehicle permit - Mackinac Axe - Tree removal for Sue Sisson & Neal Liddicoat
- Motion by Myers, second to the motion by Moskwa, to approve the vehicle permit, submitted by Mackinac Axe, to use a JLG lift to remove a tree for Sue Sisson and Neal Liddicoat at their residence location on M-185 / Stonebrook. Application listed a use date "to be determined" - council requested that the Clerk's office be updated on the use date and an escort through the Police Department be set up. All in favor. Motion carried.

## **XII. Miscellaneous / General Council Discussion / Additional Agenda Items**

### **New Business:**

Councilman Bailey inquired about the Council's thoughts on Shepler's new charges for bags

- Councilman Bailey voiced concern about the new charge, not sure what the advantages are compared to the pushback from residents and visitors - another expense that everyone has to endure. Do residents have to pay this at full or discounted price? As a hotel GM, concerned about the dock porters and how this will affect their tips. Cannot track once baggage leaves dock on both ends, so what is the point of this new system? Can't track if taken to wrong hotel, only showing that Shepler's transported bags to the Island.
- Mayor Doud also voiced concern for residents and as a hotel owner for guests. Agrees with Councilman Bailey regarding dock porters and their need for tips. This system will kill tips for dock porters.
- Councilman Moskwa noted that he has not been hearing any positive responses to this new service. For residents, it creates another cost to live here. How much time will this add to trips? From a residential position, do not see the need for it.

- Councilwoman Myers agreed with the rest of the members and was surprised by the announcement. Islanders use these boats as public transportation, we are not here on vacation. We should not be charged to bring home our groceries and necessities that we bring over on the boat. We handle our own possessions many times during the process of getting them to the island, and need everything to be as practical as possible. Now residents will have to que in a line for groceries along with the rest of the visitors with their luggage. Councilwoman Myers has expressed her concern to Mr. Shepler.
- Tourism Bureau had a meeting with Shepler's regarding this charge last fall. Mr. Wiley noted that Shepler's had a zoom call regarding this subject with the Bureau. Q&A discussion on the direction Shepler's was moving with this idea. Mayor Doud noted that she believed there was a lot of opposition to it at that time as well. Currently hearing that everyone on the island is very much opposed to the idea.
- Tom Sullivan, resident - Never lost a piece of luggage on the ferry. Very concerned as many residents do annual large shopping trips and this will only add to our living costs. Concerned about the Shepler's employees too and the time this will add to their work.
- Seasonal employees moving to and from the Island was also mentioned - what will they be charged?
- Dave Jurcak, President Grand Hotel - concerned about the impact to the residents and brining back larger amounts of groceries. Team members are now spending more money to get groceries off island - team members do not make a large amount of money, and continuing to add barriers makes it harder to keep team members. Questioned if fees are supposed to be approved by the City Council as they are fees associated with the boat.
- Brad Conkey - Shepler's already has video cameras and lost baggage can be tracked that way. Does not improve the efficiency of finding a lost bag. Seems like a money grab. Shepler's has been known for their great service, but this may hurt their cliental.
- Councilwoman Myers commented that she hopes we can come to a different conclusion on this issue.
- Mr. Wiley of Shepler's noted that many years of thought and planning has gone into this. Would like from council a clear definition of resident, pass holder, and employee. What is a resident? Who qualifies as a resident? Groceries and household goods - where is the line between luggage and freight?
- Councilwoman Myers received the 2024 renewal resident pass email from Shepler's and thinks that the wording in there for resident is what the City would agree with - to obtain a pass, a person needs to present one of the following - tax bill, voter registration, OR a Mackinac Island street address drivers license. Employee aspect can be discussed - maybe they could provide a job offer or letter from their employer.
- Mr. Wiley inquired what was considered luggage vs. freight that should be hauled by one of the freight companies? Councilwoman Myers responded that there needs to be further discussion of what issues will be encountered.
- Transportation Committee - set up a meeting to discuss this issue further. Mayor's Assistant will look into setting up a meeting with Shepler's.
- Mr. Dombroski noted that he was made aware of the tracking panels that Shepler's installed on their Island dock, which were described to him as unsightly. Work should have been brought to the Historic District Commission for approval.

### **XIII. Adjournment**

There being no further business, Motion by Myers, second to the motion by Moskwa, to adjourn the meeting at 3:55 pm. All in favor. Motion carried.

**TREASURER'S REPORT  
COMBINED CASH  
General Fund, Library Fund and Street Funds  
January 24, 2024**

Cash on Hand - January 10, 2024	\$ 1,454,222.96
Deposit	<u>115,182.04</u>
	1,569,405.00
LESS: Disbursements - January 11, 2024	<u>(78,714.63)</u>
Cash on Hand - January 24, 2024	<u>\$ 1,490,690.37</u>
Line 5 Fund Balance	\$ 20,632.53
Forest Way Town Homes, Debt	\$ 74,638.95

**REVENUE DEPOSITED FOR PERIOD**

3.675 Rent, Transportation Authority, January - December 2023	88,129.65
3.675 Rent, City Housing 01/11/2024	1,050.39
3.457 Vehicles	24,250.00
Belonga 12/29/2023	15,375.00
Chippewa Hotel, JLG, Power Washing 11/07	275.00
Inn At Stonecliffe, Fixtures, Artwork	1,175.00
Jack Armstrong, Stonecliffe Manor 1, Lot 14	1,150.00
Lilac Tree Hotel, JLG, Decorations 11/16/23	150.00
Mackinac Axe, JLG Man Lift, Neil & Sue Sisson	150.00
O'Boyle, Lennox 12/14/2023 - 03/29/2024	75.00
Spence Brothers, Grand Hotel Façade	5,900.00
3.696 MIPD - Found Property 01/09/2024	109.00
3.600 Build, 7372 Main St, Roy Shryock	665.00
3.600 Build, 8350 Cedar Court, 2 X 4 Construction	60.00
3.600 HDC, 7372 Main St, Roy Shryock	600.00
3.600 Zoning, 1230 Mission St, Mary Jane Barnwell	150.00
3.697 FOIA, Lexis Nexis, MIPD	4.00
3.675 Community Hall, Darcy Thompson	50.00
3.620 Rec Dept, Gym Memberships	114.00

**TOTAL DEPOSITED FOR PERIOD**

\$ 115,182.04



DEPOSIT 01/22/24

115,182.04

Richard Linn, Treasurer  
City Of Mackinac Island

<b>Payroll January 25, 2024</b>							
<b>Employee</b>	<b>Rate of Pay</b>	<b>Reg.</b>	<b>OT</b>	<b>Hldy</b>	<b>Vaca/ Personl</b>	<b>Prime Reg/OT (.50)</b>	<b>Gross Wage</b>
Bagbey, Gwendolyn	\$1,500.80	1					\$1,500.80
Bradford, Justin	\$30.08	84					\$2,526.72
Davis, Joseph	\$25.87	84				84	\$2,215.08
Davis, Joseph (On Call)	\$12.93	32					\$413.76
Dombroski, Dennis	\$59.15	68					\$4,022.20
Doud, Margaret	\$382.00	0					\$0.00
Dziobak, Andrew	\$31.61	84					\$2,655.24
Dziobak, Andrew (On Call)	\$15.80	24					\$379.20
France, Trista	\$2,180.33	1					\$2,180.33
Gruits, Michael	\$25.87	84					\$2,173.08
Hannink, Alicia (Gym)	\$16.00	32					\$512.00
Kaminen, Cory	\$30.08	84				84	\$2,568.72
Kaminen, Cory (On Call)	\$15.04	36					\$541.44
Leach, Danielle	\$1,822.38	1					\$1,822.38
Linn, Richard	\$1,822.38	1					\$1,822.38
Miedzianowski, Dwayne	\$25.87	84					\$2,173.08
Miedzianowski, Dwayne (On Call)	\$12.93	60					\$775.80
Patay, Mary	\$1,779.82	1					\$1,779.82
Pereny, Kathryn	\$23.00	41.5					\$954.50
Rollins, Christine	\$18.58	18					\$334.44
Ross, Christian	\$20.75	80					\$1,660.00
Ruddle, Mike	\$28.98	80	18				\$3,100.86
St. Onge, Anne L.	\$22.26	76					\$1,691.76
Stafford, Audrey (Gym)	\$16.00	16					\$256.00
Stafford, Audrey (Library)	\$14.84	30					\$445.20
Stakoe, Joseph	\$1,011.62	1					\$1,011.62
Topolski, Douglas	\$3,471.95	1					\$3,471.95
PD Chief Housing	\$230.75	1					\$230.75
						<b>TOTAL</b>	<b>\$43,219.11</b>

# Payroll Journal Report

Payroll Period: 01/07/2024 - 01/20/2024 Report Created On: 01/23/2024

## Employee Earnings

Payroll period: 01/07/2024 - 01/20/2024 Pay day: 01/25/2024

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Totals			
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount		
Bageby, Gwendolyn  Public Works  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	80.00	\$18.76	\$1,500.80				Federal Income Tax	\$163.48	Social Security	\$93.05	Net Pay	\$1,158.73		
			Gross	--	--	\$1,500.80				Social Security	\$93.05	Medicare	\$21.76	Check Amount	\$1,158.73		
												Medicare	\$21.76	MI State Unemployment Tax	\$70.54	Employer Cost	\$1,686.15
												MI State Tax	\$63.78	Total	\$185.35		
												Total	\$342.07				
Bradford, Justin  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$30.08	\$2,526.72	457 Retirement	\$50.00	\$378.47	Federal Income Tax	\$231.07	Social Security	\$156.65	Net Pay	\$1,605.31		
			Rent	--	--	\$0.00	Rent	\$323.08		Social Security	\$156.65	Medicare	\$36.63	Check Amount	\$1,605.31		
			POLC dues	--	--	\$0.00	POLC dues	\$27.87		Medicare	\$36.63	MI State Unemployment Tax	\$118.76	Employer Cost	\$3,217.23		
			Gross	--	--	\$2,526.72				MI State Tax	\$96.11	Total	\$312.04				
												Total	\$520.46				
Davis, Joseph  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$25.87	\$2,173.08	457 Roth Retirement	\$300.00	\$641.75	Federal Income Tax	\$264.54	Social Security	\$162.99	Net Pay	\$1,481.29		
			Night Shift premium	--	--	\$42.00	Rent	\$242.31		Social Security	\$162.99	Medicare	\$38.11	Check Amount	\$1,481.29		
			Bonus	--	--	\$413.76	POLC dues	\$27.87		Medicare	\$38.11	MI State Unemployment Tax	\$123.56	Employer Cost	\$3,595.25		
			Rent	--	--	\$0.00				MI State Tax	\$111.73	Total	\$324.66				
			POLC dues	--	--	\$0.00				Total	\$577.37						
			Gross	--	--	\$2,628.84											
Dombroski, Dennis  Engineering	Paid by the hour	Check	Regular	68.00	\$59.15	\$4,022.20	457 Retirement	\$250.00	\$150.00	Federal Income Tax	\$405.56	Social Security	\$247.30	Net Pay	\$2,869.01		
			Gross	--	--	\$4,022.20	Aflac Pre Tax	\$33.60		Social Security	\$247.30	Medicare	\$57.84	Check Amount	\$2,869.01		

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Section VI, Item b.	
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount
7358 Market St., P.O. Box 455, Mackinac Island, MI 49757										Medicare	\$57.84	MI State Unemployment Tax	\$189.04	Employer Cost	\$4,666.38
										MI State Tax	\$158.89	Total	\$494.18		
										Total	\$869.59				
Doud, Margaret  Mayor  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Salary/Eligible for overtime	Check	Gross	--	--	\$0.00				Total	\$0.00	Total	\$0.00		
Dziobak, Andrew  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$31.61	\$2,655.24	457 Retirement	\$200.00	\$594.48	Federal Income Tax	\$337.74	Social Security	\$185.76	Net Pay	\$2,051.42
			Bonus	--	--	\$379.20	POLC dues	\$27.87		Social Security	\$185.76	Medicare	\$43.44	Check Amount	\$2,051.42
			POLC dues	--	--	\$0.00	Aflac Pre Tax	\$38.22		Medicare	\$43.44	MI State Unemployment Tax	\$142.62	Employer Cost	\$4,000.74
			Aflac After Tax	--	--	\$0.00	Aflac After Tax	\$40.31		MI State Tax	\$109.68	Total	\$371.82		
			Gross	--	--	\$3,034.44				Total	\$676.62				
France, Trista  Mayor's assistant  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Salary/No overtime	Direct Deposit	Regular	80.00	\$27.25	\$2,180.33	457 Retirement	\$10.00		Federal Income Tax	\$205.51	Social Security	\$133.30	Net Pay	\$1,654.18
			Gross	--	--	\$2,180.33	Aflac Pre Tax	\$30.22		Social Security	\$133.30	Medicare	\$31.17	Check Amount	\$1,654.18
										Medicare	\$31.17	MI State Unemployment Tax	\$102.48	Employer Cost	\$2,447.28
										MI State Tax	\$115.95	Total	\$266.95		
										Total	\$485.93				
Gruits, Michael  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$25.87	\$2,173.08	457 Retirement	\$62.50	\$345.00	Federal Income Tax	\$176.96	Social Security	\$134.73	Net Pay	\$1,649.81
			POLC dues	--	--	\$0.00	POLC dues	\$27.87		Social Security	\$134.73	Medicare	\$31.51	Check Amount	\$1,649.81
			Gross	--	--	\$2,173.08				Medicare	\$31.51	MI State Unemployment Tax	\$102.13	Employer Cost	\$2,786.45
										MI State Tax	\$89.70	Total	\$268.37		
										Total	\$432.90				
Hannink, Alicia  Recreation department	Paid by the hour	Direct Deposit	Regular	32.00	\$16.00	\$512.00				Social Security	\$31.75	Social Security	\$31.75	Net Pay	\$451.06
			Gross	--	--	\$512.00				Medicare	\$7.43	Medicare	\$7.43	Check Amount	\$4

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Section VI, Itemb.	
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount
6392 Main Street, Mackinac Island, MI 49757										MI State Tax	\$21.76	MI State Unemployment Tax	\$24.06	Employer Cost	\$575.24
										Total	\$60.94	Total	\$63.24		
Kaminen, Cory  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$30.08	\$2,526.72	457 Retirement	\$45.00	\$449.32	Federal Income Tax	\$232.77	Social Security	\$191.65	Net Pay	\$2,437.86
			Night Shift premium	--	--	\$42.00	POLC dues	\$27.87		Social Security	\$191.65	Medicare	\$44.83		
			Bonus	--	--	\$541.44	Aflac Pre Tax	\$19.02		Medicare	\$44.83	MI State Unemployment Tax	\$146.18	Employer Cost	\$3,942.14
			POLC dues	--	--	\$0.00			MI State Tax	\$111.16	Total	\$382.66			
			Gross	--	--	\$3,110.16			Total	\$580.41					
Leach, Danielle  City Clerk's Office  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Salary/No overtime	Direct Deposit	Regular	80.00	\$22.78	\$1,822.38	457 Retirement	\$16.00		Federal Income Tax	\$159.69	Social Security	\$112.59	Net Pay	\$1,079.85
			Rent	--	--	\$0.00	Rent	\$335.00		Social Security	\$112.59	Medicare	\$26.33		
			Gross	--	--	\$1,822.38	Aflac Pre Tax	\$6.42		Medicare	\$26.33	Total	\$138.92	Employer Cost	\$1,961.30
									MI State Tax	\$86.50	Total	\$385.11			
Linn, Richard  City Treasurer  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Salary/No overtime	Direct Deposit	Regular	80.00	\$22.78	\$1,822.38	457 Roth Retirement	\$1,173.08		Federal Income Tax	\$162.22	Social Security	\$112.99	Net Pay	\$279.36
			Gross	--	--	\$1,822.38			Social Security	\$112.99	Medicare	\$26.43	Check Amount		
									Medicare	\$26.43	Total	\$139.42	Employer Cost	\$1,961.80	
									MI State Tax	\$68.30	Total	\$369.94			
Miedzianowski, Dwayne  Police Department  7374 Market St., Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	84.00	\$25.87	\$2,173.08	Rent	\$150.00		Federal Income Tax	\$334.94	Social Security	\$182.83	Net Pay	\$2,085.15
			Bonus	--	--	\$775.80	POLC dues	\$27.87		Social Security	\$182.83	Medicare	\$42.76		
			Rent	--	--	\$0.00			Medicare	\$42.76	MI State Unemployment Tax	\$138.60	Employer Cost	\$3,313.07	
			POLC dues	--	--	\$0.00			MI State Tax	\$125.33	Total	\$364.19			
			Gross	--	--	\$2,948.88			Total	\$685.86					
Patay, Mary	Salary/No overtime	Direct Deposit	Regular	80.00	\$22.25	\$1,779.82	457 Retirement	\$70.00		Federal Income Tax	\$161.60	Social Security	\$106.75	Net Pay	\$1,277.71

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Section VI, Item b.		
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount	
Recreation department  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757			Aflac After Tax	--	--	\$0.00	Aflac Pre Tax	\$58.04		Social Security	\$106.75	Medicare	\$24.96	Check Amount	\$1,277.71	
			Gross	--	--	\$1,779.82	Aflac After Tax	\$10.56		Medicare	\$24.96	MI State Unemployment Tax	\$83.65	Employer Cost	\$1,995.18	
										MI State Tax	\$70.20	Total	\$215.36			
										Total	\$363.51					
Pereny, Kathryn  Engineering  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	41.50	\$23.00	\$954.50				Federal Income Tax	\$32.76	Social Security	\$59.18	Net Pay	\$808.15	
			Gross	--	--	\$954.50				Social Security	\$59.18	Medicare	\$13.84	Check Amount	\$808.15	
										Medicare	\$13.84	MI State Unemployment Tax	\$44.86	Employer Cost	\$1,072.38	
										MI State Tax	\$40.57	Total	\$117.88			
							Total	\$146.35								
Rollins, Christine  City Clerk's Office  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	18.00	\$18.58	\$334.44				Social Security	\$20.73	Social Security	\$20.73	Net Pay	\$294.65	
			Gross	--	--	\$334.44				Medicare	\$4.85	Medicare	\$4.85	Check Amount	\$294.65	
										MI State Tax	\$14.21	MI State Unemployment Tax	\$15.72	Employer Cost	\$375.74	
										Total	\$39.79	Total	\$41.30			
Ross, Christian  Public Works  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	80.00	\$20.75	\$1,660.00				Federal Income Tax	\$122.89	Social Security	\$102.92	Net Pay	\$1,339.57	
			Gross	--	--	\$1,660.00				Social Security	\$102.92	Medicare	\$24.07	Check Amount	\$1,339.57	
										Medicare	\$24.07	MI State Unemployment Tax	\$78.02	Employer Cost	\$1,865.01	
										MI State Tax	\$70.55	Total	\$205.01			
							Total	\$320.43								
Ruddle, Michael  Public Works  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	80.00	\$28.98	\$2,318.40				Federal Income Tax	\$404.77	Social Security	\$192.25	Net Pay	\$2,336.25	
			Overtime	18.00	\$43.47	\$782.46				Social Security	\$192.25	Medicare	\$44.96	Check Amount	\$2,336.25	
			Gross	--	--	\$3,100.86				Medicare	\$44.96	MI State Unemployment Tax	\$145.74	Employer Cost	\$3,483.81	

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Section VI, Item b.	
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount
										MI State Tax	\$122.63	Total	\$382.95		
										Total	\$764.61				
St. Onge, Anne  Library  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	76.00	\$22.26	\$1,691.76	457 Retirement	\$25.00		Federal Income Tax	\$157.19	Social Security	\$101.68	Net Pay	\$1,263.75
			Gross	--	--	\$1,691.76	Aflac Pre Tax	\$51.72		Social Security	\$101.68	Medicare	\$23.78	Check Amount	\$1,263.75
										Medicare	\$23.78	MI State Unemployment Tax	\$79.51	Employer Cost	\$1,896.73
										MI State Tax	\$68.64	Total	\$204.97		
										Total	\$351.29				
Stafford, Audrey  Library  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Paid by the hour	Direct Deposit	Regular	46.00	\$15.24	\$701.20				Federal Income Tax	\$13.97	Social Security	\$43.47	Net Pay	\$603.79
			Gross	--	--	\$701.20				Social Security	\$43.47	Medicare	\$10.17	Check Amount	\$603.79
										Medicare	\$10.17	MI State Unemployment Tax	\$32.96	Employer Cost	\$787.80
										MI State Tax	\$29.80	Total	\$86.60		
										Total	\$97.41				
Stakoe, Joseph  City Assessor  7358 Market St., P.O. Box 455, Mackinac Island, MI 49757	Salary/Eligible for overtime	Direct Deposit	Regular	80.00	\$12.65	\$1,011.62				Federal Income Tax	\$45.09	Social Security	\$62.72	Net Pay	\$846.15
			Gross	--	--	\$1,011.62				Social Security	\$62.72	Medicare	\$14.67	Check Amount	\$846.15
										Medicare	\$14.67	MI State Unemployment Tax	\$47.55	Employer Cost	\$1,136.56
										MI State Tax	\$42.99	Total	\$124.94		
										Total	\$165.47				
Topolski, Douglas  Police Department  7374 Market St., Mackinac Island, MI 49757	Salary/No overtime	Direct Deposit	Regular	80.00	\$43.40	\$3,471.95	457 Roth Retirement	\$1,173.08	\$531.35	Federal Income Tax	\$750.79	Social Security	\$229.56	Net Pay	\$1,107.46
			Rent	--	--	\$230.75	Rent	\$230.75		Social Security	\$229.56	Medicare	\$53.69	Check Amount	\$1,107.46
			Rent	--	--	\$0.00				Medicare	\$53.69	MI State Unemployment Tax	\$174.03	Employer Cost	\$4,691.33
			Gross	--	--	\$3,702.70				MI State Tax	\$157.37	Total	\$457.28		
										Total	\$1,191.41				
<b>Payroll Totals</b>			Regular	1505.50	\$26.58	\$40,011.70	457 Retirement	\$728.50	\$1,917.27	Federal Income Tax	\$4,363.54	Social Security	\$2,664.85	Net Pay	\$28,680.51

Employee Information	Employment		Earnings				Deductions/Contributions			Employee Taxes		Employer Taxes		Section VI, Itemb.	
	Employee Type	Payment	Description	Hours	Rate	Total	Description	Employee Deduction	Employer Contribution	Description	Amount	Description	Amount	Description	Amount
			Overtime	18.00	\$43.47	\$782.46	Rent	\$1,281.14		Social Security	\$2,664.85	Medicare	\$623.23	Check Amount	\$28,680.51
			Night Shift premium	--	--	\$84.00	POLC dues	\$167.22		Medicare	\$623.23	MI State Unemployment Tax	\$1,860.01	Employer Cost	\$51,457.57
			Bonus	--	--	\$2,110.20	457 Roth Retirement	\$2,646.16	\$1,173.10	MI State Tax	\$1,775.85	Total	\$5,148.09		
			Rent	--	--	\$230.75	Aflac Pre Tax	\$237.24		Total	\$9,427.47				
			Rent	--	--	\$0.00	Aflac After Tax	\$50.87							
			POLC dues	--	--	\$0.00									
			Aflac After Tax	--	--	\$0.00									
			Gross	--	--	\$43,219.11									

**CITY OF MACKINAC ISLAND ACCOUNTS PAYABLE**  
**01.24.2024**

Section VI, Itemc.

CITY PAYROLL	01.07.2024 - 01.20.2024 (Pay Date: 01.25.2024)		\$51,458.38
NORTHERN APPRAISAL	01.07.2024 - 01.20.2024 (Pay Date: 01.25.2024)		\$1,011.62
AT&T ELEVATOR LINES	ELEVATOR LINES		\$216.54
BUDGET HOST INN ST. IGNACE	FIRE DEPT. TRAINING		\$263.20
BLUE CROSS BLUE SHIELD	FEBRUARY 2024 HEALTH COVERAGE		\$15,108.91
CDW GOVERNMENT	BATTERY BACKUP - CLERK'S OFFICE		\$89.77
DEPT. OF PUBLIC WORKS	LANDFILL BAGS & FIRE HYDRANT RENTAL		\$54,000.00
EVASHEVSKI LAW	SERVICES RENDERED THROUGH NOV. 30, 2023		\$3,890.00
FRASER TREBILCOCK	SERVICES RENDERED THROUGH DEC. 31, 2023		\$186.00
ID NETWORKS	MIPD ANNUAL MAINT (01.01.2024 - 12.31.2024)		\$2,995.00
LEXIS NEXIS	MIPD NOV. 2023 CONTRACTED SERVICES		\$23.75
METLIFE	CITY DENTAL INSURANCE		\$1,190.95
M.I. SERVICE CO.	CITY & LIBRARY TRASH		\$60.40
MCMASTER CARR	SHOP SUPPLIES / MIPD		\$394.92
NABCO	CITY / DPW FEBRUARY 2024 HEALTH COVERAGE		\$261.20
NAPA AUTO PARTS	CITY SHOP / MIFD / MIPD		\$318.70
44 NORTH	JAN. 2024 HEALTH COV. & ANNUAL FEE		\$791.10
PRESIDIO	WEB BASED PHONE SYSTEM		\$17,324.16
QUADIENT FINANCE USA	POSTAGE METER FUNDS		\$400.00
R&R TRUCK REPAIR	AIR QUALITY TESTING		\$407.39
SUPERIORLAND LIBRARY COOP	MICROSOFT OFFICE / DELL OPTIPLEX 7010		\$2,361.00
WADE TRIM	MASTER PLAN SERVICES THROUGH 12.29.2023		\$674.10
		<b>TOTAL:</b>	\$153,427.09

**City Clerk**

**From:** erinevashevskilaw@gmail.com  
**Sent:** Wednesday, January 24, 2024 2:54 PM  
**To:** City Clerk; Mayor's Assistant  
**Subject:** RE: Mackinac Island :: Notice of Intent Resolution (Phase 3 Housing Program) [MCPS-ACTIVE.FID2225540]  
**Attachments:** Notice of Intent Resolution (2024)(Phase 3 Housing Project)(41550470.1)1.24.24.docx; Notice (for publication purposes)(41550593.1) 1.24.24.docx

Danielle,

Please see attached the revised Notice of Intent Resolution for consideration by City Council at tonight's meeting on January 24, 2024. The resolution authorizes the publication of a notice of intent to issue bonds in the maximum amount of \$2,500,000 payable in not more than twenty (20) annual installments to finance Phase 3 of the City's housing project.

This is identical to the Resolution sent by Tom Colis for the last meeting with the maximum dollar amount increased from \$2,000,000.00 to \$2,500,000.00 and the dates updated from January 10 to January 24.

Once adopted, the notice that appears on Exhibit A to the resolution needs to be published **as a one-quarter (1/4) page display advertisement**. To facilitate the publication of the notice, I have attached a separate document that only contains the notice that can be forwarded to the paper. It includes the publication requirements in the heading of the document.

Please send to Tom Colis a signed copy of the resolution following its adoption along with the affidavit of publication of the notice from the paper, including the "tear sheet," once it is available.

Sincerely,

Erin

**Erin K. Evashevski**

**EVASHEVSKI LAW OFFICE**

838 N. State Street, PO Box 373  
 St. Ignace, MI 49781  
 P: 906.643.7740  
 F: 906.643.1533

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----- Forwarded message -----

**From:** Colis, Thomas D. <Colis@millercanfield.com>  
**Date:** Tuesday, January 2, 2024  
**Subject:** Mackinac Island :: Notice of Intent Resolution (Phase 3 Housing Program) [MCPS-ACTIVE.FID2225540]  
**To:** Warren Creamer <wc@mfc.com>, "Erin Evashevski (erinevashevskilaw@gmail.com)" <erinevashevskilaw@gmail.com>

Cc: "Steven Burke, CFA" <steveb@mfc.com>, Stacey Mills <sm@mfc.com>, Karen Attardo <KA@mfc.com>, Coffelt <ac@mfc.com>

Section XI, Itema.

Good Afternoon and Happy New Year,

I have attached for your review the *Notice of Intent Resolution* for consideration by City Council at its meeting on January 10, 2024. The resolution authorizes the publication of a notice of intent to issue bonds in the maximum amount of \$2,000,000 payable in not more than twenty (20) annual installments to finance Phase 3 of the City's housing project.

Once adopted, the notice that appears on Exhibit A to the resolution needs to be published **as a one-quarter (1/4) page display advertisement**. To facilitate the publication of the notice, I have attached a separate document that only contains the notice that can be forwarded to the paper. It includes the publication requirements in the heading of the document.

I would appreciate receiving a signed copy of the resolution following its adoption along with the affidavit of publication of the notice from the paper, including the "tear sheet," once it is available.

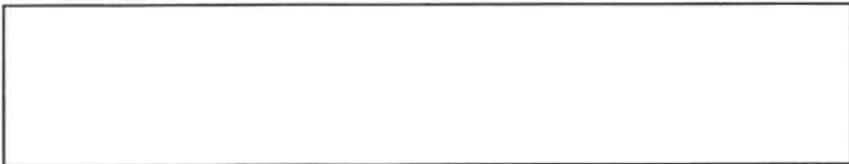
Please contact me with any questions or comments.

Tom

---

Thomas D. Colis | Principal  
**Miller Canfield**  
150 West Jefferson Avenue, Suite 2500  
Detroit, Michigan 48226 (US)  
T +1.313.496.7677 | F +1.313.496.7500 | M +1.313.815.6910

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**NOTICE OF INTENT RESOLUTION  
CAPITAL IMPROVEMENT BONDS**

**CITY OF MACKINAC ISLAND**  
County of Mackinac, State of Michigan

Minutes of a regular meeting of the City Council of the City of Mackinac Island, County of Mackinac, State of Michigan, held on the 24<sup>th</sup> day of January, 2024, at 3:00 p.m., prevailing Eastern Time.

PRESENT: Members \_\_\_\_\_  
\_\_\_\_\_

ABSENT: Members \_\_\_\_\_

The following preamble and resolution were offered by Member: \_\_\_\_\_ and supported by Member: \_\_\_\_\_:

WHEREAS, the City of Mackinac Island, County of Mackinac, State of Michigan (the "City") intends to issue general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended ("Act 34"), in an aggregate principal amount of not to exceed Two Million Five Hundred Thousand Dollars (\$2,500,000) (the "Bonds"), for the purpose of paying the costs of acquiring, constructing, furnishing and equipping publicly owned housing facilities in the City, including related site improvements (the "Project"); and

WHEREAS, a notice of intent to issue the Bonds must be published before the issuance of the Bonds in order to comply with the requirements of Section 517 of Act 34.

**NOW, THEREFORE, BE IT RESOLVED THAT:**

1. The City Clerk is authorized and directed to publish a notice of intent to issue bonds in *The St. Ignace News* of St. Ignace, Michigan, a newspaper of general circulation in the City.
2. The notice of intent shall be published as a display advertisement not less than one-quarter (1/4) page in size in substantially the form attached to this resolution as Exhibit A.
3. The City Council does hereby determine that the foregoing form of Notice of Intent to Issue Bonds and the manner of publication directed is the method best calculated to give notice to the City's electors and taxpayers residing in the boundaries of the City of the City's intent to issue the Bonds, the maximum amount of the Bonds, the purpose of the Bonds, the source of payment for the Bonds and the right of referendum relating thereto, and the newspaper named for publication is hereby determined to reach the largest number of persons to whom the notice is directed.

4. All resolutions and parts of resolutions insofar as they conflict with the provisions of this resolution be and the same hereby are rescinded.

AYES: Members: \_\_\_\_\_  
\_\_\_\_\_

NAYS: Members: \_\_\_\_\_

RESOLUTION DECLARED ADOPTED.

\_\_\_\_\_  
Danielle M. Leach, City Clerk

I hereby certify that the attached is a true and complete copy of a resolution adopted by the City Council of the City of Mackinac Island, County of Mackinac, State of Michigan, at a regular meeting held on the 24<sup>th</sup> day of January, 2024, and that public notice of said meeting was given pursuant to and in full compliance with Act No. 267, Public Acts of Michigan, 1976 and that minutes of the meeting were kept and will be or have been made available as required by said Act.

\_\_\_\_\_  
Danielle M. Leach, City Clerk

EXHIBIT A

NOTICE TO TAXPAYERS AND ELECTORS  
OF THE CITY OF MACKINAC ISLAND  
OF INTENT TO ISSUE BONDS  
AND THE RIGHT OF REFERENDUM RELATING THERETO

PLEASE TAKE NOTICE that the City of Mackinac Island, County of Mackinac, State of Michigan (the "City"), intends to issue and sell its general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended, in an aggregate principal amount of not to exceed Two Million Five Hundred Thousand Dollars (\$2,500,000), for the purpose of paying the costs of acquiring, constructing, furnishing and equipping publicly owned housing facilities in the City, including related site improvements.

SOURCE OF PAYMENT OF BONDS

THE PRINCIPAL OF AND INTEREST ON SAID BONDS SHALL BE PAYABLE from the general funds of the City lawfully available for such purposes including property taxes levied within applicable constitutional, statutory and charter tax rate limitations.

BOND DETAILS

SAID BONDS will be payable in annual installments not to exceed twenty (20) in number and will bear interest at the rate or rates to be determined at a public or private sale but in no event to exceed the maximum rate permitted by law on the balance of the bonds from time to time remaining unpaid.

RIGHT OF REFERENDUM

THE BONDS WILL BE ISSUED WITHOUT A VOTE OF THE ELECTORS UNLESS A PETITION REQUESTING SUCH A VOTE SIGNED BY NOT LESS THAN 10% OF THE REGISTERED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY IS FILED WITH THE CITY CLERK WITHIN FORTY-FIVE (45) DAYS AFTER PUBLICATION OF THIS NOTICE. IF SUCH PETITION IS FILED, THE BONDS MAY NOT BE ISSUED WITHOUT AN APPROVING VOTE OF A MAJORITY OF THE QUALIFIED ELECTORS RESIDING WITHIN THE BOUNDARIES OF THE CITY VOTING THEREON.

THIS NOTICE is given pursuant to the requirements of Section 517, Act 34, Public Acts of Michigan, 2001, as amended.

Danielle M. Leach  
City Clerk  
City of Mackinac Island

41550470.1/100487.00013

NOTICE TO TAXPAYERS AND ELECTORS  
OF THE CITY OF MACKINAC ISLAND  
OF INTENT TO ISSUE BONDS  
AND THE RIGHT OF REFERENDUM RELATING THERETO

PLEASE TAKE NOTICE that the City of Mackinac Island, County of Mackinac, State of Michigan (the “City”), intends to issue and sell its general obligation limited tax bonds pursuant to Act 34, Public Acts of Michigan, 2001, as amended, in an aggregate principal amount of not to exceed Two Million Five Hundred Thousand Dollars (\$2,500,000), for the purpose of paying the costs of acquiring, constructing, furnishing and equipping publicly owned housing facilities in the City, including related site improvements.

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RIGHT OF REFERENDUM

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THIS NOTICE is given pursuant to the requirements of Section 517, Act 34, Public Acts of Michigan, 2001, as amended.

Danielle M. Leach  
City Clerk  
City of Mackinac Island

**City Clerk**

**From:** erinevashevskilaw@gmail.com  
**Sent:** Wednesday, January 24, 2024 1:38 PM  
**To:** City Clerk  
**Subject:** FW: Mackinac Island MITA Funding  
**Attachments:** MI MITA AGREEMENT REGARDING APPLICATION FOR FUNDING.docx; MI MITA Assignment of WSA.docx; MI MIFC Executed WSA 2023.pdf

Danielle,

Please see attached the proposed Agreement Regarding Application for Funding, a draft of the Assignment of the Winter Service Agreement “WSA”, and a copy of the fully executed WSA which will be an exhibit to both documents. The Agreement Regarding Application for Funding is an agreement between the City and MITA for MITA to make application for 2025 funding in anticipation of the Assignment of WSA interest. The Assignment of the WSA will not be executed until the fiscal 2025 year begins – October 1, 2024.

Below is an email that I sent to MDOT to ensure that we have written responses to any concerns regarding this application process.

Please send this to Council and put on the agenda for today’s meeting.

Sincerely,

Erin

**Erin K. Evashevski**

**EVASHEVSKI LAW OFFICE**  
838 N. State Street, PO Box 373  
St. Ignace, MI 49781  
P: 906.643.7740  
F: 906.643.1533

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**From:** erinevashevskilaw@gmail.com <erinevashevskilaw@gmail.com>  
**Sent:** Wednesday, January 24, 2024 11:29 AM  
**To:** MoliternoD@michigan.gov  
**Cc:** 'Mayor's Assistant' <assistant@cityofmi.org>; 'Andy McGreevy' <amcgreevy@mackinactransit.org>; 'Mike Cavanaugh' <mcavanaugh@fraserlawfirm.com>; mkoerner@fosterswift.com  
**Subject:** Mackinac Island MITA Funding

Dear Dave,

As you know, the City of Mackinac Island is looking to assign the City’s rights and obligations under the Agreement for Winter Ferry Service (“WSA”) to MITA in order to allow all funding to flow through MITA, rather than have two applicants to MDOT funding. Because the City is in control of MDOT funding through fiscal year 2024, it

needs to retain control of the WSA through September 30, 2024 and therefore cannot assign its interest until October 1, 2024.

Section XI, Itemc.

My question is: will MITA making application for the MDOT funding for fiscal year 2025 in February 2024 (prior to said assignment) have a negative impact on MITA's ability to receive said funding? The City is planning to sign the attached Agreement Regarding Application for Funding to grant this authority to MITA in anticipation of the Assignment of the WSA (a draft of said assignment I have also attached as it will be an exhibit to the Agreement).

My other concern is: in the event that MITA's application is submitted after the February 1, 2024 deadline, will that impact the funding?

I will make myself available if you would like to discuss any of these items anytime.

Sincerely,

Erin

**Erin K. Evashevski**

**EVASHEVSKI LAW OFFICE**

838 N. State Street, PO Box 373

St. Ignace, MI 49781

P: 906.643.7740

F: 906.643.1533

Disclaimer: This email may contain confidential and privileged material for the sole use of the intended recipient. Any review or distribution by others is strictly prohibited. If you are not the intended recipient, please contact the sender and delete/destroy all copies.

## AGREEMENT REGARDING APPLICATION FOR FUNDING

This Agreement Regarding Application for Funding is made this \_\_\_\_ day of January, 2024, by and between the **City of Mackinac Island (CMI)** and the **Mackinac Island Transportation Authority (MITA)**.

Whereas, the City of Mackinac Island (CMI) and Mackinac Island Ferry Company (MIFC) are parties to an Agreement for Winter Ferry Service, dated 10/18/2023 (hereafter referred to as the “Winter Service Agreement”), a copy of which is attached hereto as Exhibit A; and

Whereas, Section 9 of the Winter Service Agreement allows CMI to assign its rights and obligations to the Mackinac Island Transportation Authority (MITA) only to facilitate winter service, through the services of MIFC, under the terms of the Winter Service Agreement and subject to certain terms and conditions; and

Whereas, PA 51 of 1951 (“Act 51”) created the Michigan Transportation Fund (“MTF”) which directs MTF revenue to state transportation funds and to local units of government including the CMI and the MITA; and

Whereas, CMI and MIFC agreed to allow funding to flow through the MITA under the terms and conditions of the Winter Service Agreement; and

Whereas, CMI and MITA are in the process of negotiating an assignment of the Winter Service Agreement (Assignment), a draft of the proposed Assignment is attached hereto as Exhibit B; and

Whereas, in order for MITA to apply for MTF funding for fiscal year 2025, the application must be submitted by February 1, 2024.

WITNESSETH, in consideration of the mutual promises and covenants contained herein, the receipt and sufficiency of which is acknowledged by both parties, the Parties agree that the MITA shall have the authority and ability to make application for the 2025 fiscal year funding under the following terms and conditions:

- A. MITA shall have the permission and authority to make application for MTF funds for the fiscal year 2025 in anticipation of CMI assigning its rights and obligations under the Winter Service Agreement to MITA beginning October 1, 2024.
- B. Until such assignment is executed, CMI shall retain all rights and obligations of the Winter Service Agreement.
- C. CMI shall retain all rights to receive and distribute MTF funds during the fiscal year 2024.
- D. MITA shall be responsible for properly and timely making application for 2025 MTF funds and ensuring that the funds are secured and dispersed according to the Winter Service Agreement.

**CITY OF MACKINAC ISLAND, By:**

**Dated:** \_\_\_\_\_

\_\_\_\_\_  
MARGARET DOUD, its Mayor

**MACKINAC ISLAND TRANSPORTATION  
AUTHORITY, By:**

**Dated:** \_\_\_\_\_

\_\_\_\_\_  
ANDREW McGREEVY, its Chairperson

## ASSIGNMENT OF AGREEMENT FOR WINTER FERRY SERVICE

Whereas, the City of Mackinac Island (CMI) and Mackinac Island Ferry Company (MIFC) are parties to an Agreement for Winter Ferry Service, dated 10/18/2023 (hereafter referred to as the “Winter Service Agreement”), a copy of which is attached hereto as Exhibit A, and

Whereas, Section 9 of the Winter Service Agreement allows CMI to assign its rights and obligations to the Mackinac Island Transportation Authority (MITA) only to facilitate winter service, through the services of MIFC, under the terms of the Winter Service Agreement and subject to certain terms and conditions.

WITNESSETH, in consideration of the mutual promises and covenants contained herein, the receipt and sufficiency of which is acknowledged by both parties, CMI hereby assigns to MITA CMI’s interests and obligations under the Winter Service Agreement. This Assignment is made subject to the following terms and conditions:

A. All matters of enforcement of and authority under the Winter Service Agreement shall remain with the CMI.

B. MITA shall not compete with the business of MIFC during the term of the Agreement.

C. MITA, and its successors, shall be bound by all terms of the Winter Service Agreement and this Assignment.

D. Any and all obligations relating to the Winter Service Agreement from and after this date shall be assumed and complied with by MITA.

E. CMI shall have the right to unilaterally withdraw and/or revoke this Assignment, and to reinstate all its rights, and obligations under the Winter Service Agreement. Such revocation shall be in the sole discretion of the City Council. Notice of such revocation shall be sent to MITA by first class US mail, and will be effective 7 days after such notice is postmarked.

F. MITA shall have no power to bind the CMI in any contract amendments or new contracts.

G. Grantee MITA may not enter into any additional contract regarding passenger service to/from the City of Mackinac Island, general ferry service, or winter service, without approval of the City Council of the CMI during the Winter Service Agreement or beyond the date the Winter Service Agreement expires.

**CITY OF MACKINAC ISLAND, By:**

**Dated:** \_\_\_\_\_

\_\_\_\_\_  
MARGARET DOUD, its Mayor

ACCEPTANCE

Mackinac Island Transportation Authority accepts the Assignment in accordance with its terms.

**MACKINAC ISLAND TRANSPORTATION  
AUTHORITY, By:**

**Dated:** \_\_\_\_\_

\_\_\_\_\_  
ANDREW McGREEVY, its Chairperson

## AGREEMENT FOR WINTER FERRY SERVICE

AGREEMENT made this 18<sup>th</sup> day of October, 2023, by and between the City of Mackinac Island, hereafter CMI, and Mackinac Island Ferry Company, hereafter MIFC.

WHEREAS, CMI has issued two identical non-exclusive franchises to operate public ferry boat services to and from the City of Mackinac Island, the two franchisees being Shepler's Mackinac Island Ferry and MIFC Mackinac Island Ferry, and

WHEREAS, the franchises granted provide, at Section 5, that every five years CMI would seek proposals from all franchisees for providing winter ferry service for a five (5) year time period, being between November 1<sup>st</sup>, 2013 and April 20<sup>th</sup>, 2018; November 1<sup>st</sup>, 2018 and April 20<sup>th</sup>, 2023; and November 1<sup>st</sup>, 2023 and April 20<sup>th</sup>, 2028, respectively.

WHEREAS, CMI requested proposals for winter service from both franchisees, and received such proposals from Shepler's Mackinac Island Ferry and from MIFC, and

WHEREAS, the Mackinac Island City Council approved the proposal for winter service submitted by MIFC, a copy of which is attached hereto as Exhibit A, conditional upon the execution of a mutual agreed contract between CMI and MIFC, incorporating the terms and conditions contained in Exhibit A and any other matters deemed relevant by either party, and

WHEREAS, the Mackinac Island Transportation Authority ("MITA") was created in 2019 by the CMI to provide funding and resources to insure the safe and reliable winter service transportation of passengers and goods to and from Mackinac Island;

WHEREAS, PA 51 of 1951 ("Act 51") created the Michigan Transportation Fund ("MTF") which directs MTF revenue to state transportation funds and to local units of government including the CMI and the MITA;

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By: *D. Leach*

WHEREAS, although not required by the Michigan Department of Transportation (“MDOT”) nor the MTF, the CMI has requested MIFC voluntarily agree to allow funding flow through the MITA under the terms and conditions of this Agreement;

WHEREAS, the parties intend that this agreement memorialize their respective understanding and agreement relating to winter ferry service to and from Mackinac Island for the time period between November 1<sup>st</sup>, 2023 and April 20<sup>th</sup>, 2028.

WITNESSETH, in consideration of the mutual promises and covenants contained herein, the receipt and sufficiency of which is acknowledged by both parties;

IT IS AGREED as follows:

1. Grant of Franchise for Winter Service. CMI hereby accepts MIFC’s proposal, attached as Exhibit A hereto, and grants to MIFC the exclusive right and obligation, and exclusive contract to operate and provide winter service to and from Mackinac Island during the five-year time period between November 1<sup>st</sup>, 2023 and April 20<sup>th</sup>, 2028, and MIFC hereby accepts the same, subject to the terms and conditions of this agreement. MIFC’s exclusive right and exclusive contract shall not exclude the option for the City to contract with the Mackinac Island Transportation Authority (MITA) to provide winter service through an assignment of this Agreement. Notwithstanding any assignment to MITA, there shall be no changes to this Agreement, including that all matters of enforcement and authority will remain with the CMI, without the consent of CMI and MIFC.

2. Standards of Performance.

A. Vessels and Equipment. MIFC hereby agrees to provide and maintain all of the steel-hulled vessels, docks, parking and other facilities referenced in Exhibit A during the term of this agreement. Any change that would reduce or eliminate any of the steel-hulled vessels, docks,

parking and other facilities identified in Exhibit A must be approved by CMI, said approval to not be unreasonably withheld.

B. Schedule. The winter service schedule of trips provided on Exhibit A shall be maintained by MIFC during the term of this agreement. It is understood that the schedule is dependent on weather and ice conditions and that the schedule does not need to be met when such conditions prevent safe travel operations or undue damage to vessels. MIFC is not obligated to provide service on any day of the winter service schedule when, in the sole judgment of MIFC, acting in good faith, it would be unsafe to provide service because of the weather.

C. Rates. The following schedule of rates shall be maintained during the term of this contract subject only to changes representing cost increases incurred by MIFC that exceed the parties' reasonable expectation and result from conditions beyond MIFC's control. No such increases shall be put in effect without approval of CMI, with said approval not being withheld unreasonably. The parties agree to assume the duty to deal fairly and in good faith on issues involving future rate increases.

Boat Line	Pass/Ticket Type	Price	Food & Ticket
MIFC	Adult Island Resident Pass	\$ 245.00	No
	Child Island Resident Pass	\$ 150.00	No
	Winter Commuter Book - 40 One ways	\$ 640.00	No
	Winter Commuter Book - 20 One ways	\$ 320.00	No
	Summer Commuter Book - 40 One ways	Same as previous winter season	No
	Summer Commuter Book - 20 One ways	Same as previous summer season	No
	Adult - Round trip ticket	Same as previous summer season	Yes
	Child - Round trip ticket	Same as previous summer season	Yes
Sheplers			
	Adult Island Resident Pass	NA	No
	Child Island Resident Pass	NA	No
	Adult Seasonal Commuter Pass	NA	Yes
	Winter Commuter Book - 40 One ways	NA	Yes
	Winter Commuter Book - 20 One ways	NA	Yes
	Summer Commuter Book - 40 One ways	NA	Yes
	Summer Commuter Book - 20 One ways	NA	Yes

D. Island Residents. The term “Island Resident as used in this Agreement means only those individuals that are residents of the City of Mackinac Island and who produce satisfactory documentary evidence of such residence by way of a driver’s license, voter identification card, utility bill, or similar evidence. Alternatively, proof of residence can be established by production of documentary evidence verifying that the individual physically resides on Mackinac Island. The City agrees to support compliance with the “Island Residency” requirement and that the rates applicable to Island Residents and allow MIFC reasonable discretion in its enforcement.

3. Consideration. In consideration of providing winter service, MIFC will receive an annual payment of \$200,000.00. The payment shall be made on a pro-rata basis, payable thirty (30) days after each of the five (5) installment payments of the franchise fee are received by the City during the summer season following each winter season during which MIFC provides services pursuant to this contract. For each year of this contract starting in year two, the annual payment shall be adjusted each year by an

increase equal to any percentage increase in the cost of living for the preceding one year period as reflected in the consumer price index, All Urban Consumers (CPI – U) U.S. City Average published by the Bureau of Labor Statistics of the U.S. Department of Labor. If that consumer price index is subsequently discontinued, the city council may select comparable statistics on the cost of living as they are computed and published by the Federal Government. As of the date of this Agreement, MDOT, through the MTF under Act 51 is providing 50% (\$100,000) of the current consideration (\$200,000.00) being paid to MIFC under this Agreement, which is reimbursed to the City. If, in any year, the City or MITA does not receive the full 50% reimbursement of the then-current consideration, paid to the MIFC under this Agreement, from MDOT, through MTF funding, the difference of what is not received through that funding (up to 50% of the then-current consideration) will be made up by an increase to the Franchise Fee, paid by the Franchise holders equally, in an amount equal to the funding not reimbursed through MDOT and MTF funding. In the event MIFC would like to increase the services provided under this Agreement, the CMI and MIFC (and MITA, should it be involved at that time) may enter into good faith negotiations to determine if such an amendment and potential increase in consideration of the services is in the best interest of all parties.

4. Default. In the event MIFC defaults in any of the provisions of this agreement, CMI shall provide written notice to MIFC identifying the nature of the default and a time period of not more than three (3) days in which to cure said default. Provided however, if the default by MIFC involves a failure to provide or maintain the schedule of services set forth in Exhibit A, the time period to cure said default shall be not more than two (2) days. If the default is not cured within the stated time period, the City may terminate this Agreement.

Notwithstanding any other provision in this paragraph, CMI may terminate this Agreement if there are three or more incidents of default, that occur during a single winter season, that are

subsequently cured by MIFC after receiving written notice of default. Further, CMI may also terminate this Agreement if MIFC becomes the subject of a bankruptcy or receivership proceeding.

MIFC may terminate this Agreement if CMI (a) grants any other contract for winter services, directly or indirectly, and whether through a transportation authority or otherwise, (with the exception provided herein) or (b) ceases to retain jurisdiction over the ferry boat services. In addition, MIFC or the CMI may seek to specifically enforce the terms of this Agreement.

Upon termination of this Agreement, MIFC's annual payment will be pro-rated over the term of the annual service period (165 days) with said payment being limited to the number of days between November 1<sup>st</sup> of a winter service season and the date of default.

5. Insurance. MIFC shall maintain liability insurance at all times during the period in which winter service is provided with policy limits of \$1,000,000.00, and shall provide CMI with proof thereof.

6. Amendment. Any amendment to this Agreement must be in writing executed by both parties.

7. Severability. If any term or provision of this Agreement, which is not in itself material to the transactions contemplated hereby, or the application of any such term or provision to any circumstances shall, to the extent be invalid or unenforceable, the remainder of the Agreement shall not be affected thereby and each term and provision hereof shall be enforced to the fullest extent permitted by law.

8. Binding Effect. This Agreement shall bind the parties, their heirs, executors, personal representatives and assigns.

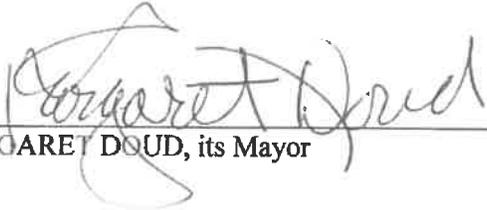
9. Assignment. The CMI may assign its rights and obligations to the MITA only to facilitate winter service, through the services of MIFC, under the terms of this Agreement. Any such assignment shall be subject to the following terms and conditions:

A. All matters of enforcement and authority shall remain with the CMI;

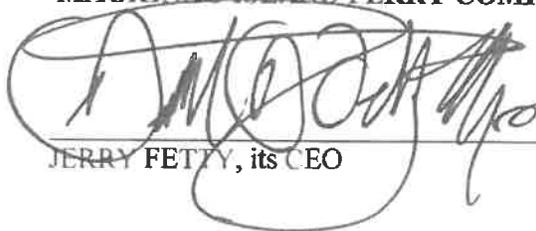
B. In no event shall the MITA compete with the business of MIFC during the term of this Agreement;

C. The MITA, and its successors, shall be bound by the terms of this Agreement.

**CITY OF MACKINAC ISLAND, By:**

  
\_\_\_\_\_  
MARGARET DOUD, its Mayor

**MACKINAC ISLAND FERRY COMPANY, By:**

  
\_\_\_\_\_  
JERRY FETTY, its CEO

**2023 Year End Report for the Mackinac Island Fire Department**

Generally speaking, fire departments do not use the word “routine” very often, However to sum up the year 2023, the MIFD would definitely describe it as routine, No major incidents, no major shake ups, and only some changes in training implemented by the State of Michigan has made any significant impacts on how we operate.

**TRAINING**

The department continues to hold monthly training sessions throughout the year and of course our annual “Detroit Weekend” that takes place the last weekend in February. The state standard is at least 24 hours of training hours for each member, yearly. I am happy to report that attaining that has never been an issue. The firefighters are happy to train and their attendance at these sessions is tremendous. Recently the State implemented another regiment which indicates that all members must meet 8 hours of regimented or documented training every year at other a state held or quantified exercise. We feel our Detroit Weekend meets that standard and therefore we will continue utilizing that program. We continue to train with other agencies such as EMS and Marine Rescue to provide for ease in operations in a joint department incident.

**MEMBERSHIP**

Due to a few members moving on from the Island, our membership has taken a hit. While we are still at decent strength in numbers, certain weekends when members leave the Island, we are getting dangerously low. Fortunately, a Firefighter Academy was started in November, and we have 7 new hires in that class. Unfortunately, we are unable to budget for the travel expense as its not something we know is going to be taught until the last second. Volunteerism across the State and the Nation continues to plague the Volunteer Fire Service. We are fortunate here and we are once again the largest department by membership in the County, perhaps the EUP. Attrition due to age WILL BECOME A PROBLEM SOON.

**AQUISITIONS**

No major acquisitions were acquired this fiscal year. Due to donations in memory of several locals to the Mackinac Island Firefighters Association, the Department through the Association has bought more ice rescue gear.

**CAPITAL OUTLAY**

As has been discussed in the past few reports, our SCBA is needing replacement as its coming to the end of its lifespan. Not an easy acquisition as the cost has soared in recent years. My last estimate to replace all SCBA has now doubled. It is something will soon need to be addressed with the finance committee. Our yearly purchase of turnout gear has worked out great. About 5 years ago the department decided that rather than buy all new gear every 5 years that it would be easier to buy 5 or 6 new sets every year thus relieving the city of a big bill to cover every year.

**FLEET SERVICES**

The fleet is in fine shape. I must note that replacing Squad 2, the pickup truck we keep in the Sunset Forest neighborhood has been a god-send as that truck often responds with 4 or more members and the former truck was only a two door. To that end, an attempt to sell the former truck via bids was unsuccessful as we received no bids. Due to a renewed interest, the department intends to put the unit out for bids again soon. We've been very fortunate that many spot repairs to apparatus and equipment can be done in house as the department employs a lot of handy folks.

**FIRE PREVENTION**

The prevention/inspection division was busy this fall. One incident came with a complaint of a dorm style building with too many safety deficiencies. Marshal Bradley and Inspector Dombrowski inspected the building, and a laundry list of upgrades were passed on to the owner. The Fire Chief, Marshall and Inspector have discussed other buildings that need a check up as ownership is changing hands.

**INCIDENTS**

The following is a breakdown of the 96 responses the MIFD made in 2024:

- False Alarms: 77
- EMS ASSIST 10
- Fires 5
- Severe Weather Incident 1
- Search and Rescue 1
- Elevator Emergency 1
- MVA (motor vehicle accident) 1

Again, a pretty typical year in comparison to the last 15 years. I should note that the MIFD did provide personnel to stand by at several large events including the swim around the Island and the large road race in October.

**LOOKING FORWARD**

The MIFD is pleased to report that currently our training program is strong, our attendance at runs is strong, and most importantly that at the conclusion of the current fire academy, our numbers will once again be strong. Despite these current benchmarks of success, we remain vigilant and consistently re-evaluate our procedures, responses and standard operating procedurs to continue offering the residents and visitors the best we can offer in safety.

Yours in Fire Safety,

Jason St. Onge, Chief of Department  
Mackinac Island Fire Department

**Nancy May, Chair  
Historic District Study Committee  
City of Mackinac Island**

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January 19, 2024

City Council  
City of Mackinac Island  
7358 Market Street  
P.O. Box 455  
Mackinac Island, Michigan 49757

Re: East End Mission Historic District

Dear Mayor and City Council:

I have asked Katie Pereny to provide you with a copy of the Study Committee’s Resolution recommending the adoption of the proposed East End Mission District Historic District, which Resolution includes the Committee’s Report and Map marked Exhibit A and Exhibit B.

At our meeting on January 16, 2024, the Study Committee discussed an option that, if adopted, would move the proposed eastern boundary of the historic district to the west, to exclude from the district the non-contributing building on the eastern border of the proposed district. The Committee elected not to recommend changing the boundary for the following reasons:

- 1 The proposed district now abuts Mission Point, a historic area whether in or out of a district where the historic nature of Mission Point is being respected. To exclude these non-contributing properties would leave a gap between the historic area of the proposed East End Mission District and the historic area of Mission Point.
- 2 This area establishes a district within the existing boundaries of state land on the west and Mission Point to the east.
- 3 The area is further defined by existing streets. Franks is the last N/S street of this residential district, east of downtown.
- 4 Non-contributing buildings are, as you know, included within historic districts and are regulated by the Historic District Commission to assure compatibility with other structures and spaces within a district.

On behalf of my fellow Committee members, I wish to thank you for the opportunity to serve in this important function.

Sincerely,

  
Nancy May

**RESOLUTION MACKINAC ISLAND  
STUDY COMMITTEE REGARDING THE PROPOSED  
EAST END MISSION HISTORIC DISTRICT**

**WHEREAS:**

1. The City of Mackinac Island City Council had designated a historic district study committee the ("Committee") whose members are:
  - Nancy May
  - Sam Barnwell
  - Brad Chambers
  - Mary Dufina
  - Brian Findley
2. The City Council on August 3, 2022 by Resolution No 2022.004, charged the Committee to study a proposed East End/Mission Historic District as more fully set forth in that Resolution.
3. The Committee has over the past several months studied a proposed historic district area for an area described in City Council Resolution 2022.004.
4. The Study Committee working with its historic consultant, Past Perfect, has developed a Study Report for this area, which includes a narrative of the proposed historic district together with a Map identifying the proposed area and identifying contributing and non-contributing resources as shown on the map and discussed in the Study Report. A copy of the Map dated December 2023 is attached and made a part of this Resolution and is marked **Exhibit A**; and the Report entitled "Preliminary Historic District Study Committee Report East End/Mission Historic District City of Mackinac Island Michigan dated December 15, 2023," is made a part of this Resolution and is marked **Exhibit B**.
5. Pursuant to the required notice as set forth in MCL 399.202(2) and Sec 4 of Ordinance No. 443, Chapter 5, the Study Committee held a public hearing on the proposed district on November 2, 2023, and received comments from those in attendance and from those who wrote a letter concerning the proposed district; the hearing was held in person and was made available to the public via Zoom.

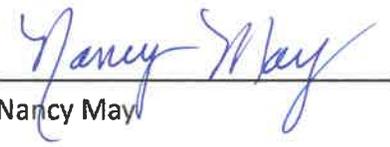
- 6. The Study Committee met on November 10, 2023 and on January 16, 2024, to discuss the Preliminary Study Report and Map and to consider comments received concerning the proposed Report and Map.

**NOW THEREFORE BE IT RESOLVED:**

The Study Committee hereby adopts **Exhibit A** and **Exhibit B** attached to this Resolution as its "Final Report" and recommends the Mackinac Island City Council establish a historic district as set forth in the Final Report to be called the "East End Mission Historic District."

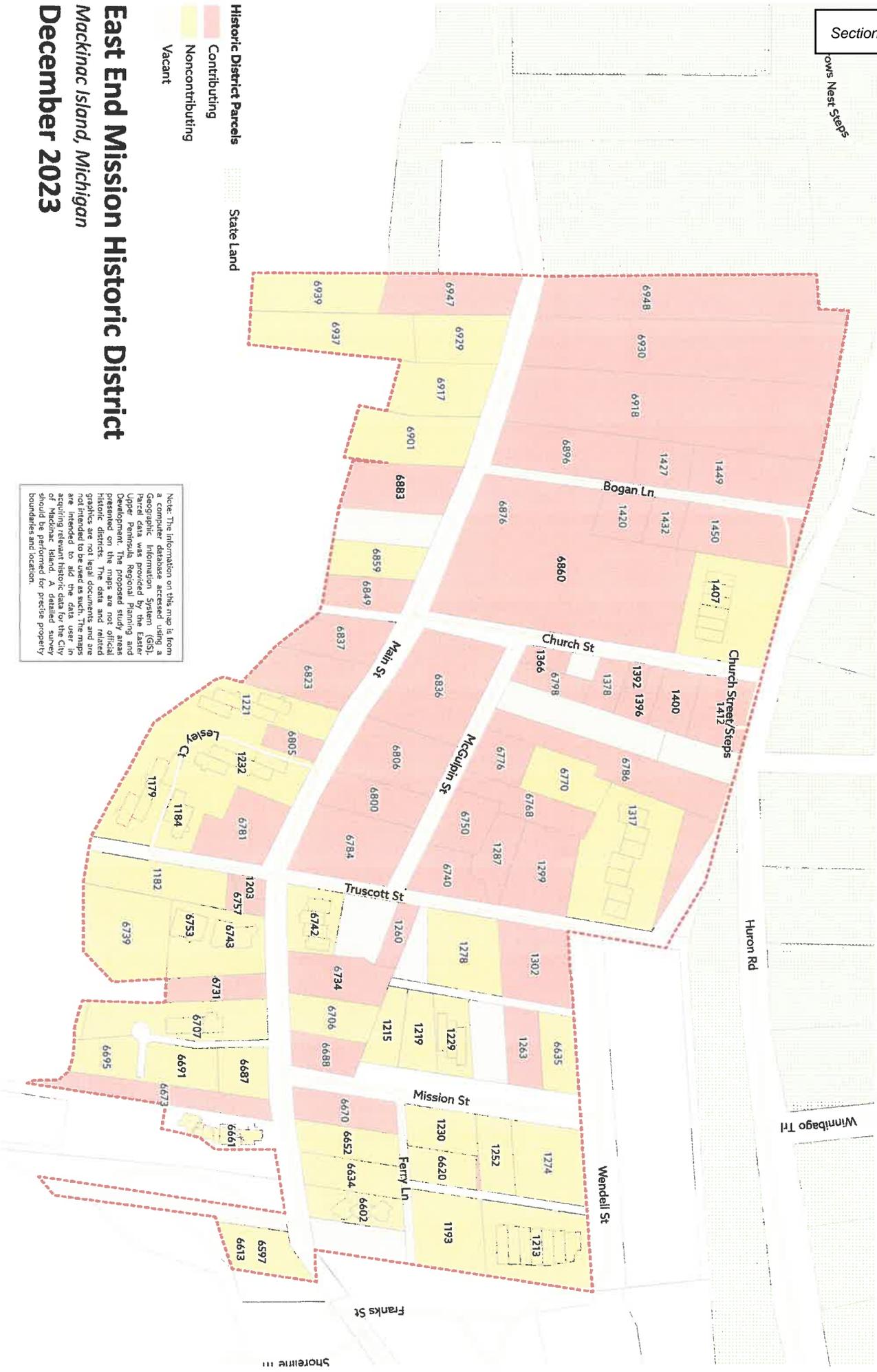
A copy of the Historic District Ordinance, City of Mackinac Island Ord. No. 443, Chapter 5, applicable to this proposed district is on file with the City.

City of Mackinac Island Study Committee

By its Chair   
Nancy May

Date: January 16, 2024

owns Nest Steps



**Historic District Parcels**

- Contributing
- Noncontributing
- Vacant

**State Land**

- State Land

**East End Mission Historic District**  
*Mackinac Island, Michigan*  
**December 2023**

Note: The information on this map is from a computer database accessed using a Geographic Information System (GIS). Parcel data was provided by the Eastern Michigan University Research Center. Development on the maps are not official historic districts. The data and related graphics are not legal documents and are not intended to be used as such. The maps are intended to aid the data user in acquiring relevant historic data for the City of Mackinac Island. A detailed survey should be performed for precise property boundaries and location.

**HISTORIC DISTRICT STUDY COMMITTEE REPORT**

**EAST END MISSION HISTORIC DISTRICT**

**CITY OF MACKINAC ISLAND, MICHIGAN**

**December 15, 2023**

**CHARGE OF THE HISTORIC DISTRICT STUDY COMMITTEE**

On August 3, 2022, the Mackinac Island City Council appointed a committee to study a proposed East End/Mission Historic District. The study area is defined as follows:

On the west, the proposed boundary is the westernmost boundary of the property immediately adjacent to and east of the Island House Hotel property (which is on state-leased land), then proceeding south across Main Street and along the eastern boundary of the state-owned marina property to the water of Haldimand Bay, then proceeding east along the water's edge of Haldimand Bay including docks south of Main Street (M-185/Lakeshore/Huron Street) extending into the bay, to the westernmost boundary of state-owned land located along the water's edge, then continuing northerly along the western boundary of state-owned land and crossing Main Street to follow the western boundary of non-Mission Point owned land just west of Franks Street, north to Wendall Street, then proceeding west along the south side of Wendall Street, then north along the east side of Truscott Street, then proceeding west along the north side of Truscott Street, then west along the south side of Huron Road until Huron Road intersects with state-owned land, then proceeding west along the southern boundary of state-owned land to the point of beginning at the eastern boundary of the property where the Island House Hotel is located (excluding from the above description any state-owned property and the property commonly known as the "Beaver Dock" owned by D and S North Real Estate, LLC). Properties included in the proposed district would include those on both sides of a portion of Main Street, Bogan Lane, Church Street, a portion of Truscott Street, McGulpin Street, Mission Street, Ferry Lane, those properties on the west side of Franks Street, the south side of Wendell Street, a portion of the west and south sides of Truscott Street, and a portion of the south side of Huron Road, as well as properties on both sides of alleys or court streets that are encompassed within these boundaries.

## STUDY COMMITTEE MEMBERS

Sam Barnwell, resident of an existing historic district, and part of a management company as Chief Development Officer for properties within the proposed historic district

Brad Chambers, long time property owner and resident of Mackinac Island

Mary Dufina, year-round resident and business owner for 50 plus years, currently serving on the Planning Commission, Historic District Study Committee and owner of a historic home in West End Historic District.

Brian Findley, former hotel executive and current owner and manager of a bed and breakfast on Mackinac Island, with deep roots in Mackinac Island since childhood, involved in the arts on the island

Nancy May, third generation, life-long resident of Mackinac Island and lives and owns property in the proposed district

Consultants to the Committee - Past Perfect, Inc.

Jennifer Metz, Principal (36 CFR 61, Architectural History)

Rebecca Smith-Hoffman, Principal (36 CFR 61, History)

## INVENTORY

A photographic inventory of the proposed district was conducted between May and August 2022 for the City of Mackinac Island Building Inventory and Reconnaissance Historic Resource Inventory. Additional photographs and reshoots were taken in 2023.

## DESCRIPTION OF THE DISTRICT

The proposed East End Mission Historic District, as described above, located at the eastern end of Mackinac Island, is bordered at the north by the East Bluff, at the west by State Park-owned land, at the east by the Mission Point Resort, and at the south by Lake Huron. The streets in the district generally form a grid. Main Street is the major east-west artery, with five north-south side streets – Bogan Lane, Church, Truscott, Mission and Franklin Streets. McGulpin, Wendall, and Ferry Streets are short east-west streets north of Main Street, with Lesley Court curving between Main and Truscott Streets at the south.

The proposed district is a largely intact, cohesive neighborhood and the resources and buildings as a group reflect various periods of development of historic Mackinac Island. The majority date from the nineteenth century and relate to the eras of resort and early National Park tourism. Those buildings constructed after the period of significance generally fit the scale of the historic structures around them and do not substantially detract from the historic character of the area.

The district contains eighty-four resources representing a variety of uses – hotels, bed and breakfast inns, apartment and condominium buildings, private residences, and three churches. Barns and other out buildings, though few in number, are a distinctive part of the landscape. Important natural features of the district are its extensive canopy of mature trees, the ubiquitous

lilac bushes that are distinctive to the island, colorfully landscaped gardens, and the impressive view scape looking toward Haldimand Bay of Lake Huron.

Although a majority of the historic resources in the district date from the early nineteenth century to the early decades of the twentieth century, there is evidence of eighteenth-century development. The William McGulpin House, built in 1790-91 and now located on Fort and Market Streets, was moved from McGulpin Street in 1982. A sided log house at 6768 McGulpin Street, known as the McGulpin Family House, likely dates from the late eighteenth century as well. It is possible that additional eighteenth century structures could be discovered underneath nineteenth and twentieth century alterations and siding.

There are seven small to medium-sized hotels and bed and breakfast inns: Bay View Bed and Breakfast (6947 Main Street), Inn on Mackinac (6896 Main Street), Harbour View Inn (6860 Main Street), Haan's 1830 Inn (6806 Main Street), the Jacob Wendell House Bed & Breakfast (6734 Main Street), Bogan Lane Inn (1420 Bogan Lane), and the Pine Cottage Bed & Breakfast (1427 Bogan Lane).

There are four small businesses: Mackinac Wheels (6929 Main Street), a bicycle rental and repair shop; Fleurish & Bloom, (6673 Main Street), a flower shop; the Butterfly House and Insect World (6750 McGulpin Street); and the Watercolor Café (6939 Main Street).

Three of the island's five churches are located in the district: The Mission Church (6670 Main Street), Ste. Anne Roman Catholic Church (6836 Main Street), and Mackinac Island Bible Church (6688 Main Street), which is located in a house converted for use as a church.

## ARCHITECTURAL STYLES

The dominant historic styles of architecture of the district relate to the era of the National Park (1875-1895) and resort and early tourism from about 1840 to the halt of construction nationwide in 1941, the year the United States entered into World War II. The majority of the nineteenth century buildings are of frame construction, with gable roofs and front porches.

Facing Main Street, the district's largest and most high-style structures are private residences and tourist hotels, a number of which originally were larger private houses that have been expanded to accommodate a changed use. The houses on the side streets, which are generally smaller and simpler in design, are a mixture of private residences and bed and breakfast inns, particularly on Bogan Lane. Examples of architectural styles popular in the United States from the early nineteenth to the early decades of the twentieth century can be found in the district – Colonial, Greek Revival, Gothic Revival, Queen Anne, and Colonial Revival, as well as vernacular interpretations of these styles. The predominant vernacular house types dating from the 1840s are front-gabled, gable and wing, side-gabled, and cross-gabled, almost always with a front porch (sometimes enclosed). Occasionally houses have simple Queen Anne or Italianate detailing, but most often decorative detail is minimal.

Mission Church (6670 Main Street), completed in 1829, reflects the Colonial style common to New England churches at that time, a heritage brought to Mackinac Island by the Reverend William Ferry, a Presbyterian minister. Ferry and his wife, Amanda, came to the island from Massachusetts as missionaries with the American Board of Commissioners for Foreign Missions in 1823 to establish a school for indigenous children from around the Great Lakes. Ferry's work inspired the founding of a congregation and subsequently the construction of the Mission Church. The restoration of Mission Church in the late 1890s was Mackinac Island's first historic restoration project.

The Lafayette Davis House, now Haan's 1830 Inn (6806 Main Street), and the Jacob Wendell House (6734 Main Street) are fine examples of the Greek Revival style, which was so popular between 1840 and 1860 that it was often known as the "National" style. Another interpretation of the style is the house at 6784 Main Street.

The tower and soaring spire of Ste. Anne Roman Catholic Church (6836 Main Street) provides a distinct visual landmark in the district. The Gothic Revival detailing of this building – its steeply pitched roof, the tall, narrow stained-glass windows, delicate turrets at each corner, and the massive pedimented entry – emphasize the verticality of the Gothic Revival style typical to churches of this period.

Although there are no high-style Italianate Revival buildings in the district, a few vernacular houses have features associated with the style. Thuya Cottage (6948 Main Street) is a vernacular house that has simple Italianate features – overhanging eaves with brackets, window hoods with decorative detailing, and segmental-arch windows at the bay. Another vernacular example is the house at 1412 Church Street, which has changed over time, yet retains the simple Italianate detail of hipped roof with overhanging bracketed eaves.

The Queen Anne style, which came into vogue in the United States in the 1880s, is widely represented in the district, for example: Bay View Bed & Breakfast (6947 Main Street), Bonnie Doone Cottage (6883 Main Street), the Bennett Hotel (6781 Main Street), the Inn on Mackinac (6896 Main Street), LaChance Cottage (6876 Main Street), now part of Harbour View Inn (6860 Main Street), and a Queen Anne style residence (6823 Main Street), as well as the vernacular examples having round porch columns (1420 Bogan Lane), and wrap-around porches (1427 Bogan Lane),

The Colonial Revival style is represented in The Madame LaFramboise House (6860 Main Street), with a two-story Colonial Revival portico added in the 1890s. Ste. Anne Rectory (6837 Main Street) is a smaller example of the Colonial Revival style.

The Great Depression of the 1930s and gas rationing during World War II were not conducive to tourism and devastated the island economy. The hotels, cottages, and most island businesses were closed and there was essentially no construction during this period.

There are examples of mid-twentieth century architecture built after World War II consisting of three ranch houses, two one-story utility-style buildings along the lakeshore (one is now a one-story café and a one-story utility ferry storage building), a former public bathroom (now converted to a bicycle shop), and the four condominium housing buildings along Lesley Court associated with Mackinac College. Lesley Court, consisting of four multi-family buildings, was originally used as facility housing for Mackinac College (now Mission Point Resort). The historic contribution Lesley Court may provide should be determined in conjunction with a any future historic study focusing on the Mission Point Resort campus (formerly Moral Re-Armament and/or Mackinac College).

There are the nine Victorian Revival multiunit apartment/condominiums buildings constructed from the 1960s to the 2000s. One large historic building converted to a condominium building has been so substantially altered that is considered non-contributing (Mapleview, 6661 Main Street).

While the historic buildings in the proposed district have sustained changes over time, some more than others, the majority of the structures retain a relatively high degree of architectural integrity, contributing to the historic sense of place that permeates the island. The post-World War II structures are generally in keeping with the scale, massing, and fenestration detail of their historic neighbors and do not negatively impact those structures.

The vacant lots in the district are indicated on the map as such. While the vacant lots have not been identified in this report as being historically contributing, care should be taken with their development as many were likely previously used by native people and settlers as open lawn or landscapes. Although open area at the water's edge may have once had commercial fishing structures located on them, these were small in scale and did not obstruct the views of the water. Development of these open spaces, many previously on land containing a contributing structure, needs to develop in a manner that is compatible with that structure and the surrounding district.

**RESOURCE LIST - PLEASE SEE SPREADSHEET ATTACHED**

Please note that Main Street is variously referred to as Huron Street, Lakeshore Drive, and M-185. For the purposes of this report Main Street is used.

## COUNT AND PERCENTAGE OF HISTORIC AND NON-HISTORIC RESOURCES

Total Resources - 87

Contributing - 47– Contributing resources account for 54% of the total

Non-Contributing – 40 – 46% of the total

*Please note: the inventory counts single building apartment/condo/rowhouse buildings as one resource (so multiunit buildings are counted as one count per separate building footprint); properties with multiple buildings on one parcel under the same ownership are counted as one resource unless two separate large residences (such as LaChance Cottage and Madame LaFramboise Residence, but a barn or shed is included with the house it is associated with, but even though counted as one resource in the count, there may be multiple contributing resources, structures, landscapes or landscape features, or elements on that property. Historic landscape features of the district are counted as one resource. Generally, the map includes an address number, that is counted as one resource.*

## BOUNDARY DESCRIPTION

On the west, the proposed boundary is the westernmost boundary of the property immediately adjacent to and east of the Island House Hotel property (which is on state-leased land), then proceeding south across Main Street and along the eastern boundary of the state-owned marina property to the water of Haldimand Bay, then proceeding east along the water’s edge of Haldimand Bay including docks south of Main Street (M-185/Lakeshore/Huron Street) extending into the bay, to the westernmost boundary of state-owned land located along the water’s edge, then continuing northerly along the western boundary of state-owned land and crossing Main Street to follow the western boundary of non-Mission Point owned land just west of Franks Street, north to Wendall Street, then proceeding west along the south side of Wendall Street, then north along the east side of Truscott Street, then proceeding west along the north side of Truscott Street, then west along the south side of Huron Road until Huron Road intersects with state-owned land, then proceeding west along the southern boundary of state-owned land to the point of beginning at the eastern boundary of the property where the Island House Hotel is located (excluding from the above description any state-owned property and the property commonly known as the “Beaver Dock” owned by D and S North Real Estate, LLC associated with Mission Point Resort). Properties included in the proposed district would include those on both sides of a portion of Main Street, Bogan Lane, Church Street, a portion of Truscott Street, McGulpin Street, Mission Street, Ferry Lane, those properties on the west side of Franks Street, the south side of Wendell Street, a portion of the west and south sides of Truscott Street, and a portion of the south side of Huron Road, as well as properties on both sides of alleys or court streets that are encompassed within these boundaries.

## BOUNDARY JUSTIFICATION

The boundary is the area of the island to the east of downtown beginning after the Mackinac State Historic Parks-owned protected leased land, south to the water, and east to the multi-building campus of Mission Point Resort, and north to protected state-owned leased land. The proposed district began to develop in the late eighteenth century and continued to grow as the village spread beyond its original boundaries. The district contains eighty-six (87) resources representing a variety of uses – hotels, bed and breakfast inns, apartment and condominium buildings, private residences, three churches, historic landscapes, and three small commercial structures.

To the north of the district is Mackinac State Historic Parks land, to the south is the Lake Huron shore, which is an inseparable part of the district due to its traditional use related to fishing, tourism, and recreation; therefore the boundary extends to the water's edge. To the west is Mackinac State Historic Parks land occupied by the Island House Hotel and to the east is Franks Street, the last north/south street before the Mission Point Resort. Franks Street provides a natural eastern boundary delineating the district from the resort complex, which was originally developed by Moral Re-Armament and later occupied by Mackinac College, prior to its conversion into the Mission Point Resort. The Mission Point Resort is potentially eligible in its own right as a district, as are the island's other large hotel complexes – The Grand Hotel and Stonecliff Hotel. These complexes are defined by various historic contexts and each contains multiple resources.

#### HISTORY OF THE DISTRICT

*Major sources and direct portions for the history include sections from the previous reports on the islands historic contexts taken from the National Historic Landmark update of 1999 (Jane Busch) and the Market and Main (Huron) Historic District Study Report (Jane Busch, Past Perfect, 2011), as well as the Mackinac Island Historic Context Report (Eric Gollanek, Past Perfect, 2011). Please see the bibliography for details.*

Before the first Europeans saw Mackinac Island, it was an important gathering place for the Native Americans, who came there to fish and imbued the island's limestone formations and cliffs with sacred significance. Historical and archaeological evidence suggests that the island's inhabitants have always clustered near Haldimand Bay. In the late seventeenth century, French fur traders and Jesuit missionaries came to the Straits of Mackinac because of its strategic location and because it was already an Indian gathering place. Father Jacques Marquette, accompanying a refugee Huron band, established the first mission on Mackinac Island in 1671. Because the Hurons found the soil was unsuitable for their crops, within the year they moved to the north shore of the straits at Fort DuBuade (later known as St. Ignace) where Marquette reestablished the Jesuit mission.

By the 1680s, St. Ignace was a center of activity for the Jesuits, fur traders, and French soldiers who built Fort DuBuade. The fur traders established a trading pattern that made the Straits of Mackinac the heart of the upper Great Lakes fur trade for 150 years. In 1697, the French government abandoned Fort DuBuade in response to a glut in the European fur market. When French soldiers returned to the straits in 1714, the Jesuits and their followers had moved to the

south shore of the straits, and there the soldiers built Fort Michilimackinac. In 1761 the British took command of Fort Michilimackinac as a result of the Seven Years War.

With the outbreak of the American Revolution, British officials became concerned that the accessible, wood palisade Fort Michilimackinac would not withstand an American attack. In October 1779, the new commander of Michilimackinac, Lieutenant Governor Patrick Sinclair, developed plans to move the fort to Mackinac Island and began negotiations to purchase the island from the Ojibwa and the move began in the winter of 1779–80. As the location for the fort, Sinclair chose the 150-foot bluff overlooking the harbor and south shore, where he located the village. Sinclair knew this left the fort vulnerable to attack from the higher bluff to the north, but it allowed him to protect the village and harbor. The location of the village outside the fort walls, a departure from the situation at Michilimackinac, was intended to enhance military security. Nevertheless, the village had wooden palisade walls of its own on the south, north, and west sides; the bay was on the east. To entice the villagers to move to the island, Sinclair ordered Ste. Anne Catholic Church to be shipped over the ice by oxen-drawn sleds. The church was then located at what is now the corner of Market and Hoban streets, but was later relocated farther west on Haldimand Bay. Other buildings were moved across the ice as well; the William McGulpin House (1575 Fort Street) may have been one of them. Although the British were in command, the civilian population in the village consisted predominantly of French fur traders, their Odawa and Ojibwa wives, and the Métis (mixed-Native and European) offspring.

Although the 1783 Treaty of Paris placed Mackinac Island under the ownership of the United States, American soldiers did not occupy Fort Mackinac until 1796. During this time the population of Mackinac Island grew, expanding beyond the palisade walls of the original village. Reports of the number of buildings in the village between 1796 and 1802 are erratic, ranging from about fifty to eighty-nine. In the winter only about half of the houses were occupied, but the summer population of a thousand or more filled all of the houses and spilled over into teepees. Even after 1796, British merchants continued to control the fur trade, while French and Métis traders conducted most of the actual trading.

Not surprisingly, the early architecture of the village was French colonial in form and construction. Seven of these French colonial log buildings survive on the island today. In 1811, John Jacob Astor's American Fur Company merged with the Montreal Michilimackinac Company, making Astor the first American with a share of the Great Lakes fur trade. Then in July 1812, in the first land action of the War of 1812, the British captured Fort Mackinac. As the westernmost of a line of forts on the border between the United States and Canada, the northernmost fort on the western frontier, and the grand depot for the fur trade, Fort Mackinac was a key defensive post. In December 1814 the Treaty of Ghent ended the war, returning Fort Mackinac to the Americans, who reoccupied the fort in July 1815.

After the war, Astor reestablished Mackinac Island as the American Fur Company's center for interior operations and quickly came to dominate the flourishing fur trade. The scale and complexity of Astor's trading empire was unprecedented. Ramsey Crooks, Astor's partner and general manager, and Robert Stuart, resident manager, supervised the American Fur Company's Mackinac Island operation. Stuart's Federal-style house (7342 Market Street) functioned as the company's administrative headquarters and was an important venue in the social life of

Mackinac Island's upper class. Some independent traders—including Michael Dousman and partners Edward Biddle and John Drew—had headquarters on Mackinac Island as well. The trading pattern was much the same as in the late seventeenth century. During the winter, French Canadian and Métis traders spread through the Great Lakes region trading for furs with Indian trappers. In the summer, traders returned with their pelts to the American Fur Company warehouse (7358 Market Street) on Mackinac Island, where company clerks counted, sorted, graded, and packed the pelts to ship back to New York City. The traders obtained a new supply of trade goods for the next winter's trading. During this summer rendezvous, the island's permanent population of about five hundred grew to about two thousand with visiting traders and trappers as well as Native Americans from many nations who came to do business with the United States Indian Agent.<sup>1</sup>

In the 1830s the decline of the fur trade ushered in a time of change for Mackinac Island. In 1834 Astor sold the American Fur Company to a group of investors led by Ramsey Crooks, who moved the company's inland headquarters west to LaPointe, Wisconsin, reducing though not eliminating, Mackinac's role in the fur trade. Crooks was successful at first, but in 1842 a combination of factors led him to declare bankruptcy. During this time, commercial fishing emerged as the island's primary industry. The 1825 opening of the Erie Canal and the introduction of steamboats on the Great Lakes made travel to the region faster and easier, fostering permanent settlement in the region. Mackinac Island became a fish processing and shipping center for the northern Lake Michigan and Lake Huron region. Schooners and steamers transported the fish to markets in the region's growing villages and cities. Although the island never had the prominence in fishing that it had in the fur trade, the fishing industry provided a strong economic basis for Mackinac until at least the Civil War. A dozen or more new docks were built in the 1840s and 1850s. Leading fish merchants included Michael Dousman, Biddle and Drew, William Scott, Toll and Rice, Bromilow and Bates, and James Bennett. The Bromilow & Bates building (7330 Huron Street) is one of few tangible remnants of the industry. Barrel-making and repair became an important subsidiary industry; more than thirty coopers—many of them from Scotland, Ireland, and Canada—worked on the island in 1850.<sup>2</sup> Among them was the Doud family of coopers from Ireland. The fishermen themselves were mostly Native American and Métis.

Furs and fish were not the only goods shipped through the Straits of Mackinac. It was the primary Great Lakes shipping lane until the development of railroads across Ohio and the water route was the only way for people and goods to get to the growing upper Midwest. Mackinac Island was the key stopping point and freight of all kinds was transshipped from the port on Haldimand Bay. As steamboats became more common, Mackinac functioned as a fueling station, selling wood at first and later coal. As commerce and industry expanded, it remained concentrated in the original village.

Another boost to the island's economy came from the 1836 Treaty of Washington. Under the terms of this treaty, Ojibwa and Odawa Indians sold fifteen million acres of land in Michigan to the United State government in exchange for money, goods, and provisions to be paid over the

<sup>1</sup> Porter, Phil, *Mackinac: An Island Famous in These Regions*, Mackinac Island: Mackinac State Historic Park Commission, 1998, pg. 27.

<sup>2</sup> Porter, *Mackinac: An Island Famous in These Regions*, pg. 35.

next twenty years. The American Fur Company and other island merchants successfully convinced the government to make these distributions on Mackinac Island. Thus each year in late summer approximately four thousand Ojibwa and Odawa came to Mackinac Island to receive their annuities in cash, goods, and provisions. The construction of the county courthouse on Market Street in 1839 testifies to Mackinac Island's continuing importance as the county seat for all of the Upper Peninsula and the northern part of the Lower Peninsula.

The arrival of Mackinac Island's first tourists in the 1830s contributed to the diversification of the island's economy. Travelers were beginning to seek resorts that offered scenic beauty, not just healthy water and air as was the custom earlier. The Romantic Movement introduced a new appreciation for the beauty of nature and wilderness landscapes, bringing tourists to places like Niagara Falls and the Catskill Mountains. Mackinac Island combined the health advantages of the lakeshore with the rugged beauty of the wilderness. A number of writers visited the island in the 1830s and 1840s, including Harriet Martineau, Alexis DeTocqueville, Anna Jameson, Margaret Fuller, and William Cullen Bryant. Their published descriptions of Mackinac Island helped to popularize the island as a tourist destination. The steamboats that were being used to transport fish and furs made it easier for visitors to come to Mackinac Island, although it was still a journey, and island businesses were just beginning to cater to the tourist trade. In 1837, the Mission House (just outside the East End Mission District) was converted into the island's first hotel; the Island House (adjacent to the East End Mission District at the west) was built in 1852; and the Lake View House (downtown) opened in 1858. A horse-drawn omnibus offered tours of natural and historic sites as early as the 1840s, and shops in town began carrying "Indian curiosities" such as baskets, corn husk dolls, woven mats, and birch bark containers of maple sugar. The East End Mission District saw private housing and rooming house development increase during this era.

By 1850, Mackinac Island's permanent population had grown to 956. Immigrants came from New England and New York. Twelve African-Americans (some formerly enslaved) came from Kentucky and Virginia. A growing number of islanders were foreign-born, coming from England, Scotland, Canada, Belgium, Prussia, Germany, and Holland. The largest group of immigrants came from Ireland—pushed by the potato famine that brought more than one million Irish to America and pulled by the opportunities in the island's fishing industry. By 1850 the Irish constituted almost 20 percent of the island's population.<sup>3</sup>

After the Civil War, Mackinac Island quickly rose to prominence as one of the most popular resorts in the Midwest. Improved transportation was the key to bringing more visitors to the island. In 1875 the Grand Rapids and Indiana Railroad completed a railroad line to Petoskey, where travelers could board a steamer to Mackinac Island. In 1882 both the Grand Rapids and Indiana Railroad and the Michigan Central Railroad completed railroad lines to Mackinaw City, where ferry boats were available to complete the short trip to the island. In the same year, the Detroit and Cleveland Steam Navigation Company began regular service to Mackinac Island. Vacationers in this era continued to seek a healthy and inspiring environment, but there was an increasing emphasis on recreation. Scenic views and limestone formations, historic sites from the War of 1812, the harbor that still sheltered sailboats and Indian canoes, the quaint old French houses in the village, and Fort Mackinac itself all offered diversions for tourists. In his 1875

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<sup>3</sup> Porter, *Mackinac: An Island Famous in These Regions*, pg. 41.

guide book to Mackinac Island, John Disturnell described the village as “a perfect curiosity.” Disturnell recounted many of the island’s Indian legends, an important part of Mackinac’s attraction. In the guidebook’s business directory, four stores list Indian curiosities along with their dry goods, groceries, and provisions.<sup>4</sup> There was a growing compliment of boarding houses and hotels to accommodate the increased tourism at this time as well.

The island’s importance as a resort was solidified with the establishment of America’s second national park on Mackinac Island in 1875. The national park, which encompassed about fifty percent of the island (generally inland and north of downtown), gave new purpose to Fort Mackinac, which had long ceased to have strategic importance as a frontier or border post. Now the fort commandant served as the park superintendent, responsible for enforcing rules and regulations, building roads and trails, collecting and disbursing park funds, and leasing lots for cottages. On the west side of the island, Hubbard’s Annex was platted in 1882 as Mackinac Island’s first cottage resort community, followed by the first cottages on the east and west bluffs. The increased services required by visitors and wealthy cottagers alike aided the growth of the island’s overall economy. When a partnership of railroad and steamship lines built the Grand Hotel in 1887, Mackinac Island entered the category of fashionable resort where Newport, Rhode Island, and Saratoga Springs, New York, set the standard. The wealthy elite of Chicago, Detroit, and other cities came to stay at the Grand; others built large and elaborate cottages on the bluffs. The east bluff cottages, on state-leased land, are located on the bluff rising behind the proposed East End Mission District.

Mackinac Island faced a crisis in the 1890s when the army decided to close Fort Mackinac and sell the national park. Secretary of War Daniel Lamont believed that the government should not be responsible for maintaining a summer resort for wealthy people. Islanders successfully lobbied Congress to transfer the national park to the state of Michigan, and in 1895 the country’s second national park became Michigan’s first state park, administered by the newly appointed Mackinac Island State Park Commission. Mackinac Island continued to grow and prosper as a resort, as evidenced by the predominance of late nineteenth- and early twentieth-century buildings on the island today. The village experienced substantial development to the northeast and west of its original boundaries, but that development consisted of private residences, as well as a few hotels and large boardinghouses. Commercial buildings were confined to the original village limits, where restaurants, gift shops, hotels, and candy stores replaced the quaint French buildings that had enchanted earlier visitors. Private homes were increasingly converted to boardinghouses and hotels.

The island was modernized with electricity, running water, and telephones, along with telephone poles, a coal-burning electric plant, and a water-pumping station. When the first automobile appeared in the village in 1898, the islanders drew the line. The village council banned automobiles on village streets, and in 1901 the park commission banned automobiles in the park. As is often the case, the disappearance of the island’s historic buildings generated interest in their history. Residents and cottagers wrote books on Mackinac Island history and erected historical monuments. In 1895, a group of islanders restored the Mission Church (located in the Mission District), recognizing its importance for its age and history to the island. In 1905, the Park

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<sup>4</sup> J. Disturnell, *Island of Mackinac and Its Vicinity*, 1875; reprint, Cheboygan, Michigan,: C.W. Page, 1977.

Commission opened Marquette Park in the former soldiers' garden below the fort, and in 1909 dedicated the bronze statue of Father Marquette that still stands in the park.

The tourism-based prosperity that began on Mackinac Island in the late nineteenth century continued through the 1920s. During World War I, however, new construction slowed, and it diminished further in the 1920s. The Grand Hotel was an exception—an addition was built in 1912, a golf course in 1917, and in the 1920s a fifth floor was added and an outdoor swimming pool constructed. Certainly, this was evidence of wealth continuing to flow to Mackinac Island. Another indicator was Mackinac Island State Park's acquisition of several hundred acres during the 1920s. After World War I, a steadily growing number of visitors travelled to the island by auto instead of by railroad or steamboat. Two of Michigan's improved highways, the East and West Michigan Pikes, met in Mackinaw City in 1922. The following year the state began operating an automobile ferry across the straits from Mackinaw City to St. Ignace, although road development had a greater impact on mainland tourism than on the island. In an effort to lure more auto tourists from the mainland, state park Superintendent Frank Kenyon proposed an auto garage on Mackinac Island where people could leave their cars while they toured the island, but it never came to fruition. Although illegal automobiles occasionally appeared on the island, and the ordinances prohibiting automobiles were challenged, they were not overturned.

The Great Depression slowed resort life on Mackinac Island. In the 1930s, tourism dwindled to a trickle, stores on Huron Street were vacant, some cottages on the bluffs were boarded up and overgrown, and the Grand Hotel came close to bankruptcy. A measure of relief came from federal and local public programs. The Civilian Conservation Corps undertook landscaping projects, repaired buildings at Fort Mackinac, reconstructed Fort Holmes, and built the Boy Scout barracks. Under the Federal Public Works Act, an airport landing strip was built near the center of the island. Works Projects Administration (WPA) funds were used to hire Grand Rapids architect Warren Rindge to prepare a detailed historical and architectural report on the island's historic buildings.

The City of Mackinac Island initiated a local public works program when it created the Park and Harbor Commission in 1941. By selling revenue bonds, the Park and Harbor Commission raised funds to promote tourism and to undertake a number of civic improvements. These included buying and restoring the American Fur Company warehouse and Stuart House, building public bathrooms, and resurfacing the Arnold Line dock. The Depression extended through World War II on Mackinac Island, as wartime travel restrictions continued to limit tourism, and the relief provided by New Deal projects came to a halt.

When tourism recovered after World War II, it took on a different character than in the years before the Depression. The summer resort of the 1920s essentially continued a late Victorian lifestyle in late Victorian buildings, but the lifestyle of the 1950s was different. The United States economy was booming, and Michigan—led by the auto industry—was especially prosperous. A new state tourism campaign was designed to draw vacationers to northern Michigan. Automobiles were now the most common mode of travel to Mackinac Island, though the final stretch was still by ferry (or occasionally airplane), and on the island transportation was by foot, bicycle, or horse. When the Mackinac Bridge opened in 1957, it brought even more automobile tourists to the straits region. It was so much faster and easier to reach the island that

day trips became popular. Economic recovery meant that empty stores, homes, and hotels were reoccupied.

Mackinac Island's tourist-based economy has continued to grow since the 1960s – today sources indicate approximately one to 1.2 million people visit the island each year. There has been infill development in the village and some large-scale development on other parts of the island, including new construction in the Mission District area. Yet history, more than ever, is a key element in Mackinac Island's appeal. Today the state park encompasses at least 83 percent of the island. Fort Mackinac, which has been systematically restored to its late nineteenth-century appearance, is a premier attraction. The state park commission has acquired and restored many of the island's most important historic buildings, including the Edward Biddle House, the Mission Church, the Indian Dormitory, the Mission House, and the William McGulpin House. The hotels and cottages that once were modern and fashionable are now historic and fashionable. The East End/Mission District still retains a high-level of historic integrity and sense of place. The proposed East End Mission Historic District flanks the downtown to the east as a compliment to the West End Historic District at the west of downtown Mackinac Island.

## **SIGNIFICANCE OF THE DISTRICT**

Michigan's Local Historic District Act, PA 169 of 1970, as amended, requires local historic district study committees to be guided by the evaluation criteria for the National Register of Historic Places in evaluating the significance of historic resources. The act also requires study committees to be guided by criteria established or approved by the Michigan State Historic Preservation Office (Section 3(1)(c)). In 2022, the State Historic Preservation Office issued criteria that elaborate on historic district boundary determinations and single resource districts.

In accordance with these legal documents and guidelines, the study committee has determined that the East End/Mission Historic District is significant under National Register Criterion A, for its association with historical events that have contributed significantly to the history of Mackinac Island, the State of Michigan, and the United States; and under Criterion C, for its embodiment of the distinctive characteristics of architectural types, periods, and method of construction. The areas of significance are architecture, entertainment/recreation, ethnic heritage, and religion.

## **PERIOD OF SIGNIFICANCE**

The period of significance is from 1790, the likely date of the known log structures in existence in the district to 1941 and the commencement of the United States involvement in World War II. While there are mid-twentieth century buildings over fifty years old in the historic district the Study Committee does not feel they represent the predominant era of the development and identity of the east end of the island or the historic character of the island. The majority of the historic properties in the proposed district are multi-storied nineteenth century houses, large

rooming houses and hotels with similar materials and architectural elements - wood siding, gabled roofs, and front porches.

**The National Register Criteria**

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

**Criteria A: That are associated with events that have made a significant contribution to the broad patterns of our history.**

Mackinac Island as a whole has been designated a National Historic Landmark for its outstanding significance as a military outpost, fur trade depot, and - since the mid-nineteenth century – one of the country’s premier tourist destinations. The development of the East End/Mission District has been overshadowed by more conspicuous development in the original village and the cottages of the west and east bluffs, yet the East End/Mission District plays an integral role in the history of Mackinac Island as a densely-developed area that contains a large percentage of the island’s historic resources. The major themes of Mackinac Island history are reflected in the district’s buildings, from the log houses of the fur traders and the simple vernacular houses of the workers in the fishing industry, to the fine large houses, cottages, hotels and rooming houses developed during the tourism era of the late nineteenth century to the Great Depression. There are examples of structures associated with equestrian activity so important to the island, as well as two significant historic church buildings.

Select examples include: (please see inventory forms as well)

6768 McGulpin Street - McGulpin Family House, Fur Trade/log construction, c. 1790

6670 Main Street - Mission Church, Religion, 1829

6836 Main Street - Sainte Anne Catholic Church, Religion, 1874/1890

1260 Truscott Street – Barn, Equestrian Use, c. 1860

6781 Main Street - Bennett Hotel, Tourism, c. 1890

6860 Main Street – Madame LaFramboise House, Fur Trade, 1842

1427 Brogan Lane - Pine Cottage Inn, Commerce, 1870

6734 Main Street - Jacob Wendell House, Commerce, 1846

**Criteria C: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.**

The East End/Mission Historic District contains representative types of the island’s residential architecture. At least one French colonial log building survives in the district on McGulpin Street. These rare, historic structures contribute to Mackinac’s national significance. The William McGulpin House (moved from McGulpin Street to Fort Street in 1982) dates from 1790-91; as does likely its former neighboring log house at 6768 McGulpin Street, known as the

McGulpin Family house. An original portion of the Madame La Framboise House, now Harbour View Inn, (6860 Main Street) built in 1820 is of sided log construction.

The Mission Church (6670 Main Street) and Ste. Anne's Church (6836 Main Street) and Rectory (6837 Main Street) represent religious architecture of the nineteenth century. A fine Greek Revival example is the Lafayette Davis House (6806 Main Street), now Haan's 1830 Inn.

There are many examples of well-preserved two-story, front-gabled vernacular houses – the most common type of early nineteenth century house on the island. Bayview Bed and Breakfast (6947 Main Street), Bonnie Doone Cottage (6883 Main Street), the Bennett Hotel (6781 Main Street) are representative of the Queen Anne style. Other architectural styles popular during the period can be found in the Italianate Vernacular of Thuya Cottage (6948 Main Street), and the Colonial Revival portico added in the 1890s to the Madame LaFramboise House/Harbour View Inn (6860 Main Street), and Sainte Anne's Rectory (6837 Main Street).

As a group, the East End Mission Historic District is a dense neighborhood that includes examples of nineteenth century cottages, year-round homes, boarding/rooming houses, hotels, and churches of historic significance that flanks the island and the downtown to the east end of downtown as the West End Historic District neighborhood does to the west.

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PHOTOGRAPHS March 2023  
All photographs taken by Jennifer Metz



Photo 1. Looking East down Main toward the Mission District



Photo 2. 6948 Main Street, c. 1850.



Photo 3. 6849 Main Street.



Photo 4. Saint Anne's Church, 6836 Main Street



Photo 5. Saint Anne's Rectory, 6837 Main Street



Photo 6. Harbour View Inn, formerly Madame Laframboise House, 6860 Main Street

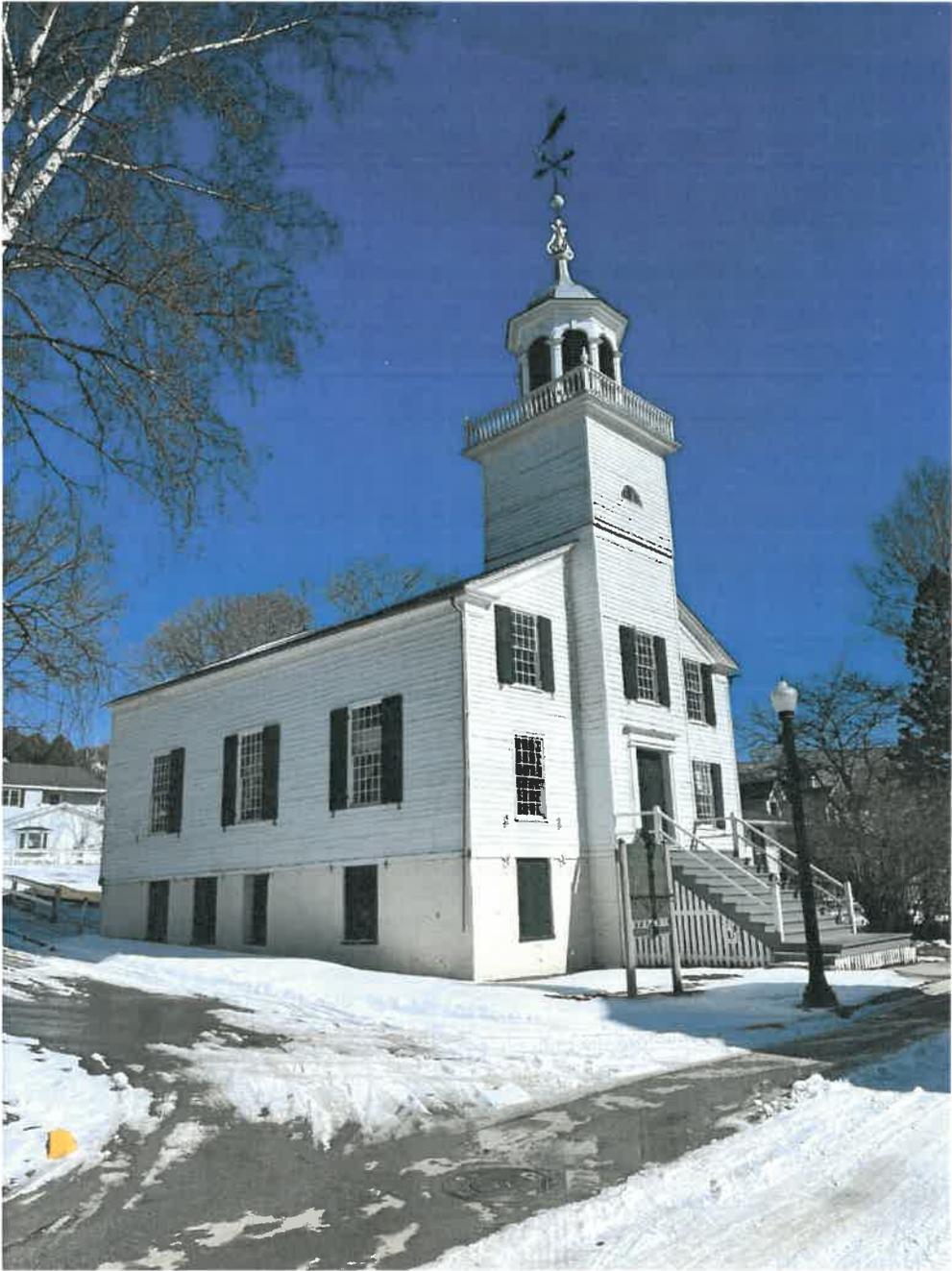


Photo 7 – Mission Church, 1829, 6670 Main Street



Photo 8. Jacob Wendell House, 6734 Main Street



Photo 9 – 6784 Main Street



Photo 10 – 6823 Main Street



Photo 11 – The east end of Mackinac Island and Mission District from the bay.

## RESOLUTION MACKINAC ISLAND STUDY COMMITTEE REGARDING THE PROPOSED SMALL POINT COTTAGE HISTORIC DISTRICT

**WHEREAS:**

1. The City of Mackinac Island City Council had designated a historic district study committee the ("Committee") whose members are:  
  
Nancy May  
  
Sam Barnwell  
  
Brad Chambers  
  
Mary Dufina  
  
Brian Findley
  
2. The City Council on August 3, 2022 by Resolution No 2022.004, charged the Committee to study a proposed East End/Misson area which included an area known as the Mission District and Small Point Cottage, as more fully set forth in that Resolution.
  
3. The Committee has over the past several months studied a proposed historic district area for an area described in City Council Resolution 2022.004.
  
4. The Study Committee working with its historic consultant, Past Perfect, has developed a Study Report for the Small Point Cottage area, which includes a narrative of the proposed historic district together with a Map identifying the proposed area as shown on the map and discussed in the Study Report. A copy of the Map approved by the Committee on January 16, 2024 is attached and made a part of this Resolution and is marked **Exhibit A**; and the Report entitled "Historic District Study Committee Report Small Point Cottage Historic District City of Mackinac Island Michigan dated January 2024," approved by the Committee on January 16, 2024, is made a part of this Resolution and is marked **Exhibit B**.
  
5. Pursuant to the required notice as set forth in MCL 399.202(2) and Sec 4 of Ordinance No. 443, Chapter 5, the Study Committee held a public hearing on the proposed district on January 16, 2024, and received comments from those in attendance concerning the

proposed district; the hearing was held in person and was made available to the public via Zoom.

- 6. The Study Committee met on January 16, 2024, to discuss the Preliminary Study Report and Map and to consider comments received concerning the proposed Report and Map.

**NOW THEREFORE BE IT RESOLVED:**

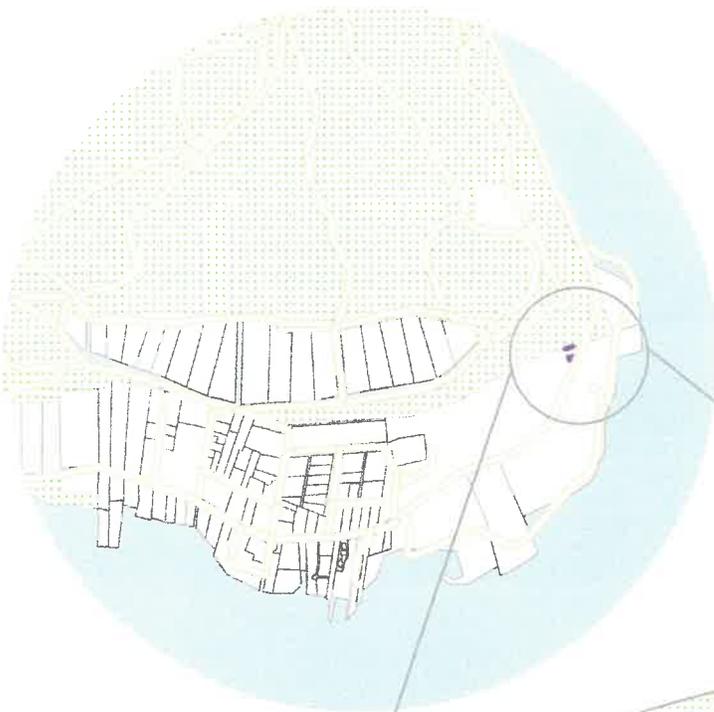
The Study Committee hereby adopts **Exhibit A** and **Exhibit B** attached to this Resolution as its "Final Report" and recommends the Mackinac Island City Council establish a historic district as set forth in the Final Report to be called the "Small Point Cottage Historic District."

A copy of the Historic District Ordinance, City of Mackinac Island Ord. No. 443, Chapter 5, applicable to this proposed district is on file with the City.

City of Mackinac Island Study Committee

By its Chair   
Nancy May

Date: January 16, 2024



Note: The information on this map is from a computer database accessed using a Geographic Information System (GIS). Parcel data was provided by the Eastern Upper Peninsula Regional Planning and Development. The proposed study areas presented on the maps are not official historic districts. The data and related graphics are not legal documents and are not intended to be used as such. The maps are intended to aid the data user in acquiring relevant historic data for the City of Mackinac Island. A detailed survey should be performed for precise property boundaries and location.



**Legend**

-  Small Point Historic District
-  Roads
-  State Land
-  Parcels



HISTORIC DISTRICT STUDY COMMITTEE REPORT

SMALL POINT COTTAGE  
CITY OF MACKINAC ISLAND, MICHIGAN  
January 2024

HISTORIC DISTRICT  
STUDY COMMITTEE REPORT

SMALL POINT COTTAGE  
CITY OF MACKINAC ISLAND, MICHIGAN  
JANUARY 2024

CHARGE OF THE HISTORIC DISTRICT STUDY COMMITTEE

On August 3, 2022, the Mackinac Island City Council appointed a committee to conduct a study of the proposed Small Point Cottage Historic District, located at 6220 Main Street, Mackinac Island.

STUDY COMMITTEE MEMBERS

- Sam Barnwell, Mackinac Island property owner and business manager
- Brad Chambers, Mackinac Island property and business owner
- Mary Dufina, Mackinac Island property and business owner, member of Mackinac Island Planning Commission
- Brian Findley, Mackinac Island property and business owner
- Nancy May, Mackinac Island property and business owner
- Past Perfect, Inc.
  - Jennifer Metz, Principal (36 CFR 61, Architectural History)
  - Rebecca Smith-Hoffman, Principal (36 CFR 61, History)

STUDY AREA BOUNDARY DESCRIPTION

The Small Point Cottage Historic District comprises 7400 square feet containing the lot occupied by the Small Point Cottage, which is adjacent at the east of Mission Point Resort along Main Street (M-185).

HISTORIC RESOURCES

The proposed district contains one contributing historic resource, a two-story Gothic Revival style cottage constructed c.1870s; 100% of the district resources are contributing to its historic significance.

DESCRIPTION OF PROPOSED HISTORIC DISTRICT

The proposed historic district is a single resource district located on Mission Point at the southeastern end of Mackinac Island. Small Point Cottage (now Small Point Bed & Breakfast) is generally bounded by the base of the East Bluff with forest to the north and east, Main Street (M-185) at the south, and the Mission Point Resort at the west.

BOUNDARY JUSTIFICATION

The historic district boundary includes Small Point Cottage and the 7400 square foot lot upon which it sits.

## STATEMENT OF SIGNIFICANCE

As Mackinac Island historian Phil Porter aptly observed, the Great Lakes Native Americans were Mackinac Island's first summer residents.<sup>1</sup> About 700 years before Europeans arrived on the island, the semi-nomadic people of the region that came to the island for the summer season to fish considered Mackinac a sacred place of great spiritual importance. Archaeological and historical evidence suggests that the island's inhabitants have always clustered near Haldimand Bay.

The first European to come to Mackinac Island was the Jesuit missionary, Father Jacques Marquette, who arrived in 1670 with a Huron band displaced by the Iroquois Wars. Marquette briefly established a mission on the island, which was moved within a year to the north shore of the straits, where it became the permanent mission of St. Ignatias Loyola (now the city of St. Ignace). In 1683, the mission was fortified by the French and Fort DuBuade garrisoned.

By the 1680s, Fort DuBuade had become a base of activity for the Jesuits, fur traders, and the French soldiers that garrisoned the fort. In addition to the Jesuit mission, the community consisted of the cabins of French traders, as well as Odawa and Huron villages. The Straits of Mackinac was the heart of the trading pattern of the upper Great Lakes fur trade for 150 years.

In 1701, a depleted treasury due to the Iroquois Wars, a glut on the European fur market, and Jesuit complaints about Antoine de la Mothe Cadillac, the commander of Fort DuBuade, resulted in the revocation of fur-trading privileges and the abandonment of the fort by the French. When French soldiers returned to the straits in 1714, the Jesuits and others had moved to the south shore of the straits, and there the soldiers built Fort Michilimackinac. The Treaty of Paris in 1763 ended the French and Indian War/Seven Years War between Great Britain and France and their respective allies. Under that treaty France ceded all its territories in North America to the British, who then took command of Fort Michilimackinac.

With the outbreak of the American Revolution, British officials became concerned that the accessible, wood palisade of Fort Michilimackinac would not withstand an American attack. In October 1779, the new commander of Michilimackinac, Lieutenant Governor Patrick Sinclair, decided to relocate the fort to Mackinac Island, negotiated the purchase of the island from the Ojibwa, and began the move in the winter of 1779–80. Sinclair chose to locate the fort on the 150-foot bluff overlooking the harbor and south shore, with the village to be sited at the harbor. This plan left the fort vulnerable to attack from the higher bluff to the north, but it provided protection for both the village and harbor. The location of the village outside the fort walls, a departure from the situation at Michilimackinac, was intended to enhance military security. The village had wooden palisade walls of its own on the south, north, and west sides, with Haldimand Bay at the east. To encourage the villagers to move to the island, Sinclair ordered Ste. Anne Catholic Church to be shipped over the ice by oxen-drawn sleds. The church was then located at what is now the corner of Market and Hoban streets (it was later relocated farther west on Haldimand Bay). Other buildings were moved across the ice as well; the William McGulpin House (1575 Fort Street) may have been one of them. Although the British were in command,

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<sup>1</sup> Porter, Phil. *Mackinac, An Island Famous in These Regions*, p. 4.

the civilian population of the village consisted predominantly of French fur traders, their Odawa and Ojibwa wives, and their Métis offspring.

Although the 1783 Treaty of Paris ending the American Revolution placed Mackinac Island under the ownership of the United States, British soldiers continued to occupy Fort Mackinac until the Jay Treaty of 1796 resolved issues remaining from the Treaty of Paris. During this time the population of Mackinac Island grew, expanding beyond the palisade walls of the original village. Reports of the number of buildings in the village between 1796 and 1802 vary, ranging from between fifty to eighty-nine. In the winter only about half of the houses were occupied, but the annual summer population of a thousand or more filled all of the houses and spilled over into tepees. Even after 1796 when the Americans took possession of the island, British merchants continued to control the economics of the fur trade, while French and Métis conducted most of the actual trading.

Not surprisingly, the early architecture of the village was French colonial in form and construction. Seven of these French colonial log buildings related to the fur trade survive on the island today. In 1811, John Jacob Astor's American Fur Company merged with the Montreal Michilimackinac Company, making Astor the first American with a share of the Great Lakes fur trade. As the westernmost of a line of forts on the border between the United States and Canada, the northernmost fort on the western frontier, and the grand depot for the fur trade, Fort Mackinac was a key defensive post.

In July 1812, in the first land engagement of the War of 1812, the British with their Canadian and Native American allies landed on the island at the site now known as "British Landing" and the outnumbered American garrison surrendered without a fight. The British maintained control, defeating an American attempt to recapture the island in August 1814. The Treaty of Ghent, signed December 24, 1814, ended the war and returned the island to the Americans, who reoccupied Fort Mackinac in July 1815.

After the war, Astor reestablished Mackinac Island as the base for the American Fur Company's interior operations and quickly came to dominate the flourishing trade. The scale and complexity of Astor's trading empire was unprecedented. Ramsey Crooks, Astor's partner and general manager, and Robert Stuart, resident manager, supervised the American Fur Company's Mackinac Island operation. Stuart's Federal-style house (7342 Market Street) functioned as the company's administrative headquarters and was an important venue in the social life of Mackinac Island's upper class. Some independent traders—including Michael Dousman and partners Edward Biddle and John Drew—had headquarters on Mackinac Island as well. The trading pattern was much the same as in the late seventeenth century. During the winter, French, Canadian, and Métis traders spread through the Great Lakes region trading for furs with Indian trappers. In the summer, traders returned with their pelts to the American Fur Company warehouse (7358 Market Street), where company clerks counted, sorted, graded, and packed the pelts for shipment to New York City, and the traders obtained a new supply of trade goods for the next winter's trading. During this summer rendezvous, the island's permanent population of about five hundred grew to about two thousand with visiting traders and trappers, as well as

Native Americans from many nations, who came to do business with the United States Indian Agent.<sup>2</sup>

In the 1830s, the decline of the fur trade ushered in a time of change for Mackinac Island. In 1834, Astor sold the American Fur Company to a group of investors led by Ramsey Crooks, who moved the company’s inland headquarters west to LaPointe, Wisconsin, reducing although not eliminating, Mackinac’s role in the fur trade. Crooks was initially successful, but in 1842 a combination of factors led him to declare bankruptcy.

To replace the fur trade some independent fur traders turned to fishing. Commercial fishing soon became the primary industry of the island, where a processing and shipping center for the northern Lake Michigan and Lake Huron region developed. Schooners and steamers transported the fish to markets in the region’s growing villages and towns. Although the island never had the prominence in fishing that it had in the fur trade, the industry provided a strong economic basis until the Civil War. A dozen or more new docks were built in the 1840s and 1850s. Leading fish merchants included Michael Dousman, Biddle and Drew, William Scott, Toll and Rice, Bromilow and Bates, and James Bennett. The Bromilow & Bates building (7330 Huron Street) is one of few tangible remnants of the industry. Barrel-making and repair became an important subsidiary industry; more than thirty coopers—many of them from Scotland, Ireland, and Canada—worked on the island in 1850.<sup>3</sup> Among them was the Doud family of coopers from Ireland. The fishermen themselves were mostly Native American and Métis.

Furs and fish were not the only goods shipped through the Straits of Mackinac, which became a primary Great Lakes shipping lane. Prior to the development of railroads across Ohio, the water route was the only way for people and goods to reach the growing upper Midwest. Mackinac Island was the key stopping point and freight of all kinds was transshipped from the port on Haldimand Bay. As steamboats became more common, Mackinac functioned as a fueling station, selling wood at first and later coal. As commerce and industry expanded, it remained concentrated in the original village.

Another boost to the island’s economy came from the 1836 Treaty of Washington. Under the terms of this treaty, the Ojibwa, Odawa, and Chippewa nations sold fifteen million acres of land in Michigan to the United State government in exchange for money, goods, and provisions to be paid over the following twenty years. The American Fur Company and other island merchants successfully convinced the United States government to make these distributions on Mackinac Island. The yearly distributions in late summer brought approximately four thousand Ojibwa, Odawa and Chippewa to the island to receive their annuities in cash, goods, and provisions. The construction of the county courthouse on Market Street in 1839 testifies to Mackinac Island’s continuing importance as the county seat for all of the Upper Peninsula and the northern part of the Lower Peninsula.

The 1825 opening of the Erie Canal and the introduction of steamboats on the Great Lakes made travel to the region faster and easier, fostering increasing permanent settlement in the region, as well as bringing the first Euro-American tourists to the island. The arrival of the early tourists

<sup>2</sup> Porter, Phil, *Mackinac: An Island Famous in These Regions*, pg. 27.

<sup>3</sup> Porter, *Ibid.*, pg. 35.

contributed to the diversification of the economy. Intrepid travelers were beginning to seek resorts that offered scenic beauty, not just healthy water and air as was the custom earlier.

The prose and poetry of the Romantic Movement encouraged a deepened appreciation for the beauty of nature and wilderness landscapes, popularizing places like Niagara Falls and the Catskill Mountains. Mackinac Island, which combined the health advantages of the lakeshore with the rugged beauty of the wilderness, drew a number of writers to the island in the 1830s and 1840s, including Harriet Martineau, Alexis De Tocqueville, Anna Jameson, Margaret Fuller, and William Cullen Bryant. Their published descriptions helped to popularize the island as a tourist destination. The steamboats that were being used to transport fish and furs enabled travel to the island, although it was still a challenging journey. At this time island businesses catering to the tourist trade began to develop. The early tourists were either very adventurous or very rich, since travel largely remained a luxury until after the Civil War.

Mission Point, an area on the eastern end of the island generally between the Franks Street jetty and Robinson's Folly, saw early development when William Ferry, a Presbyterian minister, and his wife, Amanda, arrived on the island in 1823 as missionaries. The couple built Mission House in 1825 as a boarding school to educate indigenous children from the Great Lakes region, and where they also lived. Ferry held church services at Mission House until the construction of the Mission Church in 1829. Due to financial difficulties, the school and church closed and the Ferry family moved to Grand Haven, Michigan in 1837.\*

Edward Franks purchased the vacant Mission House in 1849, added a third story to the building, and opened the island's first tourist hotel. Operated by the Franks family as the Mission House Hotel, it housed visitors until 1939, when it was sold and converted to a rooming house. Other hotels soon opened on the eastern part of the island; the Island House was built in 1852 and the Lake View House opened in 1858. A horse-drawn omnibus offered tours of natural and historic sites as early as the 1840s, and shops in town began carrying "Indian curiosities."

Once the railroads reached upper Michigan following the Civil War, Mackinac Island became a well-known summer resort noted for its natural beauty, historic charm, and healthy climate. The creation of Mackinac Island as the country's second National Park by the United States Congress in 1875, three years after Yellowstone National Park was established, was intended to preserve and protect the island's unique historic character and natural beauty.

In 1881, the Michigan Central Railroad reached Mackinaw City, followed a year later by the Grand Rapids & Indiana Railroad. The Detroit & Cleveland Steam Navigation Company also began running its steamers on the Great Lakes in 1882. Once transportation provided easy and relatively inexpensive access, tourists came to the island in greater numbers to enjoy a day trip or a longer stay in the growing number of hotels. Well-to-do visitors often arrived via their private yachts.

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\* Mission House and Mission Church were individually listed in the National Register of Historic Places in 1971. Both buildings are owned and operated by the Mackinac Island State Historic Parks.

The tourist boom prompted the construction of hotels and boarding houses, as well as a growing interest in private summer cottages. In 1882, Gurdon Hubbard of Chicago provided the first large-scale opportunity for the construction of summer cottages when he divided property he had purchased in 1855 into one hundred twenty-nine building lots. *Hubbard's Annex* soon featured elegant summer cottages, as well as a private park and a communal dining hall.

The War Department, which oversaw the management of the National Park, also viewed summer tourists as an opportunity. Land flanking the fort on the East and West bluffs was surveyed and lots were platted to lease for building sites in 1885. That year three large cottages were built on the East Bluff, with the first cottage constructed on the West Bluff the following year. By 1891, all the lots on both bluffs had been leased. The War Department exercised strict control over building construction. Plans had to be submitted to the park superintendent, who forwarded them to be approved by the office of the Secretary of War.<sup>4</sup> Income from the leases was used to construct and maintain roads around the island.

The well-to-do owners of these cottages, who brought their families, servants, horses and carriages to summer on the island in style, conducted a lively social season based around the Grand Hotel that opened in 1887. These cottages still stand as well-preserved examples of nineteenth century resort architecture.

#### SMALL POINT COTTAGE HISTORY

##### *Alanson Sheley*

The biography of Alanson Sheley (1809-1892) is that of the typical “self-made” man of American legend. He grew up on his grandfather’s farm in Albany New York. At age 16 he took a raft of timber down the St. Lawrence River to be sold when he reached Quebec. While in his teens Sheley apprenticed to a stonemason and builder, eventually becoming employed in Canada. In 1831, he came to Detroit to ply his trade. The following year he was appointed by the United States government to supervise the construction of a stone lighthouse at Thunder Bay on Lake Huron, which is still standing. In 1834, he was the contractor for the construction of the First Presbyterian Church of Detroit, of which he was a lifelong member.

Detroit was an early center of anti-slavery activity prior to the Civil War and in 1837 the Detroit Anti-Slavery Society was founded to advocate for the end of slavery and to oppose the efforts of southern slave owners to recapture freedom-seekers who had escaped to Detroit. Alanson Sheley was a charter member of this organization and served on its executive committee.<sup>5</sup>

Sheley married Ann Elizabeth Drury (1811-1894) in 1835, the same year he became the general manager of the Black River Steam Mill & Lumber Company. When the company closed twenty year later, he entered into partnership as one of the firm of the wholesale and retail drug company, Jacob S. Farrand & Company, which sold first aid kits to the Union army during the

<sup>4</sup> Witter, Keith. *Mackinac National Park, 1875-1895*, pg. 18.

<sup>5</sup> Farmer, Silas. *The History of Detroit and Wayne County and Early Michigan*, pg. 346.

Civil War. The firm later became Farrand, Sheley & Company, then Farrand, Williams & Company, and eventually became part of the Rexall Drug Company.

Over his lifetime Sheley served the City of Detroit and State of Michigan in various official capacities, including two terms in the state senate. He was also a director of the First National Bank of Detroit, the Michigan Mutual Life Insurance Company, and the Detroit Fire and Marine Insurance Company. He had extensive real estate holdings in Detroit and Port Huron, as well as pine lands in northern Michigan.

Sheley was a director of and shareholder in the Detroit and Cleveland Steam Navigation Company. Although the company began offering overnight service between Detroit and Cleveland in 1850, regular trips to Mackinac did not begin until 1882; the company’s elegant steamer, the *City of Mackinac*, made its maiden voyage to the island in 1883. In 1886, Detroit and Cleveland joined with the Michigan Central Railroad and the Grand Rapids and Indiana Railroad to form the Mackinac Island Hotel Company. Detroit and Cleveland was the prime mover of the project, hiring Detroit architects Mason & Rice to design the Grand Hotel.<sup>6</sup>

Sheley was familiar with the island, having spent summers camping there. In July 1877, he purchased 320 acres of land on Mission Point, named for the Protestant mission that operated there from 1823 to 1837. Sheley’s land ran generally along the island’s east bluff and encompassed an area between the Mission House Hotel and Robinson’s Folly, below which Small Point Cottage is now located.

On this land Sheley had constructed one of the first large summer cottages on the island - the Gothic Revival style Cedar Point Cottage. The *Detroit Free Press* reported that the cottage was built in sections in Chicago and assembled on the site.<sup>7</sup> He hired William Byrd of Detroit<sup>8</sup> to build a second nearly identical cottage for his grandsons, Alanson, Stanley, and William Brooks and Emory Clark, between Cedar Cottage and the Mission House Hotel. This cottage later became known as Small Point Cottage.

The society pages in both the *Detroit Free Press* and the *Detroit News* regularly mention Sheley, and his family, and later his grandsons and their families, as among the many members of Detroit society who “took the steamer to Mackinac Island” for the summer season. The Sheleys were well-known for their generous hospitality and their entertainments were regularly mentioned in the society pages. The August 15, 1891 issue of the *Detroit Free Press* featured a lengthy article about Sheley’s 82<sup>nd</sup> birthday celebration at Cedar Cottage, including the names of all the guests.<sup>9</sup> The obituary of Sheley’s great-granddaughter, Margaret Brooks Goodenough VanDusen mentions her memories of the cottage: “In many ways Mackinac Island remained her heart’s home throughout life. Every year of her youth, she returned to Cedar Point, the first summer cottage on the island, built by her grandfather Alanson and Ann Sheley.”<sup>10</sup>

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<sup>6</sup> *The Detroit Free Press*, 2 August 1886, pg. 5.  
<sup>7</sup> *The Detroit Free Press*, 26 August 1934, pg. 38.  
<sup>8</sup> Per Brian Findley, owner, Small Point Bed & Breakfast.  
<sup>9</sup> *The Detroit Free Press*, 15 August 1891, pg. 3.  
<sup>10</sup> Obituary: Margaret B. Van Dusen, 2011.

*The Gothic Revival Style*

Alanson Sheley may have been inspired to build in the Gothic Revival style by Bela Hubbard, a fellow Detroit real estate developer, whose daughter Zaidée married Sheley’s grandson, Alanson Brooks. In 1856, Hubbard engaged Alexander Jackson Davis (1803-1892), the country’s leading Gothic Revival architect during the 1840s and 1850s, to design a house on his eighteen-acre Detroit estate, *Vinewood*.<sup>11</sup> Hubbard convinced his brother-in-law, John C. Braughman, to also commission Davis to design a house for himself nearby. Both houses reflected the picturesque Gothic Revival style that was Davis’ specialty, sited in a naturally designed landscape. Unfortunately, both houses have been demolished.

Alexander Jackson Davis, along with his friend and colleague, Andrew Jackson Downing, designed several Gothic Revival style cottages, as well as large manor houses and grounds, in Central New York beginning in the 1840s. Various interpretations of the style remained popular until the early 1880s. A subtype known as Carpenter Gothic, which applied the Gothic Revival style to wood-framed and sided buildings, was popularized by *Cottage Residences*, the 1842 pattern book by Downing and Davis. This and other pattern books inspired the creativity of local carpenters and builders around the country. The subtype is distinguished by the use of board and batten siding, decorative bargeboards, jig-sawn detailing, pointed-arch windows, and a steeply pitched roof, along with a steep central gable and a one-story porch.

Although Cedar Cottage has been lost, Small Point Cottage, which was nearly identical, survives as a late example of the Carpenter Gothic subtype, exhibiting the most striking elements of the style.

The prominent steeply pitched central gable is flanked by smaller steeply pitched dormers, each with a raised decorative motif over square-topped windows. Dormers have a lace-like crown finial. The central gable has elaborately detailed cross-bracing and is topped by a decoratively turned finial. From a distance it appears like the crown of a wedding cake. Beneath the central gable are a pair of pointed, double hung windows.

The board and batten siding reinforces the strong verticality of the structure, with diagonal stick work that foreshadows the Stick style. A raised wrap-around front porch has square posts and spindles; flattened arches below the fascia have cut-out detailing. Side elevations have two, double-hung pointed-arch windows with small steeply pitched dormers above them, as well as attic dormers with pitched roofs. A two-story addition at the rear was constructed in 1906-07 to accommodate bathrooms. A one-story ell at the rear has a shed roof.

After the deaths of Alanson Sheley and his wife, Ann Elizabeth, in 1892 and 1894 respectively, Cedar Point Cottage went to the grandsons. Alanson, Stanley, and William Brooks owned Cedar Cottage, and Emory Clark owned the secondary cottage.

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<sup>11</sup> “Proposed Hubbard Farms Historic District Final Report,” pg. 3.

*Subsequent Ownership*

By 1934, the three Brooks grandsons had died and Cedar Point was inherited by William Brooks' daughter, Margaret Brooks Goodenough (1913-2011). She continued to own the cottage and land until it was sold to the Moral Re-Armament (MRA) organization c. 1955.

At some point Emory Clark sold the second cottage to the Faren family (date of sale unknown) and it became known as Faren Cottage. According to Brian Findley, current owner of Small Point Bed & Breakfast, Keith and Nancy Borgenson purchased the cottage in 1937. Reverend Norman Schwab, who purchased the cottage in 1948, named it Small Point Cottage, having recently sold the family's house in Small Point, Maine. The cottage became the Schwab's year-round residence.

In 1959, Schwab donated the land on which the cottage stood to the Moral Re-Armament (MRA) group for the construction of a film studio as part of the organization's development of its headquarters and conference center and the cottage was slated for demolition.

Moral Re-Armament was founded in England by American Lutheran minister Frank Buchman in 1938 to provide a religious response to the growing militarism of the 1930s. Following World War II, the influence of MRA spread and it soon became an international right-wing moral and spiritual movement

Mrs. Henry Ford, a personal friend of Mr. Buchman, suggested Mackinac Island as an ideal place for the MRA summer conference planned for 1942. Mrs. Ford personally contacted Michigan Governor Murray van Wagoner to arrange for the use of the Island House, which became the group's first conference center. In the following years, a number of other island buildings acquired or leased for MRA use included Mission House, Bennet Hall, Stonecliffe, Bonnie Doon, Chateau Beaumont, Pine Cottage, La Chance Cottage, Maple View, and other houses near Mission Church.<sup>12</sup>

The increasing popularity of its conferences led MRA to acquire property on Mission Point to construct permanent headquarters and a conference center. All of the existing structures east of Mission House were demolished, except Small Point Cottage. Between 1955 and 1965 MRA constructed nine new buildings on the site.

*Moving Small Point Cottage*

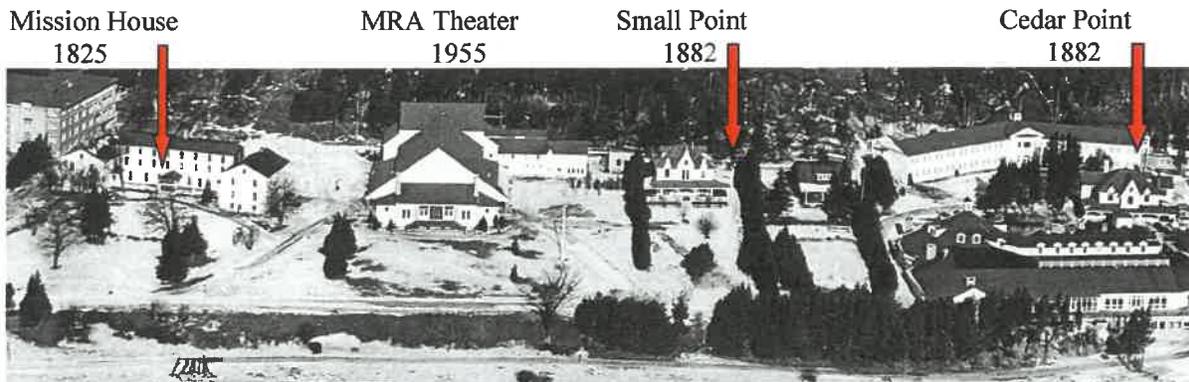
Public outcry against the demolition of Small Point Cottage resulted in MRA moving the cottage. "Small Point was placed on wheels and moved . . . down to the Lakeshore road, and back toward the eastern tip of the island where it now rests at the foot of the huge bluff known as 'Robinson's Folly'."<sup>13</sup> (See photographs below).

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<sup>12</sup> Hadden, Frances Roots. "An Informal History of Mackinac Island," Mackinac State Parks Archive

<sup>13</sup> Hadden, Frances Roots. Ibid.

The photograph below shows the Sheley cottages still standing on Mission Point in 1958, where MRA buildings already surround Cedar Point Cottage.<sup>14</sup>



Small Point’s wrap-around porch was removed to facilitate the move. At the new site the cottage was placed on a concrete block foundation and basement, and a new porch was constructed. The wrap-around porch duplicates the original, but it is somewhat shorter at the sides. The backdoor was removed at the time of the move, but current owners intend to replace it. In 2018, the retaining wall behind the cottage was completely reconstructed to protect Small Point from erosion.

*Subsequent Ownership, Post-move*

The MRA continued to own Small Point Cottage until deeding it in 1965, along with its headquarters and the Mission House, to Mackinac College, a private co-educational liberal arts college connected to MRA, which opened in 1966. The first class of freshmen students used the MRA *Peter Howard Memorial Library* (demolished) as classrooms until college facilities were completed. Small Point Cottage was initially intended to be used as the Chancellor’s residence, but was instead used for faculty housing and a student coffee house. Twenty-nine students were awarded Bachelor of Arts degrees in June 1970, and the college closed soon after due to financial difficulties.

The following year Mackinac College sold the property to television evangelist Rex Humbard’s *Cathedral of Tomorrow*. Humbard’s efforts to revive the college and to operate a resort were not successful and he ceased operations in 1973. At this time the Mission House, which had been used by Mackinac College as a dormitory, was purchased from Humbard by the Mackinac State Parks Commission.

John and Lois Findley initially rented Small Point Cottage when they moved to Mackinac Island in 1971 to teach at the school for a year. When the cottage was offered for sale in 1973, they purchased it from Humbard. As their children left home, the Findley’s began to rent bedrooms to

<sup>14</sup> By Spcorcoran - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=31251442>

tourists, which eventually lead to the creation of the Small Point Bed & Breakfast in 1978. Their son and daughter-in-law, Brian and Christina Findley continue to operate the business.

The MRA headquarters and conference center, which occupied much of the property owned by Alanson Sheley, now form part of the Mission Point Resort complex.

SIGNIFICANCE

Michigan’s Local Historic District Act, PA 169 of 1970, as amended, requires local historic district study committees to be guided by the evaluation criteria used for the National Register of Historic Places in evaluating the significance of historic resources. The act also requires study committees to be guided by a criteria established or approved by the Michigan State Historic Preservation Office (Section 3(1)(c)). In 2022, the State Historic Preservation Office issued criteria that elaborate on historic district boundary determinations and single resource districts.

In accordance with these legal guidelines, the study committee has determined that the Small Point Cottage Historic District is significant under National Register Criterion C, for its embodiment of the distinctive characteristics of an architectural type, period, and method of construction.

The historic structures and resources on Mackinac Island generally fall within these time periods and contexts - Island settlement and patterns of trade and tourism (pre-1870); Island Resorts and Parks (1870-1930); Mid-century tourism and investment at Mackinac (1930-1973).

The proposed Small Point Cottage Historic District is significant under Criterion C in the area of architecture as a fine interpretation of the Carpenters Gothic subtype of the Gothic Revival style, and a rare example of the style on the island. It is further significant as a well preserved example of the grand resort architecture that developed in the late nineteenth century for which the island is so well-known in the context of Island Resorts and Parks (1870-1930).

The proposed district maintains six of the seven aspects of integrity: design, setting, materials, workmanship, association, location, and feeling. The cottage was moved from its original location in 1959 to save it from demolition to make way for the construction of a film studio as part of the Moral Re-Armament (MRA) headquarters and conference center (now the Mission Point Resort). The current site of the cottage abuts the east border of the resort and occupies part of the original plot of land purchased by Alanson Sheley in 1877 and is similar in general feel to the cottage’s original location.

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Photographs of moving Small Point Cottage are from the collection of Brian Findley



Cottage in original location.

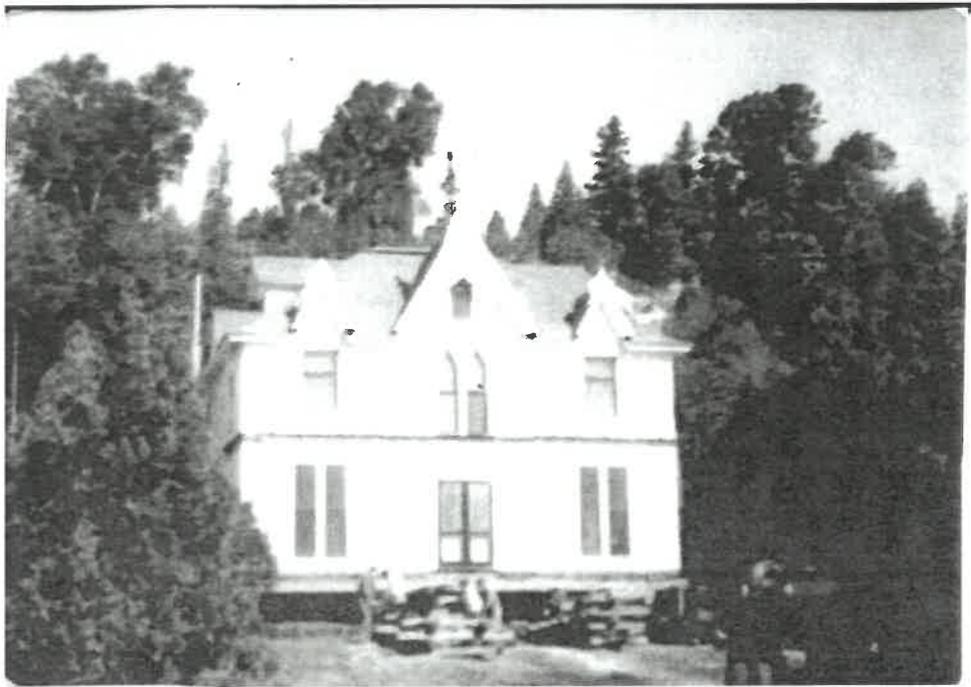
Truck used to move cottage can be seen in foreground.



Cottage in process of move.



Rear elevation of cottage.



Cottage in original location



Permit No. 24-004

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: By The Bay Glass Permit Fee: waived  
 Contact Name: Doug Berg Date: 1/11/24  
 Address: 2676 Cass Rd Ste C City: Traverse City  
 State: MI Zip: 49684 Fax#: 231-932-9565  
 Phone #: 231-932-2700 Email Address: btbglass@att.net  
 Work Site: Biddle Pointe  
 Reason Vehicle is Needed: improvements / work @ Pump Station  
 Vehicle Description: Ford Transit Van  
Make Model/Description  
 Proposed Starting & Ending Date: 1/17/2024-1/17/2024 Total Days of Usage: 1  
 What Boat Line & Dock: Arnold Freight -> Coal Dock  
 Proposed Travel Route: Main Street to Biddle Pointe

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: Samantha Velt Date: 1/11/24

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** cityofmi.org for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.11.2024</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.11.2024</u>	Approved: _____	Denied: _____
By: <u>M. Doud</u>		
Comments: <u>preapproved by M. Doud 1/11/24</u>		

(11/8/2018)

Permit No. 24-005/T24-001

Section XI, Itemh.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Franklin Holwerda Company Permit Fee: Waived-DPW

Contact Name: Doug Holt - Franklin Holwerda Company Date: 1-23-2024

Address: 2509 29th Street SW City: Wyoming

State: MI Zip: 49519 Fax#: 616-538-2797

Phone #: 616-538-3231 Email Address: dholt@franklinholwerda.com

Work Site: 3134 Stone Cliff Road

Reason Vehicle is Needed: Tooling for Clarifier Repairs for Jack Stack.

Vehicle Description: 2018 Chevy Silverado & American Hauler Trl. Pickup Truck & 16' Trailer E736819  
Make Model/Description

Proposed Starting & Ending Date: 2/5/24 through 2/7/24 Total Days of Usage: 2 - 3

What Boat Line & Dock: Arnolds British Landing

Proposed Travel Route: 185 to Stonecliff

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature:  Date: 1/23/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

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**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1-23-2024 Fee Received: Waived - Ck #: ---

Date of Action on Application: 1-24-24 Approved: --- Denied: --- By: Council

Comments: ---

Permit No. 23-196 - Extension <sup>90 day</sup>

\$375.00

Section XI, Item. <sup>20 days</sup>

x 3 months

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Harborview Custom Builders The Inn at Stonecliffe Permit Fee: \$1,125.00

Contact Name: Rob Trombley Ben Horn Date: 14 JAN 24

Address: 126 S Fulton St City: Petoskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-838-8230 734-657-7949 Email Address: rhtrombley@charter.net

Work Site: The Inn at Stonecliffe

Reason Vehicle is Needed: Health, safet, welfare of contractors. Move heavy objects, unload drays

Vehicle Description: Skytrak CAT TL642C  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing (Currently on Site)

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Road, British Landing Rd  
Annex Rd, Stonecliffe Rd, Cudahy Circle

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: [Signature] Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

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**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
**Phone:** 906-847-3702 **Fax:** 906-847-6430 **Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.17.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

(11/8/2018)

Permit No. 23-254 - 90 day extension

- 5 vehicle permits -

#475 per 30 days  
Per location  
#1,425 per location  
for 90 days  
x 2

Section XI, Itemj.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Hoffman Landscaping The Inn at Stonecliffe Permit Fee: \$2,850.00

Contact Name: Mark Hoffman Ben Horn Date: 14 JAN 24

Address: 2023 B Mitchell St City: Petoskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-347-9854 734-657-7949 Email Address: jhls@gmail.com benhorn@yahoo.com

Work Site: The Inn at Stonecliffe/Manor V

Reason Vehicle is Needed: Landscaping Inn at Stonecliffe & Manor V

Vehicle Description: 2000 International Dump Truck BC18453  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Rd, British Landing Rd, Annex Rd  
Stonecliffe Rd, Forest Dr, Cudahy Circle

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Applicants Signature: [Signature] Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

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**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
**Phone:** 906-847-3702 **Fax:** 906-847-6430 **Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.17.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: 1 Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

(11/8/2018)

\$ 450 per 30 days

\$ 1,350 per 90

Section XI, Itemj.

Permit No. 23-253 - 90 day Extension

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

x 2 locations

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Hoffman Landscaping The Inn at Stonecliffe Permit Fee: \$ 2,700.00

Contact Name: Mark Hoffman Ben Horn Date: 14 JAN 24

Address: 2023 B Mitchell St City: Petoskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-347-9854 734-657-7949 Email Address: ihls@gmail.com benlhorn@yahoo.com

Work Site: The Inn at Stonecliffe/Manor V

Reason Vehicle is Needed: Landscaping Inn at Stonecliffe & Manor V

Vehicle Description: 2015 Takeuchi Front End Loader TW-65  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Rd, British Landing Rd, Annex Rd  
Stonecliffe Rd, Forest Dr, Cudahy Circle

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature:  Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.17.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: <input checked="" type="checkbox"/>	Denied: <input type="checkbox"/> By: <u>Council</u>
Comments: _____		

(11/8/2018)

Permit No. 23-252 - 90 day Extension \$375 per 30 days \$1,125 per 90

Section XI, Itemj.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT** X2 Locations  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Hoffman Landscaping The Inn at Stonecliffe Permit Fee: \$2,250.00

Contact Name: Mark Hoffman Ben Horn Date: 14 JAN 24

Address: 2023 B Mitchell St City: Petoskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-347-9854 734-657-7949 Email Address: jhls@gmail.com benhorn@yahoo.com

Work Site: The Inn at Stonecliffe/Manor V

Reason Vehicle is Needed: Landscaping Inn at Stonecliffe & Manor V

Vehicle Description: Takeuchi Excavator TB-260  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Rd, British Landing Rd, Annex Rd  
Stonecliffe Rd, Forest Dr, Cudahy Circle

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature:  Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.17.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_ Denied: \_\_\_ By: Council  
Comments: \_\_\_\_\_

(11/8/2018)

Permit No. 23-251 - 90. day Extension

\$375 per 30 days  
\$1,125 per 90

Section XI, Itemj.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT** X2 locations  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Hoffman Landscaping The Inn at Stonecliffe Permit Fee: \$2,250.00

Contact Name: Mark Hoffman Ben Horn Date: 14 JAN 24

Address: 2023 B Mitchell St City: Peloskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-347-9854 734-657-7949 Email Address: jhs@gmail.com benhorn@yahoo.com

Work Site: The Inn at Stonecliffe/Manor V

Reason Vehicle is Needed: Landscaping Inn at Stonecliffe & Manor V

Vehicle Description: Chevy 3500 Duely  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Rd, British Landing Rd, Annex Rd  
Stonecliffe Rd, Forest Dr, Cudahy Circle

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Applicants Signature: [Signature] Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1:17:24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1:24:24</u>	Approved: _____	Denied: _____
By: <u>Council</u>		
Comments: _____		

(11/8/2018)

Permit No. 23-416 - 90 day Extension

\$475.00 per 30 days  
\$1,425 per 90 days

Section XI, Itemj.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT** x2 locations  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Hoffman Landscaping The Inn at Stonecliffe Permit Fee: \$2,850.00

Contact Name: Mark Hoffman Ben Horn Date: 14 JAN 24

Address: 2023 B Mitchell St City: Petoskey

State: MI Zip: 49770 Fax#: \_\_\_\_\_

Phone #: 231-347-9854 734-657-7949 Email Address: jhs@gmail.com benhorn@yahoo.com

Work Site: The Inn at Stonecliffe/Manor V

Reason Vehicle is Needed: Landscaping Inn at Stonecliffe & Manor V

Vehicle Description: 1987 International Dump Truck Bc18453  
Make Model/Description

Proposed Starting & Ending Date: 15 JAN - 15 APR 2024 Total Days of Usage: 90 days

What Boat Line & Dock: Arnold Freight-British Landing

Proposed Travel Route: State Dock, M-185, British Landing Rd, State Rd, British Landing Rd, Annex Rd  
Stonecliffe Rd, Forest Dr, Cudahy Circle

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: [Signature] Date: 14 JAN 24

**Applications will not be submitted to City Council for approval until the fee is received.**

Please visit: [cityofmi.org](http://cityofmi.org) for council dates & times  
Mailing address: City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
Phone: 906-847-3702 Fax: 906-847-6430 Email: [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.17.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

(11/8/2018)

(5V+2T)

Section XI, Itemk.

Permit No. 24-006

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)**

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Olsen + Olsen Building Contractors, Inc. Permit Fee: \_\_\_\_\_

Contact Name: Steve Olsen Date: 1/18/2024

Address: 720 Deer Street City: Mackinac

State: Michigan Zip: 49854 Fax#: (906) 341-3386

Phone #: (906) 341-3550 Email Address: olsenbld75@gmail.com

Work Site: Milliken Nature Center at Arch Rock

Reason Vehicle is Needed: Construction Work

Vehicle Description: Dodge 2011 Pickup truck  
Make Model/Description

Proposed Starting & Ending Date: January 29-30, 2024 Total Days of Usage: 2

What Boat Line & Dock: Arnold freight

Proposed Travel Route: British Landing to Arnold's City Coal Dock

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: [Signature] Date: 1/18/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

Please visit: [cityofmi.org](http://cityofmi.org) for council dates & times

Mailing address: City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

Phone: 906-847-3702

Fax: 906-847-6430

Email: [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.22.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: _____	Denied: _____
Comments: _____	By: <u>Council</u>	

(11/8/2018)



Permit No. 24-008

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)**

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Olsen + Olsen Building Contractors, Inc. Permit Fee: \_\_\_\_\_

Contact Name: Steve Olsen Date: 1/18/2024

Address: 720 Deer Street City: Manistigue

State: Michigan Zip: 49854 Fax#: (906) 341-3386

Phone #: (906) 341-3550 Email Address: olsenbld75@gmail.com

Work Site: Milliken Nature Center at Arch Rock

Reason Vehicle is Needed: Construction Work

Vehicle Description: terex 636 Fork Lift  
Make Model/Description

Proposed Starting & Ending Date: January 29 - 30, 2024 Total Days of Usage: 2

What Boat Line & Dock: Arnold freight

Proposed Travel Route: British Landing to Arnold's City Coal Dock

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: [Signature] Date: 1/18/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

Please visit: [cityofmi.org](http://cityofmi.org) for council dates & times  
Mailing address: City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
Phone: 906-847-3702 Fax: 906-847-6430 Email: [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.22.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

Permit No. 24-009

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)**

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Olsen + Olsen Building Contractors, Inc. Permit Fee: \_\_\_\_\_

Contact Name: Steve Olsen Date: 1/18/2024

Address: 720 Deer Street City: Manistigue

State: Michigan Zip: 49854 Fax#: (906) 341-3386

Phone #: (906) 341-3550 Email Address: olsenbld75@gmail.com

Work Site: Milliken Nature Center at Arch Rock

Reason Vehicle is Needed: Construction Work

Vehicle Description: Komatsu WA200 Loader  
Make Model/Description

Proposed Starting & Ending Date: January 29-30, 2024 Total Days of Usage: 2

What Boat Line & Dock: Arnold freight

Proposed Travel Route: British Landing to Arnold's CITY  
Coal Dock

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Applicants Signature: [Signature] Date: 1/18/2024

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Mailing address: City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

Phone: 906-847-3702

Fax: 906-847-6430

Email: [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.22.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: _____	Denied: _____
Comments: _____	By: <u>Council</u>	

(11/8/2018)

Permit No. 24-010

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Cheboygan Cement Products Permit Fee: \_\_\_\_\_

Contact Name: \_\_\_\_\_ Date: 1/18/2024

Address: 702 Lafayette Ave City: Cheboygan

State: Michigan Zip: 49721 Fax#: \_\_\_\_\_

Phone #: (231) 627-5631 Email Address: ashley@cheboygancement.com

Work Site: Milliken Nature Center at Arch Rock

Reason Vehicle is Needed: placement of concrete

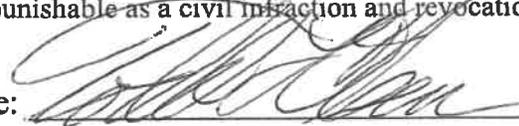
Vehicle Description: Mixer 2001 Cement Mixer RD402a  
Make Model/Description

Proposed Starting & Ending Date: March 4, 2024 Total Days of Usage: 1

What Boat Line & Dock: Arnold Freight

Proposed Travel Route: British Landing to

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Applicants Signature:  Date: 1/18/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times  
**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
**Phone:** 906-847-3702 **Fax:** 906-847-6430 **Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1-22-24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1-24-24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

Permit No. T24-002

**APPLICATION FOR TEMPORARY TRAILER PERMIT**  
(ONE APPLICATION FOR EACH TRAILER AT EACH JOB LOCATION)  
CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE

Applicant Name: Olsen + Olsen Building Contractors, Inc. Permit Fee: \_\_\_\_\_  
Contact Name: Steve Olsen Date: 1/18/2024  
Address: 720 Deer Street City: Manistique  
State: Michigan Zip: 49854 Fax#: (906) 341-3386  
Phone #: (906) 341-3550 Email Address: olsen bldg75@gmail.com  
Work Site/Destination: Miliken Nature Center at Arch Rock  
Reason Trailer is Needed: Construction Work  
Trailer Description: United 16' cargo trailer  
Make Model/Description Weight  
Proposed Starting & Ending Date: January 29-30, 2024 Total Days of Usage: 2  
What Boat Line & Dock: Arnold Freight  
Proposed Travel Route: British Landing to Arnold's City Coal Dock

**Trailers pulled by horse and dray CANNOT EXCEED 3000 pounds**

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Applicants Signature: [Signature] Date: 1/18/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

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Mailing address: City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

Phone: 906-847-3702

Fax: 906-847-6430

Email: [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1.22.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

11/8/2018

Permit No. T24-003

**APPLICATION FOR TEMPORARY TRAILER PERMIT**  
(ONE APPLICATION FOR EACH TRAILER AT EACH JOB LOCATION)  
**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: Olsen + Olsen Building Contractors, Inc. Permit Fee: \_\_\_\_\_

Contact Name: S Jane Olsen Date: 1/18/2024

Address: 720 Deer Street City: Manistique

State: Michigan Zip: 49854 Fax#: (906) 341-3386

Phone #: (906) 341-3550 Email Address: olsen bud 75@gmail.com

Work Site/Destination: Miliken Nature Center at Arch Rock

Reason Trailer is Needed: Construction Work

Trailer Description: Cam Equipment trailer 18,400  
Make Model/Description Weight

Proposed Starting & Ending Date: January 29-30, 2024 Total Days of Usage: 2

What Boat Line & Dock: Arnold Freight

Proposed Travel Route: British Landing to Arnold's city coal dock

**Trailers pulled by horse and dray CANNOT EXCEED 3000 pounds**

The submittal of this application does not imply approval from the City of Mackinac Island. Approved permits are based on the information provided on the application. Any use or purpose which is contrary to approved uses and purposes or violation of any other local ordinances or state law constitutes a violation of permits conditions and will be punishable as a civil infraction and revocation of the permit.

Applicants Signature: [Signature] Date: 1/18/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** cityofmi.org for council dates & times.  
**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757  
**Phone:** 906-847-3702 **Fax:** 906-847-6430 **Email:** clerk@cityofmi.org

City Use: Application Received: 1.22.24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1.24.24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

**City Clerk**

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**From:** Olsen and Olsen <olsenbld75@gmail.com>  
**Sent:** Tuesday, January 23, 2024 8:46 AM  
**To:** City Clerk  
**Subject:** Re: Mackinac Island Milliken Nature Center Vehicle Permit Applications

Good Morning Danielle:

To clarify the permit requests;  
The vehicles and trailers have been on the Island for a project we are doing there. The permits are requested for removing them from the Island.

The cement truck will be arriving on the Island March 4th and will need to be there for two days.

Thank you,  
Paula

On Mon, Jan 22, 2024 at 2:48 PM City Clerk <[clerk@cityofmi.org](mailto:clerk@cityofmi.org)> wrote:

Hello Paula,

Thank you for sending these over! I have gotten them added to our January 24<sup>th</sup> meeting agenda for approval. I will be in touch after the meeting (begins at 3:00 pm) regarding approval.

Just a quick question though - will you only have the vehicles and trailers on island for two (2) days as listed? Or will they be working on site for longer than that? We just need to know the arrival date and the round-about departure date.

Thank you!

*Danielle Leach*

City Clerk

City of Mackinac Island

P.O. Box 455

Mackinac Island, MI 49757

Permit No. 24-011

(IV + IT)

Section XI, Item I.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: BELONGA EXCAVATING Permit Fee: \_\_\_\_\_

Contact Name: CHAD BELONGA Date: 1/22/2024

Address: 903 CHURCH STREET City: ST. IGNACE

State: MI Zip: 49781 Fax#: \_\_\_\_\_

Phone #: 906-643-7660 Email Address: belongaexcavating@outlook.com

Work Site: O'BOYLE - STONECLIFFE MANSION

Reason Vehicle is Needed: MOVE GROUND HEATER

Vehicle Description: \_\_\_\_\_  
Make \_\_\_\_\_ Model/Description TRUCK #15

Proposed Starting & Ending Date: 1/19/2024 Total Days of Usage: 1 DAY

What Boat Line & Dock: ARNOLD FREIGHT

Proposed Travel Route: FROM BRITISH LANDING TO JOB SITE

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Applicants Signature: *J.P. Johnston* Date: 1/22/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times .

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.22.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: _____	Denied: _____
By: <u>Council</u>		
Comments: _____		

(11/8/2018)

Permit No. T24-004

Section XI, Item I.

**APPLICATION FOR TEMPORARY TRAILER PERMIT**  
(ONE APPLICATION FOR EACH TRAILER AT EACH JOB LOCATION)

Applicant Name: BELONGA EXCAVATING Permit Fee: \_\_\_\_\_

Contact Name: CHAD BELONGA Date: 1/22/2024

Address: 903 CHURCH STREET City: ST. IGNACE

State: MI Zip: 49781 Fax#: \_\_\_\_\_

Phone #: 906-643-7660 Email Address: belongaexcavating@outlook.com

Work Site/Destination: O'BOYLE - STONECLIFFE

Reason Trailer is Needed: \_\_\_\_\_

Trailer Description: GROUND HEATER  
Make \_\_\_\_\_ Model/Description \_\_\_\_\_ Weight \_\_\_\_\_

Proposed Starting & Ending Date: 1/19/2024 Total Days of Usage: TBD

What Boat Line & Dock: ARNOLD FREIGHT

Proposed Travel Route: FROM BRITISH LANDING TO JOB SITE

**Trailers pulled by horse and dray CANNOT EXCEED 3000 pounds**

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Applicants Signature: *TR Johnston* Date: 1/22/2024

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**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: 1-22-24 Fee Received: \_\_\_\_\_ Ck #: \_\_\_\_\_  
Date of Action on Application: 1-24-24 Approved: \_\_\_\_\_ Denied: \_\_\_\_\_ By: Council  
Comments: \_\_\_\_\_

(1V + 1T)

Permit No. 24-012

Section XI, Itemm.

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: BELONGA EXCAVATING Permit Fee: \_\_\_\_\_

Contact Name: CHAD BELONGA Date: 1/22/2024

Address: 903 CHURCH STREET City: ST. IGNACE

State: MI Zip: 49781 Fax#: \_\_\_\_\_

Phone #: 906-643-7660 Email Address: belongaexcavating@outlook.com

Work Site: SPENCE BROTHERS - ARCH ROCK

Reason Vehicle is Needed: MOVE GROUND HEATER

Vehicle Description:	<u>TRUCK #15</u>
Make	Model/Description

Proposed Starting & Ending Date: 1/19/2024 Total Days of Usage: 1 DAY

What Boat Line & Dock: ARNOLD FREIGHT

Proposed Travel Route: FROM BRITISH LANDING TO JOB SITE

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Applicants Signature: *JR Johnston* Date: 1/22/2024

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**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.22.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: _____	Denied: _____
By: <u>Council</u>		
Comments: _____		

(11/8/2018)

Permit No. T24-005

Section XI, Itemm.

# APPLICATION FOR TEMPORARY TRAILER PERMIT

(ONE APPLICATION FOR EACH TRAILER AT EACH JOB LOCATION)

Applicant Name: BELONGA EXCAVATING Permit Fee: \_\_\_\_\_

Contact Name: CHAD BELONGA Date: 1/22/2024

Address: 903 CHURCH STREET City: ST. IGNACE

State: MI Zip: 49781 Fax#: \_\_\_\_\_

Phone #: 906-643-7660 Email Address: belongaexcavating@outlook.com

Work Site/Destination: SPENCE BROTHERS - ARCH ROCK

Reason Trailer is Needed: \_\_\_\_\_

Trailer Description: GROUND HEATER

Make	Model/Description	Weight

Proposed Starting & Ending Date: 1/19/2024 Total Days of Usage: TBD

What Boat Line & Dock: ARNOLD FREIGHT

Proposed Travel Route: FROM BRITISH LANDING TO JOB SITE

### Trailers pulled by horse and dray CANNOT EXCEED 3000 pounds

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Applicants Signature: *TR Johnston* Date: 1/22/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times.

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1.22.24</u>	Fee Received: _____	Ck #: _____
Date of Action on Application: <u>1.24.24</u>	Approved: _____	Denied: _____
By: <u>Council</u>		
Comments: _____		

Permit No. \_\_\_\_\_

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT**  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)

Applicant Name: ARNOLD FREIGHT Co/USPS Permit Fee: \$150 -  
 Contact Name: Molly Sommers, postmaster Date: 01/22/2024  
 Address: 7316 Market St PO Box 9998 City: Mackinac Island  
 State: MI Zip: 49757 Fax#: \_\_\_\_\_  
 Phone #: 906-847-3821 Email Address: \_\_\_\_\_  
 Work Site: USPS - Market St  
 Reason Vehicle is Needed: Plow Driveway for Safety.  
 Vehicle Description: Ford 1520 tractor blue 1978  
Make Model/Description  
 Proposed Starting & Ending Date: 01/16 - 01/17 Total Days of Usage: 1 Hour  
early morning (6 AM)  
 What Boat Line & Dock: \_\_\_\_\_  
 Proposed Travel Route: Coal Deck, Astor St, Market St.

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Applicants Signature:  Date: 01/22/2024

**Applications will not be submitted to City Council for approval until the fee is received.**

**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

<b>City Use:</b> Application Received: _____	Fee Received: _____	Ck #: _____
Date of Action on Application: _____	Approved: _____	Denied: _____ By: _____
Comments: _____		

(11/21/16)

**City Clerk**

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**From:** Sommers, Maureen K - Mackinac Island, MI <Maureen.K.Sommers@usps.gov>  
**Sent:** Monday, January 22, 2024 4:13 PM  
**To:** City Clerk  
**Subject:** Mackinac Island PO Application for Temp Motor Vehicle Permit  
**Attachments:** Scan0534.pdf

Thank you Danielle;

Attached please find the permit for the plowing that we had done last week in the PO Driveway. I spoke w/Veronica with Arnold Freight she updated me on the plow that was used. All of that information is on the permit application. I apologize as I did not realize that we needed to request permission to plow for safety OR to bring the plow up to be used in the Post Office driveway.

Please let me know if there is anything more that you made need.

I put in a request for the \$150 money order. I have to wait for that to get approved then I will be able to print one here at the PO and mail it.

Thank you Danielle for your help and explaining of the system and procedures.

Molly Sommers  
Postmaster  
Mackinac Island, MI 49757  
906.847.3821

Permit No. 24-014

**APPLICATION FOR TEMPORARY MOTOR VEHICLE PERMIT  
(ONE APPLICATION FOR EACH VEHICLE AT EACH JOB LOCATION)**

**CONDITIONS OF ALL MOTOR VEHICLE PERMITS ARE SUBJECT TO CHANGE**

Applicant Name: F&V Construction Permit Fee: waived-DPR

Contact Name: Ken Peterson Date: 01/22/2024

Address: 2960 Luceme Dr. SE, Ste 100 City: Grand Rapids

State: Michigan Zip: 49546 Fax#: \_\_\_\_\_

Phone #: 989.329.2139 Email Address: kpeterson@fv-construction.com

Work Site: Wastewater Treatment Plant

Reason Vehicle is Needed: Hauled in a 30 yard dumpster

Vehicle Description: \_\_\_\_\_  
Make \_\_\_\_\_ Model/Description \_\_\_\_\_

Proposed Starting & Ending Date: Delivered 01/03/2024 Total Days of Usage: 1

What Boat Line & Dock: \_\_\_\_\_

Proposed Travel Route: \_\_\_\_\_

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Applicants Signature: [Signature] Date: 01/22/24

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**Please visit:** [cityofmi.org](http://cityofmi.org) for council dates & times

**Mailing address:** City of Mackinac Island, P. O. Box 455, Mackinac Island, MI, 49757

**Phone:** 906-847-3702

**Fax:** 906-847-6430

**Email:** [clerk@cityofmi.org](mailto:clerk@cityofmi.org)

City Use: Application Received: <u>1-23-2024</u>	Fee Received: <u>waived</u>	Ck #: <u>—</u>
Date of Action on Application: <u>1-24-24</u>	Approved: _____	Denied: _____
By: <u>Council</u>		
Comments: _____		

(11/8/2018)