

1983 FLINT SURVEY

CARRIAGE TOWN AREA

THIS PROJECT HAS BEEN FUNDED, IN PART, THROUGH A GRANT FROM THE UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE (UNDER PROVISIONS OF THE NATIONAL HISTORIC PRESERVATION ACT) THROUGH THE MICHIGAN DEPARTMENT OF STATE.

THIS PROJECT (583173) WAS CONDUCTED BY THE CITY OF FLINT DEPARTMENT OF COMMUNITY DEVELOPMENT, DENISE HOPKINS SENIOR COMMUNITY PLANNER, PROJECT COORDINATOR

STREET ADDRESS
FILM/PHOTO NEGATIVE FRAME
RECORDING

NOMINATION FORM FOR LOCAL
CERTIFIED HISTORIC DISTRICT

1. Name

historic The Village of Grand Traverse
common Carriage Town

2. Location

Approx: Flint River North to Fifth Avenue; North Harrison to Second Avenue
to N. Saginaw St. to Fourth Avenue to Detroit St. to Fifth Avenue;
Atwood Stadium and Begole St.

City of Flint, Michigan Genesee County
(7th Congressional District)

3. Classification

| <u>Category</u> | <u>Ownership</u> | <u>Status</u> | <u>Accessible</u> |
|-----------------|-----------------------|---------------|-------------------|
| district | public and private | occupied | yes; restricted |

Present Use

commercial
private residences

4. Owner Of Properties

Multiple (See attached list of owners)

5. Location Of Legal Description

Assessment Division, City of Flint, Flint City Hall
1101 S. Saginaw St., Flint, MI 48502

6. Representation In Existing Surveys

7. Description

Condition

good

unaltered

original site
(See attached sheets)

8. Significance

Period

Area of Significance

1840's to 1930

Commerce
Residential

(See attached sheets)

9. Major Bibliographical References

(See attached sheets)

10. Geographical Data

- acreage of nominated property: 120
- verbal boundary description and justification -
see attached sheets
- no overlapping state or county boundaries

11. Form Prepared By

Ronald R. Campbell, Architect (with assistance from Julia Wartman
c/o Tomblinson, Harburn Associates Architectural Historian)
705 Kelso
Flint, MI 48506

Denise Hopkins, Planner
Flint Department of Community Development
1101 S. Saginaw St.
Flint, MI 48502

Tel. (313) 766 7410

Attachment to Nomination Form of
Carriage Town Historic District

LIST OF PUBLIC OFFICIALS AND OTHER PERSONS AND AGENCIES TO BE NOTIFIED OF THE
DISTRICT'S NOMINATION AS A LOCAL CERTIFIED HISTORIC DISTRICT.

1. James A. Sharp, Jr., Mayor
City of Flint
1101 S. Saginaw Street
Flint, MI 48502
2. Genesee County Historical Society
P.O. Box 453
Flint, MI 48503
3. Carriage Town Historic Neighborhood Association
c/o David White
307 Mason (Charles Nash House)
Flint, MI 48503
4. Carriage Town Business Association
c/o Dan Cruz
728 Garland
Flint, MI 48503
5. Professor Richard Scharchburg
General Motors Institute
1700 W. 3rd Avenue
Flint, MI 48504
6. City of Flint Planning Commission
1101 S. Saginaw St.
Flint, MI 48502
7. Flint Neighborhood Improvement and
Preservation Project, Inc.
1206 S. Saginaw St.
Flint, MI 48502

Carriage Town Historic District - Physical Appearance

Summary Paragraph

Carriage Town historic district is an area immediately north of the Flint River at its southern most point, and the Central Business District of Michigan's third largest city - Flint. The district contains thirty two city blocks and 335 structures which defines the historic significance of the district from the 1850's through the 1930's. The district is diversified in land use and building types which evidence the continuum of urban growth and development at critical and distinct periods in Flint's history. Land usage and building types that comprise the district include single family residential, multiple family, hotel, retail, commercial, office, industrial and municipal. The architectural character that results from these diversified uses exemplifies the various growth periods by the construction techniques, materials and architectural styles. Architectural styles found in the district range from single family Greek Revival, Queen Anne, Italianate and bungalow houses to metropolitan commercial structures of Italianate, Renaissance Revival and early Art Deco. The district is characterized by several parks, public spaces, a terrain that gently slopes to the river, rectangular street pattern, and various size lots and building setbacks. In general Carriage Town is bounded on the north by Fifth Avenue, a major east-west artery; on the east by AutoWorld, a new and major theme park; on the west by Atwood Stadium, a municipal facility and on the south by the river. The district is a distinctive entity because of the chronological diversity of architectural styles which are not present in adjacent neighborhoods (as on the west and north); or are devoid of buildings (as on the east and south); or are comprised of structures which are non-contributing because of age and design (as on the northwest). Of the 335 structures in the district forty-four are non contributing to the historic character as a result of unappropriate recent construction or non-reversible alterations.

Expanded Statement

The oldest plat that encompasses the Carriage Town Area was recorded in 1837 by Chauncy S. Payne, son-in-law to Flint's founder Jacob Smith. Like most other plats of the day it was a "paper plat" with little or no complementing field work being performed at the time. The layout of the lots were simple, drawn on paper with reference maps recopied by hand from the original.

Payne's plat, The Village of Grand Traverse, was dedicated in two parts; the lots east of Saginaw Street on 1-2-1837, and those west of Saginaw St. on 1-6-1837. Saginaw Street, originally known as the Saginaw Trail, was establishing itself as Flint main street. At the time though, Payne's plats, some 350 of them, were little more than an offer to sell. This was quite modest when compared to the 600 or so lots already available on the south side of the river by Clifford Stevens, the Villiage of Flint River 1833/1835, and Beach's City of Flint 1836.

Settlement in the Flint area didn't begin to involve substantial numbers of people until 1837 when the federal government authorized public sale of the land. Litigation over land ownership of each of the five reservations north of the river delayed substantial settlement and development in the district even longer. The delay, however, placed the district on a development cycle which corresponded with and directly related to the industrial and growth movements of Flint.

The man-made environment present in the district today is the product of three distinct and major growth periods in Flint's history: the lumber era (1840-1880), carriage manufacturing (1880-1910), and the auto industry (1905 - present). But the earliest man-made influence that is in evidence in the district today is the street patterns. The two major north/south arteries, Detroit and Saginaw Street, parallels the early trails created by the Indians and settlers. Saginaw Street, Flint's main street was the first improved road through the area when it served as a military road 1822-34. Saginaw bears due north, from the river, running parallel to the overland trail that linked Flint to Birch Run and Saginaw. Detroit Street veers in a westerly direction (35°) from Saginaw Street just north of the Flint River to approximate the 'river trail' to Saginaw. Fifth Avenue, the principal east/west artery through the district (and the northern boundry) parallels the more westerly swing of the 'river trail' to become Flushing Rd. and which has historically linked Flint with the nearest city to the west - Flushing.

The dominance of these major street patterns is also evidenced on the grid development of secondary streets in the district. Streets west of Detroit Street have a grid pattern which runs parallel to Detroit Street, east of Detroit Street. The consequences of these street patterns are pie-shape land parcels occuring along the intersection of the two askew grids. The odd shape, and sometimes small, land parcels have evolved into city parks (McFarlan Park, E. Second Ave.) (Hamilton Park, W. Fifth Ave.) McFarlan Park was the first park owned by the city (1875) and became the basis for today's park and recreational system in Flint.

Despite dramatic growth, development and redevelopment during the 20th century the basic land use patterns established during the 1850's-60's still characterize the district today.

The highly traveled Saginaw (trail) Street became the initial catalyst for commercial development in the district. The Saginaw trail was first improved for a military road in 1822 and again in 1834, before being brick paved by the city in 1898. At the start of the lumber era (1859) the commercial area extended along Saginaw Street from the river to north of Third Avenue. By 1873 the lumber industry enabled the commercial to expand further west along Detroit Street which was extended between Second Avenue and First Avenue to connect with Saginaw Street. During the carriage industry the commercial area expanded north along Detroit and Saginaw Street. But it was during the tremendous prosperity of the auto era that most of the commercial structures present in the district today were constructed.

In some instances the buildings reflect the affluent, monumental and classical styles of the time. Built by the riches of the auto industry and its pioneers, these buildings were constructed of quality materials such as copper, limestone, masonry and marble. Buildings that reflect this design environment include: the Walsh Building (402 Garland) that was the studio of Flint's first radio station WFDF, Firestation No. 2 (701 Detroit Street),

Atwood Stadium (701 W. Third Ave.), Berridge Hotel (421 W. Second Ave.), Flint Tavern Hotel (529 Detroit St.), the Durant Hotel (607 E. Second Ave.) and the Industrial Savings Bank Building (432 N. Saginaw).

The automotive influence is seen in the designs of such buildings as the Consumers Power Company Building (400 N. Saginaw St.) with its former drive thru arcade, the Buick Sales and Service Building (601 N. Saginaw St.), the Goodrich Silvertown Inc. tires building (503 Garland St.), and the corner service station (627 Detroit Street).

The tremendous, sometimes uncontrolled, growth of this period is best portrayed by the modest, often hastily erected structures that capitalized on the moment: 615 Detroit St., 728 Garland (the outbuilding) 411 Garland, 209, 405 and 513 Third Avenue.

The commercial buildings in the district are predominantly one to three-story structures with modest ornamentation. The most visually prominent structures, the eight story Durant Hotel and the twelve story Industrial Savings Bank, are located at the principal point of entry from the CBD and the most prominent intersection created at Detroit and Saginaw Street. One of three public parks (McFarlan) occurs here, at the triangular parcel created by the intersection of Detroit and Saginaw Street. The third and most recent park is Riverfront Park which occurs along most of the district's riverfront.

The only surviving industrial architecture are three of the Durant-Dort Carriage factories, the Dort automobile factory all on Water Street and a 1900's clapboard sided lumber company building south of the carriage factories. The carriage factories include the one story, masonry construction, cotton mill/Flint Road Cart building (street facade has been altered), the two story factory No. 1 addition to the cotton mill and the four story masonry factory at the corner of Grand Traverse and Water Street. The restored 2½ story, National Register Landmark, Durant-Dort Office Building is located at Mason and Water Street. Factory No. 5 of the Dort Automobile Company is located across Grand Traverse from factory No. 4. This structure while historically significant has been adversely altered with metal siding.

Periods of industrial development and growth are best observed in the residential areas where a diversified range of architectural styles reflect distinct periods of taste, technology and prevailing social conditions. By the 1890's the present street patterns were established and defined the proposed district boundaries. The 25 feet wide residential streets are graced by mature trees situated in a five to ten foot wide parkway separating the street from the sidewalk. Between 1904 to 1910 concrete walks replaced board walks throughout the District.

The residential area has representative examples of Gothic Revival, Greek Revival, Second Empire, Italianate, Queen Anne and Bungalow architecture. The houses are generally two or two and one-half story wood frame structures with modest ornamentation. The physical condition of most of the houses range from fair to good, with some in excellent condition and a few in deteriorated or dilapidated condition. Many have received anachronistic siding and or minor structural changes such as enclosed porches. The overall character and integrity of the residential structures remains intact and is currently experiencing some significant restoration activity.

Sophistication and consciousness of design became evident in the lumber era with the influx of eastern money and people. When combined with refined wood milling techniques and the establishment of a stable industry the combination was translated into a cultivated housing stock of Greek Revival, Second Empire, Victorian Gothic and Italianate styles. Structures surviving today which contribute to the character and significance of the lumber era include: 408 W. Second Avenue, 320 W. Third Avenue, 225 W. Third Avenue, 522 W. Second Avenue, and 418 W. First Avenue. Modest worker housing from this period includes 415 Stone Street, 313 Lyon Street, 516 W. Second Avenue, 315 Stone Street, 516 Grand Traverse and 518 Mason Street.

The Carriage industry of the late 1800's created more worker housing, often in a repetitive design, (501, 505, 509, 513 and 517 Stone Street) or (512, 516, 520 Begole Street), as outlined in appendix no. 4. Duplexes (322 and 428 W. First Avenue) and quadplexes (409 Mason Street) evidence the need for non-owner occupied housing during this growth period. More elaborate housing for the carriage industry management level include 221 W. First Avenue, 307 Mason Street, and 405 Mason Street.

The auto industry created an extremely acute shortage resulting in the sub-parceling of lots in the district and the demolition of large estates to meet the housing demand. Examples of this solution to the housing shortage is seen with the demolition of the Payne Mansion to allow the construction of 214, 218, 224 and 228 Third Avenue and 611, 612, 617, 618 and 620 Lyons Place. Sub parceling is evident at 102, 103, 104, and 105 First Avenue, 406 Grand Traverse. The vernacular "Prairie" or "Four Square" (appendix no. 4) is the predominate style from this period.

It is the cumulation of diversified architectural styles and land uses within this small defined area that reflects, in physical form, the growth and development during three distinct and eventful periods of Flint's history.

Begole Street

1. House, 504 Begole: two-story end gable roof with "dog leg" half-story, asphalt siding.
2. House, 508 Begole: two-story end gable roof with full width front porch and hipped roof, bay window, aluminum siding and rock face concrete block foundation.
3. House, 512 Begole: two-story end gable with "dog leg" half story aluminum siding and brick foundation.
4. House, 516 Begole: two-story end gable with "dog leg" half story asbestos siding and brick foundation.
5. House, 520 Begole: two-story end gable - recently remodeled.
6. House, 616 Begole: two-story hipped roof with cross hip bay, wrap around open porch, clapboard siding, double front doors and ornate 2nd floor upper sash mountings.
7. Omega Epsilon Fraternity, 626 Begole: two-story cube with truncated hipped roof, brick construction.
8. House, 704 Begole: two-story cube with hipped roof and center dormer, aluminum and clapboard siding with rock face concrete block foundation.

9. Duplex, 706 Begole: two-story hipped roof with front gable dormer and aluminum siding.
10. House, 708 Begole: two-story "Four Square" with hipped roof and cross gable dormers, clapboard siding, rock face concrete block foundation.
11. House, 710 Begole: two-story hip roof "American Four Square" with hip roof street dormer; open front porch with hip roof; clapboard siding.
12. House, 722 Begole: two-story "vernacular victorian" street gable, asbestos siding.
13. Commercial, 505 Detroit: three story brick Italiante with first floor porcelain panel facade. Pivotal structure.
14. Commercial, 511 Detroit: one-story brick, flat roof, aluminum storefront window and partial metal facade.
15. Marian Hall, 529 Detroit: six-story, limestone and brick building with Italian Renaissance influence. Pivotal structure.
16. Commercial, 601 Detroit: one-story flat roof masonry structure with metal panel facade (new owner to remove panels).
17. Commercial, 615 Detroit: one-story late (1920) victorian masonry building with brick facade.
18. Commercial, 625 Detroit: small one-story late victorian brick structure with store front window soldier brick course at doors and window head height.
19. Commercial, 627 Detroit: one-story gas station with stucco finish, flat roof and decorative gable parpet.
20. Detroit Street Fire Station #2, 701 Detroit: two-story brick Italian villa style with six-story hose tower. Pivotal structure.
21. Schaefer's Office Supplies, 715 Detroit: one-story flat roof metal siding street face with large storefront window.
22. Residential, 721 Detroit: two-story Queen Anne with wrap around porch, truncated roof and decorative glass.
23. Multi-family residential, 109 W. Fifth Ave.: two-story four square with hipped roof, clapboard siding first floor and wood shingle second floor.

24. Multi-family residential, 115 W. Fifth Ave.: 2½ story Queen Anne with twin street face dormers, chimneys, half timber and stucco gable with brick lower floors.
25. House, 215 W. Fifth Ave.: two-story Georgian Colonial Revival side gable, symmetrical, center front porch with broken pediment.
26. Residential, 221 W. Fifth Ave.: two-story clapboard Italianate.
27. Multi-family residential, 301 W. Fifth Ave.: two-story end gable with asbestos siding.
28. Multi-family, residential, 309 W. Fifth Ave.: two-story Italianate with asbestos siding.
29. Commercial, 425 W. Fifth Ave.: two-story street gable with returns, fan window and clapboard siding.
30. Residential, 425 W. Fifth Ave. (rear of site): two-story converted carriage house with gambrel roof and flat wood siding.
31. Residential, 513 W. Fifth Ave.: two-story Queen Anne with twin street gables, asbestos siding.
32. Multi-family residential, 615 W. Fifth Ave.: two-story end gable with "dog leg" roof at rear, aluminum siding.
33. Residential, 617 W. Fifth Ave.: two-story end gable, asphalt siding.
34. Multi-family residential, 619 W. Fifth Avenue: two-story end gable with "dog leg" roof at rear, asphalt siding.
35. Herrlich's Warehouse, 116 W. First Ave.: two-story brick late Italianate with limestone trim and corbeled brick.
36. J. Achievement Greater Genesee Valley, 218 W. First Ave.: one-story flat roof building with stone street facade.
37. Residential, 221 W. First Ave.: two-story brick vernacular Queen Anne.
38. Multi-family residential, 301 W. First Ave.: two-story Queen Anne wrap around porch, bay window, aluminum siding.
39. Residential, 311 W. First Ave.: two-story street gable, asphalt siding.

40. Residential, 314 W. First Ave.: two-story Queen Anne, brick level clapboard 2nd floor.
41. Residential, 316 W. First Ave.: two-story "Four Square" with street gable dormer, brick 1st floor, clapboard 2nd floor.
42. Multi-family, Residential, 319 W. First Ave.: two-story Italianate clapboard siding.
43. Multi-family residential, 322 W. First Ave.: Four Square duplex with hipped roof, dormers, clapboard 2nd floor, brick 1st floor.
44. Residential, 406 W. First Ave.: two-story vernacular Victorian, double gable, clapboard siding.
45. Multi-family residential, 411 W. First Ave.: two-story vernacular Victorian clapboard/fishscale siding, one story rear addition.
46. Residential, 412 W. First Ave.: two-story early Victorian, asbestos siding.
47. Multi-family residential, 414 W. First Ave.: two and one-half story Four Square with hipped roof, dormers, asphalt siding, rear addition.
48. Multi-family residential, 415 W. First Ave.: two-story cross gable asbestos siding.
49. Residential, 418 W. First Ave.: two-story Greek Revival, partial enclosed porch, clapboard siding.
50. Multi-family residential, 422 W. Fifth Ave.: two-story cross gable, aluminum siding.
51. Multi-family residential, 425 W. First Ave.: two-story street gable asphalt siding.
52. Multi-family residential, 428 W. First Ave.: two-story flat roof duplex, asphalt siding.
53. Residential, 432 W. First Ave.: two-story "Four Square", hipped roof asphalt siding, enclosed porch.
54. Residential, 434 W. First Ave.: two-story Queen Anne, clapboard siding, bay window, roof bracket.
55. Multi-family residential, 510 W. First Ave.: "Four Square" duplex hipped roof and dormers, asphalt siding.

56. Residential, 515 W. First Ave.: two-story Queen Anne, clapboard and fishscale siding, open porch and 2nd floor balcony.
57. Residential (vacant), 113 W. Fourth Ave.: two-story Gothic Revival, cross gable, bay window clapboard siding.
58. Multi-family residential, 116 W. Fourth Ave.: two-story "Four Square" brick 1st floor, aluminum siding 2nd floor.
- * Knight of Columbus Credit Union, 220 W. Fourth Ave.: one-story brick bungalow. Pivotal structure. *burned down 12-84.
59. Multi-family residential, 223 W. Fourth Ave.: two-story "Four Square" with 2nd floor hipped roof balcony, asbestos siding.
60. Residential, 224 W. Fourth Ave.: two-story cross gable, aluminum siding.
61. Residential, 229 W. Fourth Ave.: two-story street gable with side gable bay, clapboard siding.
62. Residential, 301 W. Fourth Ave.: two-story "Four Square", clapboard wrap around porch, roof dormers all sides.
63. Multi-family residential, 306 W. Fourth Ave.: two-story cross gable aluminum siding.
64. Residential, 307 W. Fourth Ave.: two-story "Four Square", brick 2st floor, clapboard 2nd floor, Iane porch columns.
65. Residential, 310 W. Fourth Ave.: two-story Victorian, clapboard siding, fieldstone foundation.
66. Residential, 311 W. Fourth Ave.: two-story "Four Square", side bay dormer, clapboard siding.
67. Multi-family residential, 314 W. Fourth Ave.: two-story end gable.
68. Residential, 315 W. Fourth Ave. two-story cross gable, asbestos siding.
69. Residential, 415 W. Fourth Ave.: two-story cross gable, asbestos siding.
70. Residential, 421 W. Fourth Ave.: two-story Queen Anne, aluminum siding.
71. Multi-family residential, 427 W. Fourth Ave.: two-story Queen Anne cross gable, clapboard and fishscale siding.

72. Multi-family residential, 433 W. Fourth Ave.: two-story "Four Square", hipped roof asbestos siding.
73. Residential, 434 W. Fourth Ave.: two-story Queen Anne, cross gable.
74. Multi-family residential, 510 W. Fourth Ave.: two-story Victorian, street gable with gable return, clapboard and aluminum siding.
75. Multi-family residential, 516 W. Fourth Ave.: two-story end gable with shed dormer, asphalt siding.
76. Residential, 609 W. Fourth Ave.: two-story cross gable, truncated hipped roof, asphalt siding.
77. Multi-family residential, 610 W. Fourth Ave.: two-story cross gable, truncated hipped roof, asphalt siding.
78. Multi-family residential, 611 W. Fourth Ave.: two-story Victorian, cross gable, aluminum siding.
79. Residential, 616 W. Fourth Ave.: two-story Prairie School, street gable, roof brackets, stucco 2nd floor, brick 1st floor.
80. Residential, 620 W. Fourth Ave.: two-story Queen Anne, front and side gable, truncated hipped roof, clapboard 2nd floor, brick 1st floor.
81. Michigan National Bank, 402 Garland St.: three-story period revival, flat roof, brick facade, limestone trim, storefront windows on bay with pilasters.
82. Jack Hamady Center, 411 Garland St.: one-story flat roof and masonry construction, flagstone street and south facade.
83. Residential, 413 Garland St.: two-story hipped roof and front dormer, open porch and balcony, brick 1st floor, stucco 2nd floor. Pivotal structure.
84. Hotel Berridge, 421 Garland St.: three-story brick and limestone trim hotel of modest Italianate style. Pivotal structure.
85. Commercial, 503 Garland St.: one and two story portion of Sullivan-esque style brick facade, pilasters and ornamentation. Pivotal structure.
86. Complete Secretarial, 519 Garland St.: 2½ story end gable, center dormer with one story mansard roof addition.

87. Multi-family residential, 525 Garland St.: 2½ story Queen Anne, cross gable, 2nd floor bay, wood and asbestos siding.
88. Swartz-Sharp Funeral Home, 605 Garland St.: two-story flat roof brick construction, quoins, symmetrical fenestration.
89. Commercial, 610 Garland St.: two-story Italianate, stucco 1st floor, shingle second floor.
90. Commercial, 618 Garland St.: two-story "Four Square" hip roof with dormers each side, brick facade.
91. Phillips Insurance, 628 Garland St.: two-story "Four Square" hip roof with dormers each side, 1st floor brick, 2nd floor clapboard.
92. Residential, 704 Garland St.: 2' story street gable roof with full width hip roof open porch, symmetrical fenestration, masonry construction, wood shingle ½ story.
93. Marx Sisters Party Supplies, 708 Garland St.: two-story "Four Square" hip roof with dormers each side, brick facade.
94. Vogt's Flowers, 728 Garland St.: two story cross gable, wood shingle siding, one story addition.
95. Commercial, 728½ Garland St.: two story late Victorian commercial (rear of Vogt's Flowers).
96. Commercial, Flint Lumber Company, 110 N. Grand Traverse St.: 2 story wood frame building, clapboard siding and double hung windows. Side gable roof, eave runs parallel with river.
97. Market Fire Station, 119 N. Grand Traverse St.: two story, brick, one story flat roof addition. Pivotal structure.
98. R.A. Shaw Co., 129 N. Grand Traverse St.: two-story flat roof concrete frame factory, resided with aluminum.
99. Durant-Dort Carriage Factory #4, 212 N. Grand Traverse St.: four-story brick carriage factory building. Pivotal structure.
100. Residential, 301 N. Grand Traverse St.: two-story street gable, enclosed porch, asphalt siding.
101. Multi-family residential, 305 N. Grand Traverse St.: two-story street gable, open porch with hip roof, asphalt siding.

102. Residential, 308 N. Grand Traverse St.: two-story off-setting twin street gables, shed roof open porch.
103. Residential, 309 N. Grand Traverse St.: two-story cross gable Queen Anne, asphalt siding.
104. Carpet Barn, 310 N. Grand Traverse St.: three-story brick and exposed concrete structure with factory sash windows.
105. Residential, 317 N. Grand Traverse St.: two-story "Four Square" hip roof, dormers, side bay projection, brick 1st floor, asphalt siding 2nd floor.
106. Multi-family residential, 403 N. Grand Traverse St.: two-story Victorian "L" plan, clapboard siding.
107. Residential, 406 N. Grand Traverse St.: two-story "Four Square", hip roof with street side dormer, asphalt siding.
108. Multi-family residential, 412 N. Grand Traverse St.: two-story Queen Anne with cross gables, clapboard siding.
109. Residential, 413 N. Grand Traverse St.: two-story cross gable.
110. Multi-family residential, 504 N. Grand Traverse St.: two-story "Four Square", hip roof dormers, stucco finish both levels.
111. Residential, 510 N. Grand Traverse St.: 1½ story stucco bungalow with shed dormer.
112. Residential, 516 N. Grand Traverse St.: one-story clapboard side gable roof, full width front porch. "Vernacular gallery farm house".
113. Residential, 618 N. Grand Traverse St.: two-story Queen Anne with street gable, clapboard siding.
114. Residential, 621 N. Grand Traverse St.: two-story cross gable, bay window, asbestos siding.
115. Multi-family residential, 622 N. Grand Traverse St.: two-story cross gable, clapboard siding.
116. Residential, 627 N. Grand Traverse St.: two-story cross gable with hip roof open front porch located at intersection of "L" plan.
117. Multi-family residential, 703 N. Grand Traverse St.: two story cross gable with "dog leg" roof, wrap around porch.

118. Residential, 712 N. Grand Traverse St.: two-story Queen Anne street gable with fishscale siding.
119. Residential, 713 N. Grand Traverse St.: two-story shingle style with gambrel and gable roof, projecting bay and wood shingle siding. Pivotal structure.
120. Residential, 715 N. Grand Traverse St.: two-story Dutch Colonial, gambrel roof, stucco and wood shingle - companion house to 713. Pivotal structure.
121. Residential, 721 N. Grand Traverse St.: two-story street gable roof, with enclosed flat roof porch, shingle siding, brick and wood doric columns.
122. Residential, 722 N. Grand Traverse St.: 2½ story "Four Square" hip dormers on each side brick 1st floor.
123. Residential, 727 N. Grand Traverse St.: two-story hip roof with corner bay, brick 1st floor, clapboard 2nd floor.
124. Residential, 728 N. Grand Traverse St.: two-story Queen Anne cross gable, street dormer, clapboard siding.
125. Residential, 313 Lyon St.: two-story Greek Revival with Gothic Revival addition, clapboard siding. Pivotal structure.
126. Residential 316 Lyon St.: two-story street gable Victorian with eave return, asphalt siding.
127. Residential 319 Lyon St.: two-story street gable Victorian, with eave return, asphalt siding.
128. Residential 320 Lyon St.: two-story street gable Victorian, asphalt siding.
129. Multi-family residential, 326 Lyon St.: two-story "Four Square", hip roof.
130. Commercial, 413 Lyon St.: 2½ story modest Queen Anne, brick first floor, aluminum siding 2nd floor & gable.
131. Residential, 417 Lyon St.: two-story Bungalow, shed dormer brick and aluminum siding.
132. Residential, 421 Lyon St.: two-story Bungalow, hip dormer, brick and asbestos siding.
133. Residential, 506 Lyon St.: two-story end gable with hip dormer, asbestos siding.

134. Multi-family residential, 510 Lyon St.: two-story end gable with hip dormer, asbestos siding.
135. Downtown Garage, 517 Lyon St.: 1½-story flat roof brick, step parapet, pilasters.
136. Residential, 611 Lyons Place: 2½ story, street gable, brick, step parapet, pilasters.
137. Residential, 612 Lyons Place: 2½ story, "Four Square", shed dormer, brick and clapboard siding.
138. Residential, 617 Lyons Place: two-story, truncated gable roof, side bay projection, brick and asbestos siding.
139. Residential, 618 Lyons Place: two-story Queen Anne, double street gable, clapboard 1st floor, wood shingle siding.
140. Residential, 620 Lyons Place: two-story "Four Square", hip dormer, brick 1st floor, asbestos 2nd floor.
141. Residential, 307 Mason St.: two-story Queen Anne, street gable, wrap around porch, clapboard and fishscale siding. Pivotal structure.
142. Residential, 319 Mason St.: 2½ duplex, end gable, twin gable dormers, clapboard.
143. Residential, 320 Mason St.: two-story, hip roof, gable dormer, clapboard and fishscale siding.
144. Residential, 409 Mason St.: 2½ story Four Square duplex, dormers on each side, brick.
145. Residential, 410 Mason St.: two-story vernacular Victorian brick and clapboard siding.
146. Residential, 414 Mason St.: two-story Queen Anne, clapboard siding.
147. Residential, 417 Mason St.: two-story truncated end gable, shed dormer, clapboard siding.
148. Residential, 508 Mason St.: two-story Queen Anne, gable dormers, side bay projection, asphalt siding.
149. Multi-family residential, 510 Mason St.: 2½ story cross gable, stucco.
150. Residential, 515 Mason St.: two-story Dutch Colonial, cross gable, clapboard 1st floor, asbestos 2nd floor.

151. Residential, 518 Mason St.: two-story end gable Victorian.
152. Residential, 519 Mason St.: two-story Queen Anne, wrap around porch, aluminum siding.
153. Residential, 522 Mason St.: two-story street gable, asphalt siding.
154. Residential, 609 Mason St.: two-story end gable with gable street dormer, asbestos siding.
155. Multi-family residential, 610 Mason St.: two-story brick duplex, flat roof, corbeled brick parapet.
156. Multi-family residential, 614 Mason St.: two-story brick duplex, flat roof, corbeled brick parapet.
157. Residential, 621 Mason St.: two-story Queen Anne, full porch, 2nd floor projecting balcony.
158. Residential, 622 Mason St.: two-story cross gable, "dog leg", low roof, fishscale, clapboard and asphalt siding.
159. Residential, 625 Mason St.: 2½-story Queen Anne, twin gable, side bay, clapboard and fishscale.
160. Multi-family residential, 702 Mason St.: two-story cross gable, aluminum siding.
161. Newman Center, 703 Mason St.: 2½ story Queen Anne, truncated gable, Polyagonal turret, aluminum siding.
162. Residential, 708 Mason St.: two-story "Four Square" clapboard, hip street dormer.
163. Multi-family residential, 710 Mason St.: two-story cross gable with mansard corner, aluminum siding.
164. Residential, 716 Mason St.: two-story cross gable Victorian, aluminum siding.
165. Residential, 720 Mason St.: two-story street gable, clapboard.
166. Power Substation, 415 North St.: small one-story brick building with flat roof. Limestone trim and coping, pattern brick and rowlock brick lintels. Brick matches brick of 400 N. Saginaw St.

167. North Bank Center, 400 N. Saginaw St.: three-story late Italianate brick structure with limestone trim. Pivotal structure.
168. Industrial Bank Building, 432 N. Saginaw St.: twelve-story L-shaped building of Renaissance style, brick and limestone exterior and decorative copper cornice. Pivotal structure.
169. Downtown Buick, 601 N. Saginaw St.: two-story brick building described as a hybridization between late victorian and auto showroom. Pivotal structure.
170. Commercial, 625 N. Saginaw St.: two-story Art Moderne brick facade with limestone trim and highlight on pilasters. Pivotal structure.
171. Residential, 102 Sanford Place: two-story "Four Square", hip roof dormer, clapboard siding.
172. Residential, 103 Sanford Place: two-story "Four Square", hip roof dormer, clapboard siding.
173. Residential, 104 Sanford Place: two-story "Four Square", hip roof dormer, asbestos siding.
174. Residential, 105 Sanford Place: two-story "Four Square", hop roof dormer, asbestos siding.
175. Durant Hotel, 607 E. Second Ave.: Eight-story Renaissance Revival, limestone and brick facade. Pivotal structure.
176. Kirby Butler, 214 W. Second Ave.: one-story flat roof, Art Deco, fluted block infill on windows, limestone trim pilasters.
177. Multi-family residential, 224 W. Second Ave.: two-story cross gable clapboard.
178. Residential, 311 W. Second Ave.: two-story cross gable clapboard.
179. Residential, 314 W. Second Ave.: two-story Dutch colonial, gambrel and gable roof, asphalt and wood shingle siding.
180. Multi-family residential, 315 W. Second Ave.: two-story Queen Anne cross gable, wrap around porch, asbestos siding.
181. Multi-family residential, 319 W. Second Ave.: two-story Queen Anne, cross gable, asbestos.

182. Residential, 320 W. Second Ave.: two-story "Four Square", clapboard.
183. Residential, 321 W. Second Ave.: one-story Bungalow, brick 1st floor, stucco 2nd floor, roof brackets, gable dormers.
184. Residential-other, 321 W. Second Ave.: one-story end gable clapboard garage-barn.
185. Multi-family residential, 322 W. Second Ave.: two-story gable hip roof, asbestos siding.
186. Multi-family residential, 401 W. Second Ave.: two-story cross gable Queen Anne, clapboard.
187. Multi-family residential, 402 W. Second Ave.: two-story "Four Square", twin gables in hip roof, projection bay, clapboard.
188. Residential, 408 W. Second Ave.: two-story, Second Empire cross gable, decorative wood trim, asphalt siding. Pivotal structure.
189. Residential, 413½ W. Second Ave.: two-story Victorian, gable roof, clapboard.
190. Multi-family vacant residential, 413 W. Second Ave.: two-story, street gable, roof brackets, clapboard.
191. Residential, 419 W. Second Ave.: two-story "Four Square" with gable dormers on all sides of hip roof, brick first floor, clapboard 2nd floor.
192. Residential, 417 W. Second Ave.: two-story Victorian, cross gable, clapboard.
193. Residential, 427 W. Second Ave.: two-story Victorian, cross gable, clapboard siding.
194. Multi-family residential, 428 W. Second Ave.: two story Queen Anne with cross gable, projecting bays, clapboard.
195. Multi-family residential, 433 W. Second Ave.: two-story, low pitch hip roof, stone foundation and fireplace, clapboard.
196. Multi-family residential, 502 W. Second Ave.: two-story cross gable, bargeboard, roof trim, clapboard.
197. Residential, 503 W. Second Ave.: two-story Victorian "L" plan, clapboard.

198. Residential, 508 W. Second Ave.: two-story "Four Square", gable dormers on hip roof, clapboard.
199. Residential, 509 W. Second Ave.: two-story, street gable, asphalt siding.
200. Residential, 511 W. Second Ave.: two-story, street gable asphalt siding.
201. Residential, 512 W. Second Ave.: two-story, street gable with side addition with shed roof, cedar shingle siding.
202. Residential, 515 W. Second Ave.: two-story street gable asphalt siding.
203. Residential, 516 W. Second Ave.: two-story Gothic Victorian, end gable with center cross gable, bay, clapboard.
204. Residential, 519 W. Second Ave.: 1½ story cross gable, return eave, asbestos siding.
205. Multi-family residential, 521 W. Second Ave.: two-story cross gable, clapboard.
206. Multi-family residential, 522 W. Second Ave.: two-story Victorian Gothic, bell-cast porch roof, arched windows, wood trim, clapboard.
207. Residential, 611 W. Second Ave.: two-story, street gable, side shed dormers, asphalt siding.
208. Residential, 612 W. Second Ave.: two-story gable with "dog leg" low roof, asphalt siding.
209. Residential, 616 W. Second Ave.: two-story gable with "dog leg" low roof, aluminum siding.
210. Residential, 305 Stone St.: two-story end gable, asbestos siding.
211. Residential, 308 Stone St.: two-story street gable, asphalt siding.
212. Residential, 312 Stone St.: two-story street gable, center gable dormer, asphalt siding.
213. Multi-family residential, 315 Stone St.: 1½ story cross gable & front gable dormer, clapboard.

214. Multi-family residential, 317 Stone St.: two-story end gable, clapboard.
215. Residential, 318 Stone St.: two-story street gable one story cross gable, asbestos siding.
216. Residential, 320 Stone St.: two-story "Four Square" hip roof, asbestos siding.
217. Multi-family residential, 327 Stone St.: two-story Halifax roof rock face block on porch, foundation, clapboard.
218. Multi-family residential, 401 Stone St.: two-story Victorian Gothic, twin gable dormers, aluminum siding.
219. Residential, 412 Stone St.: two-story "Four Square", hip roof dormer, asphalt and asbestos siding, hip roof garage with swivel doors.
220. Multi-family residential, 414 Stone St.: two-story Queen Anne, Gothic Revival windows, wrap around porch, asbestos siding.
221. Residential, 415 Stone St.: one-story Greek Revival, wood shingle siding.
222. Residential, 421 Stone St.: one-story Greek Revival, clapboard.
223. Multi-family residential, 427 Stone St.: two-story Victorian Gothic, cross gable, diamond window.
224. Residential, 501 Stone St.: two-story Victorian cross gable with center gable dormer, clapboard.
225. Multi-family residential, 505 Stone St.: two-story Victorian, cross gable with center gable dormer, clapboard.
226. Multi-family residential, 509 Stone St.: two-story Victorian, cross gable with center gable dormer, clapboard.
227. Multi-family residential, 513 Stone St.: two-story Victorian, cross gable with center gable dormer, shed roof addition at rear, clapboard.
228. Multi-family residential, 514 Stone St.: two-story cross gable Queen Anne, wrap around porch, clapboard.
229. Residential, 517 Stone St.: two-story Victorian, end gable with center gable dormer, "dog leg" low roof, asbestos siding.

230. Residential, 518 Stone St.: two-story cross gable, hip roof corner porch, clapboard.
231. Multi-family residential, 519 Stone St.: two-story street gable, clapboard 1st floor, wood shingle 2nd floor.
232. Residential, 605 Stone St.: two-story Gothic Revival cross gable with twin gable dormer, bay window.
233. Multi-family residential, 611 Stone St.: two-story "Four Square", truncated hip roof with center gables, wrap around porch, clapboard.
234. Residential, 614 Stone St.: two-story, three gable roof, asbestos siding.
235. Residential, 615 Stone St.: two-story "Four Square", truncated hip roof with center gables, wrap around porch, clapboard.
236. Multi-family residential, 618 Stone St.: two-story Queen Anne, varied roof lines, clapboard and fishscale siding.
237. Residential, 621 Stone St.: two-story cross gable, two-story bay, collar ties, clapboard siding.
238. Residential, 626 Stone St.: two-story, cross gable, asphalt siding.
239. Residential, 627 Stone St.: 2½ story Queen Anne with twin street gables, broken pediment. Spindled open porch, ornamental gable, "angled cutback" corner window.
240. Multi-family residential, 628 Stone St.: two-story "salt box" with one story cross gable at low eave, asbestos siding.
241. Multi-family residential, 707 Stone St.: two-story end gable, twin gable dormers, asphalt siding.
242. Residential, 708 Stone St.: two-story "Four Square", hipped roof and hip dormer, clapboard siding.
243. Residential, 709 Stone St.: two-story Queen Anne, cross gable clapboard siding.
244. Residential, 712 Stone St.: two-story cross gable, shed roof porch at corner, projecting side bay, clapboard.
245. Residential, 717 Stone St.: two-story Queen Anne, cross gable, projecting side bay, asphalt siding.

246. Residential, 718 Stone St.: two-story "Four Square", hip roof dormer, clapboard.
247. Residential, 719 Stone St.: two-story gable, bell cast porch roof, clapboard.
248. Residential, 720 Stone St.: one-story bungalow, hip roof, clapboard.
249. Residential, 724 Stone St.: two-story Queen Anne, cross gable, asbestos siding.
250. Residential, 725 Stone St.: two-story Queen Anne, cross gable, with "dog leg" low roof, asphalt siding.
251. Residential, 726 Stone St.: two-story street gable, asphalt siding, hip roof open front porch, center gable 2nd floor window.
252. Residential, 728 Stone St.: two-story offsetting twin street gable, shed roof porch roof.
253. Maher Block, 209 W. Third Ave.: one-story flat roof three bay modest late Victorian, pattern brick facade.
254. Multi-family residential, 214 W. Third Ave.: two-story hip roof, off center street gable, hip dormer, brick 1st floor, aluminum siding 2nd floor.
255. Residential, 218 W. Third Ave.: 2½ story "Four Square" with hip roof and gable dormers. Palladian Dormer window full width, hip roof porch, masonry construction first floor, clapboard 2nd floor.
256. Multi-family residential, 224 W. Third Ave.: two-story "Four Square" hip roof and hip roof dormers, projecting bay, two-story rear addition, stucco.
257. Residential, 225 W. Third Ave.: two-story Gothic Revival, cross gable, curvilinear gingerbread at gables and window dormers, board/batten, enclosed front porch, brick. Pivotal structure.
258. Commercial, 228 W. Third Ave.: two-story street gable, shed dormer, stucco first floor, half timbered 2nd floor.
259. Professional Building, 301 W. Third Ave.: two-story street gable, front and side bays, one story gable addition, clapboard, brick and aluminum siding, front addition.

260. Commercial, 302 W. Third Ave.: two-story hip roof with off center gables front and side, $\frac{1}{2}$ round window clapboard.
261. Harry Cull Agency, 307 W. Third Ave.: two-story cross gable arched windows, decorated vergeboard, asphalt siding, one story flat roof addition on front.
262. Commercial, 308 W. Third Ave.: three-story end gable, two street dormers, bay window, partially restored clapboard, fishscale and asphalt siding.
263. Residential, 311 W. Third Ave.: $2\frac{1}{2}$ story street gable, small side gable, clapboard and fishscale siding.
264. Residential, 313 W. Third Ave.: two-story Dutch Colonial, cross gambrel, clapboard.
265. Professional offices, 314 W. Third Ave.: two-story "Four Square" hip dormers, brick 1st floor, clapboard 2nd floor, one-story gable addition on front.
266. Multi-family, 315 W. Third Ave.: two-story street gable, asbestos siding.
267. Treasure Mart, 320 W. Third Ave.: two-story Italianate, hip roof with cupola, clapboard. Pivotal structure.
268. Pineapple Tree, 321 W. Third Ave.: two-story cross gable, cupola, remodeled service station.
269. Multi-family, 402 W. Third Ave.: two-story end gable, twin street dormers, bay, asbestos siding, porch removed.
270. Multi-family residential, 405 W. Third Ave.: two-story Queen Anne, street gable, clapboard and fishscale siding. Pivotal structure.
271. Commercial, 405 W. Third Ave.: two-story flat roof late Victorian brick structure.
272. Residential, 421 W. Third Ave.: two-story hip roof, hip dormers, front bay, side wing, brick.
273. Multi-family, 425 W. Third Ave.: two-story hip roof with off center gables, asbestos siding.
274. Exclusive Cleaners, 513 W. Third Ave.: two-story "Four Square", hip roof, front gable dormer, clapboard.
275. Residential, 517 W. Third Ave.: two-story "Four Square", hip roof, front gable dormer, clapboard.

276. House of Spencer Mortuary, 520 W. Third Ave.: two-story, varied roof forms, with aluminum siding.
277. Fox Accounting, 603 W. Third Ave.: two-story end gable, "dog leg" low roof, permastone & aluminum siding.
278. Residential, 607 W. Third Ave.: two-story "Four Square", hip roof, hip front dormer, side bay, asbestos siding.
279. Residential, 608 W. Third Ave.: two-story "Four Square" truncated hip roof, front pediment dormer, projecting side bay, full width open porch with hip roof, clapboard siding, brick foundation.
280. Residential, 612 W. Third Ave.: two-story clapboard "Four Square" truncated hip roof, hip roof open porch full facade width gable dormer, projecting side bay. Identical to 608 W. Third St.
281. Multi-family, 616 W. Third Ave.: two-story Queen Anne, "T" shape plan with twin shed roof porches each side of center projection, clapboard siding spindle, ornament gable and eaves.
282. Multi-family residential, 624 W. Third Ave.: two-story Queen Anne, hip roof, twin projectories 2nd floor bays, polygonal bay, clapboard. Pivotal structure.
283. Atwood Stadium, 701 W. Third Ave.: a brick walled concrete tiered municipal stadium built into a hill side 1920's. Pivotal structure.
284. Commercial, 301 Water St.: two-story brick industrial building. Pivotal structure.
285. Commercial, 307 Water St.: one-story flat roof, brick building with glazed brick remodeling on street side. Pivotal structure.
286. Durant-Dort Carriage Factory Office Building, National Historic Landmark, 316 Water St.: 2½ story hip roof brick building with gable dormers, restored. Pivotal structure.
287. Arrowhead Vets Club, 402 Water St.: one-story flat roof, modest revival brick structure, limestone trim.
288. Commercial, 434 Water St.: Original two-story masonry brick and block, limestone trim flat roof, with 1950's addition.
289. Multi-family residential, 512 Water St.: two-story, street gable, clapboard.

290. Multi-family residential, 514 Water St.: two-story street gable, asbestos siding.
291. Multi-family residential, 520 Water St.: two-story "Four Square", hip roof, two-story addition.

Non-Contributing Structures

1. Hotel/dorm, 409 Detroit Street: ten-story glass and aluminum curtain wall, c. 1960's.
2. Commercial, 517 Detroit Street: one-story flat roof storefront with brick, porcelain and permastone.
3. Commercial, 523 Detroit Street: one-story flat roof storefront of glass and aluminum.
4. Commercial, 623 Detroit Street: two-story flat roof brick addition attached to a two-story Four Square residential structure.
5. Commercial, 725 Detroit Street: one-story flat roof brick addition attached to a two-story Four Square residential structure.
6. Commercial, 421 W. Fifth Ave.: one-story flat roof building, asymmetrical design with deep recessed loading dock/entrance masonry construction.
7. Weinstein Electric Co., 213 W. First Ave.: two-story brick, permastone and clapboard siding facade on two-story clapboard house.
8. Multi-family residential, 321 W. First Ave.: two-story vernacular Victorian with one-story addition, wood shingle siding, burned beyond repair.
9. Commercial, 435 W. First Ave.: one-story flat roof brick.
10. Multi-family, 511 W. First Ave.: two-story street gable, altered front entrance, asbestos siding.
11. Multi-family, 518 W. First Ave.: two-story flat roof (mansard) aluminum siding.
12. Commercial, 422 W. Fourth Ave.: 1960's one-story facade and gable roof.

13. Multi-family residential, 612 W. Fourth Ave.: two-story hipped roof, enclosed porch, side addition, asbestos and 8" horizontal siding.
14. Commercial, 604 Garland St.: 1½ story flat roof service station with panel facade. Corner store front window, 3 overhead doors.
15. Knights of Columbus, 705 Garland St.: one-story contemporary wood and brick facade.
16. Popeye's Fried Chicken, 725 Garland St.: one-story block building with mansard roof.
17. Flint Wheel & Spring Service, 317 N. Grand Traverse St.: one-story flat roof brick building. Commercial garage behind house.
18. Multi-family residential, 320 N. Grand Traverse St.: two-story cross gable, front bay, vertical wood siding, large rear addition.
19. Ziebart Rustproofing, 409 N. Grand Traverse St.: one-story block construction with gable roof.
20. Hinote Dance Studio, 509 N. Grand Traverse St.: two-story flat roof, brick addition on front of two story "Four Square".
21. Mobil Service Station, 527 N. Grand Traverse St.: 1½ story flat roof contemporary gas station.
22. Stop-N-Go, 601 N. Grand Traverse St.: one-story mansard roof, aggregate siding.
23. Multi-family residential, 411 Lyon St.: 1960's brick building, three-story (2½ above grade, ½ below) with hip roof and projecting wood bays.
24. Georgian Court Apartments, 501 Lyon St.: three-story flat roof contemporary brick and wood siding apartment building.
25. Wolverine Bump & Paint Shop, 308 Mason St.: one-story block, flat roof.
26. Service Center Visually Impaired, 725 Mason St.: one-story flat roof brick structure built in the 1960's.
27. Multi-family, 412 W. Second Ave.: three-story flat roof building, asymmetrical design with deep recessed loading dock/entrance masonry construction.

28. Residential-vacant, 417½ W. Second Ave.: two-story gable, aluminum and clapboard, vandalized.
29. Multi-family residential, 620 W. Second Ave.: two story end gable extending from one story end gable base, aluminum and asbestos siding.
30. Residential, 624 W. Second Ave.: two-story cross gable, shed roof addition, asphalt siding.
31. Residential, 324 Stone St.: two-story cross gable, per-mabrick aluminum siding, altered window proportions.
32. Multi-family residential, 407 Stone St.: two-story Victorian, surrounded by one story buildings, redwood and asbestos siding.
33. Multi-family residential 522 Stone St.: two-story street gable, shed dormers altered window proportions, aluminum siding.
34. Multi-family residential, 610 Stone St.: two story street gable, shed dormers altered window proportions, aluminum siding.
35. Multi-family residential, 702 Stone St.: two-story Queen Anne, cross gable, porch removed, eaves boxed, aluminum siding.
36. Third Ave. Fish & Chips, 223 W. Third Ave.: one-story flat roof Art Moderne facade, metal panel, carved window, diagonal redwood upper facade.
37. Commercial, 409 W. Third Ave.: two-story cross gable, one-story addition, brick and asphalt siding.
38. Farah's Food Store, 422 W. Third Ave.: one-story flat roof brick and aluminum.
39. Commercial, 429 W. Third Ave.: one-story mansard and gable roof, brick and aluminum siding.
40. Multi-family residential, 615 W. Third Ave.: two-story end gable, multiple additions, aluminum siding.
41. King Arthur's Pasties, 623 W. Third Ave.: one-story flat roof, mansard aluminum, stucco, panel siding.
42. Commercial, 302 Water St.: two-story gable roof with one-story gable addition, aluminum and brick.

43. Commercial, 422 Water St.: one-story, masonry block building, stepped stucco front facade.
44. Multi-family, 508 Water St.: two-story, street gable, aluminum siding.

JM/rj
CARRIAGE

CARRIAGE TOWN HISTORIC DISTRICT - STATEMENT OF SIGNIFICANCE

Summary Paragraph

The Carriage Town Historic District is a diversified yet coherent collection of industrial, commercial and residential properties which are associated with the founding of Flint and subsequential development and growth periods of the city. Surviving within the district boundaries are a distinct and unique assemblage of structures which characterize through association, functional design and architectural style the periods of lumbering, carriage manufacturing and automotive pioneering. As one of the oldest and atypical working class neighborhoods in the city, Carriage Town contains the accumulation of succeeding generations building upon itself to ultimately engender some of the most recognized names in the automotive industry today. Throughout its 150 plus year history, Carriage Town is recognized for its significant contribution to Flint's industrial development.

Expanded Statement:

Carriage Town occurs at the southernmost point of the Flint River and as such became a strategic locus from a regional perspective, uniting the Indian overland trail systems and river systems in southeastern Michigan. The interface between the overland routes and water at the Grand Traverse of the Flint, linked, via the Saginaw Trail, the headwaters of the Rouge River, the Detroit region and the lower Great Lakes to the Saginaw Bay and the northern central and western regions of Michigan. As a long established trail, river crossing and seasonal villages for the Indians its prominence and potential was recognized early by the white explorers and fur traders in the area.

One of the first white explorers to the area was Jacob Smith, a prominent and prosperous Detroit fur trader of French-Canadian descent, who had established unusual rapport among the Chippewa Indians in the area. Smith proved to be crucial in concluding the 1819 Treaty of Saginaw which ceded six million acres of land from the Indians. It was desired under the military Governor Lewis Cass that the old Indian treaty restriction on the Michigan Territory be dissolved and vast amounts of rich land in southeast and central Michigan be open for white settlement by this new treaty. Smith, who at first opposed the Treaty of Saginaw, changed his position and threw his influence behind Cass and the commissioners. The price, although never documented, may have been the eleven reservations of land at the Grand Traverse. A narrative account from the Ellis History of Genesee County 1879 states "The Indians remained sullen and unyielding, and the prospect was looking very unfavorable for the consummation of the treaty, when a powerful influence, which had hitherto been quiescent, or adverse to

the plans of the commissioner, began to exert in favor of the treaty. This was the influence wielded by Jacob Smith, the Indian trader. It is related that he had a personal acquaintance with every one of the principal chiefs who were present at this council; that there were few, if any of them, to whom he had not at some time extended some favor or act of friendship, either in entertaining them at his different places of business, or relieving their necessities by advances of blankets and food. And among these chiefs, too, sat old Neome, steadfast and unwavering in his friendship, and willing and anxious on this, as on every occasion, to be guided by the wishes of his white brother, Wahbesius."

Jacob Smith named the eleven individuals to whom the eleven reservations were granted. The treaty declared "there shall be reserved for the use of each of the persons hereinafter mentioned, and their heirs, -which persons are all Indians by descent, -the following tracts of land, "the eleven tracts were named and numbered, six located on the north side of the river and five on the south. (Appendix #1)

Immediately upon the conclusion of the treaty Jacob Smith established a trading post near the present day corner of First Avenue and Lyon Street. "He had foreseen the future importance of this point, and had acted accordingly in securing the reservations; but he probably considered the lands on the north side of the river to be more eligible than those lying on the south side, and therefore located on the former...". During the early 1830's the population of the entire county was only about thirty families. During 1834 the government improved the military road (Saginaw Street) and erected "a substantial bridge over the Flint River at the foot of Saginaw Street.

Fur trading appeared to decline rapidly after the Saginaw Treaty as many Indians left the area and the Saginaw Trail became traveled by more and more whites. In the spring of 1825 Jacob Smith dies at the age of 45 in his cabin at the Grand Traverse. Soon after his death Major John Garland, son-in-law, submitted claim to the Indian Reservations 2, 3, 4, 5 & 6 in the names of the Smith's children claiming they were the true owners of the Indian names Metawanene, Annoketoqua, Sagosequa, Nondashwmau and Messawwakut which were given to them in infancy by their father's Indian friends. These same names were clearly indicated on the Wampler map of the eleven Indian Reservations. It was not unusual for Indian names to be given to white adults and children in similar positions. The common practice of Indian names being given to whites took an unusual twist, "In this case, however, three of the five Indian names referred to were those of males, while four of the children of Jacob Smith were daughters." What appeared at first to be uncomplicated became snarled with Indian claimants with the same names that appeared in the treaty and then other white claimants who had been deeded land in the area via other Indians or yet by still other whites who had obtained title. The situation became an excellent example of land fraud even by today's standards that were complicated even further by inaccurate parcel surveys or alleged surveys which never happen. It wasn't until October 1861 that the final appeal dealing with the last parcel was heard in the Supreme Court. At its conclusion it was said "the settlement of these titles to the seven thousand acres embraced in the Smith Reservations has cause twenty times more trouble, anxiety, and litigation than all the other land titles in the county of Genesee.", and probably the state.

By 1835 "When the tide of immigration began to set strongly in, the claimants to the five reservations...very naturally felt desirous of establishing an absolute title to the lands...". This was necessary in order to protect their financial interest from speculators, when it became seemingly imminent that the federal government would authorize the sale of public land in the area. Government authorization came in 1837.

Albert Smith (Metawanene), the only son of Jacob, took actual possession of that tract which contained the river crossing and the fork in the Saginaw Trail in 1835. Meanwhile all the other tracts had been partially occupied by various lessees under Major Garland who was helping represent the other Smith heirs.

In 1837 Jacob Smith's daughter, Louisa, and her husband Chauncey S. Payne moved from Detroit to the Village of Grand Traverse so they could better manage their land holdings. Soon after locating here they built a large mansion at the northwest corner of Third Avenue and Garland Street (the site of Lyon Place today). Payne was a prosperous business man in Albany, New York, Detroit, Michigan and Cleveland, Akron and Wiloughby, Ohio. Payne was interested in seeing the area develop and by being a large land owner in addition to existing family wealth the Payne's were able to aid in that effort with generous donations. They gave one acre of land for the building of St. Michael Catholic Church the site at Fifth Avenue and Saginaw Street where the current church stands today. They also gave land at First Avenue and Lyon for the building of the First Baptist Church, the site of the Aldrich House, and the site which some believe to be where Jacob Smith located his cabin. Land was also given for the Methodist Church at W. Second Avenue and Garland (since demolished) and the first site of the Episcopal church (outside of Carriage Town).

But while settlement began in earnest in 1837 and the Paynes used enticements to encourage development in the district the ongoing litigation severely restricted development during Flint's early settlement period (1830's - 50's). Land in the district, which some settlers considered to be prime, was built upon only sporadically for fear of having fraudulent or contested land title. This shifted the majority of the development and possibly the ultimate location of the downtown to the south side of the river where land titles were safe and uncontested.

While at the time it appeared to be a negative situation for the area, the litigation ultimately resulted in the district having the decided advantages to attract Flint's first true industry. When much of the land ownership was resolved during the 1850's, prime vacant land with river power was available across the river from a small but established village. The main road (Saginaw Street) was a improved road which ran from Michigan's lumber capital at Saginaw to Detroit while passing through large tracts of virgin timber. The situation was an ideal prospect for foresighted individuals like Henry H. Crapo and J. B. Atwood who each responded to the growing national demand for lumber generated by westward expansion by establishing a prosperous lumber business at the east and west boundaries of the district respectfully.

The advent of the lumber industry greatly altered the physical and social character of Flint. While Flint was a less cultured community than most eastern cities "it was far from being a rip-roaring lumber camp." It had several established social and cultural organizations and a class structure in which twenty percent of the families had servants. While lumbering attracted eastern money and people, it also attracted many unskilled and semi-skilled workers that quadrupled the number of propertyless residents between 1860 and 1870.

The lumber industry, and specifically Governor Henry Crapo, also brought the railroads to Flint as they expanded their product into the national market. Success in being able to sell Flint lumber across the country also made it possible for other large volume producers elsewhere to manufacture items to sell in Flint which led to a decline in the number of skilled craftsmen who lost a monopoly of the Flint market, but eventually allowed a number of small industries to succeed in Flint.

Flint had changed from a semi-isolated river village to a lumber town. When the two river villages (village of Grand Traverse and Village of Flint River) incorporated as the City of Flint in 1855 the population was nearly 2,000, by 1870 the population had more than doubled and stood at 5,186. Growth occurred throughout the city but the population in the district (First Ward) was the largest of the three wards despite its more concentrated area of industrial, commercial and residential development.

The prosperity created by the lumber industry allowed the small commercial area that had established itself along Saginaw Street to expand along Detroit Street also. Flint's first brick building was erected at the corner of Saginaw and Second Avenue in 1892 suggesting the stability and growing confidence in the district.

The residential area developed west of the commercial area and north of the industrial area situated along the river. While the neighborhood attracted some wealthy community leaders, Payne (Lyons Place) and Atwood's (721 Grand Traverse) it mostly consisted of small business owners and the working class. Some of the surviving residential architecture that demonstrates the awareness of styles and tastes during this growth period by business men of modest means include: the Second Empire Dullam house (408 W. Second Avenue), the Italianate Phillips house (320 W. Third Avenue), the Italianate Joiner House (113 W. Fourth Avenue), the Victorian Gothic Mason/Summerfield house (225 W. Third Avenue), the Gothic Revival Matthew O'Dell house (522 W. Second Avenue) and the Greek Revival Volney Clapp house (418 W. First Avenue). Existing remnants of worker housing from this period is often typified by plain front or side gable roofs with little or no ornamentation. Examples include 415 Stone, 421 Stone, 315 Stone, 313 Lyon, 516 W. Second Avenue, 516 N. Grand Traverse and 518 Mason Street.

The development of the moderate to middle income housing in the district in part may have resulted from the simple desire to live near one's work. The Crapo Lumber Mill employed nearly half of the total lumber mill workers in the city. Other large employers in the area included the Atwood and McFarlan Mills, plus several prosperous spin off industries that were located in the district: Flint Soap Works, Heal Sash, Door and Blind Company, Randall Carriage Factory and the Flint Woolen Mills gave "employment to a large number of working men and women...".

This industrial diversification began in the late 1860's and early 70's during the peak years of lumbering as "Men who had been employees in the mills became proprietors of their own business...". The emergence of these secondary industries enabled Flint to get through the difficult years of the 1880's when lumbering had declined to extinction, as vast timber reserves were gradually depleted. For a time the future of the district was questionable once again but this time the impact of the closed lumber mills would affect all of Flint. The district and city was able to weather the lean years "because the lumber profits tended to remain in Flint to help underwrite the developing wagon and carriage industry."

The prosperous Flint Woolen Mills attempted to diversify into cotton during the early 1880's and built a cotton mill (315 Water) immediately east of their existing mill (present site of the Market Firestation) before the rising cost of shipping cotton forced them to abandon the venture. Just as the vacant land in the district a generation before provided the catalyst for lumbering, the vacant cotton mill on Water Street launched a new industry, carriage manufacturing, that had an even greater impact on Flint than lumbering.

Carriage Manufacturing had been a tertiary industry in Flint for some time, as several companies had been producing carriages in the district since the late 1850's. Even though Durant-Dort was the last of the "Big three" (Durant-Dort, Patterson, Flint Wagon Works) to enter the business it soon dwarfed all.

With a borrowed \$2,000.00 William Crapo (Billy) Durant, the grandson of Henry Crapo Durant purchased the Coldwater Road Cart Co., which produced an unusual two wheel road cart that caught his imagination and moved the operation to Flint. He sold half interest to his friend J. Dallas Dort. Before the Flint Road Cart Company ever produced a carriage, it had orders for over 600. Without any factories they turned to the then "king of the hill" carriage maker William A. Patterson to fill their orders.

After a business falling out with Patterson, they at first leased space and later purchased the unused cotton mill building on Water Street and began their own manufacturing of the road cart. In the company's first year over 4,000 road carts were produced. In 1888 the Flint Road Cart Company tripled the size of their factory by constructing a two story addition to the east (301 - 307 Water Street). By 1900 the company expanded its facilities along Water Street to include five factories, three of which stand today (301 - 315 Water Street and 212 Grand Traverse Street), and an office show room (312 Water Street). In 1895 the company changed its name to Durant-Dort Carriage Company and by 1906 Durant-Dort had a work force of 1,000, was manufacturing up to 480 vehicles a day and had become the worlds largest manufacturer of horse drawn vehicles. The \$2,000 investment had returned a 2 million dollars in less than twenty years.

A large part of the success was because of the ability of Durant who brought together a group of local men with unusual ability, that combined a rich blend of talents. There was: Dallas Dort the practical, civic-minded, administrator, Fred Aldrich the meticulous, diplomat who smoothed over the occasional quarrels between Durant and Dort., Charles W. Nash the manufacturing genius who worked his way to the top, A.B.C. Hardy the thinker and visionary, and Billy Durant the optimist, promoter, super salesman and spark spug behind them all.

The carriage industry brought renewed prosperity and growth to the city and the district.

By the turn of the century Flint was known nationally as the "Vehicle City" and a new migration of workers descended on the city. In 1890 the population had increased only 4,600 since 1870, by 1900 it stood at 13,103 doing in ten years what had previously taken twenty years.

The increase in population and the expansion of business allowed the city larger expenditures for infrastructure improvements that gave the district concrete sidewalks, brick streets and street lighting. The increase in population also had a distinctive influence on the residential architecture with identical houses constructed throughout the district. (Appendix #4). In some instances nearly an entire blockscape would feature only one style (501, 505, 509, 513, 517 Stone Street) (512, 516, 520 Begole Street) indicating the response to supply workerhousing for a rapidly increasing population. Development such as this usually occurs west of Grand Traverse to Begole Street, completing the western boundry of the district. In the older established areas, larger lots were sometimes subdivided to create additional housing sites (432, 434 W. First Avenue) or the houses were simple "shoehorned" in on the same lot (311, 319 W. First Avenue), (314, 316 W. First Avenue) and 413, 413½, 417, 417½ W. Second Avenue). The two latter methods of development would alter street addresses from year to year frustrating long time residents and future historians. The non property owner/resident population also increased in the district as duplexes (322 W. First Avenue) (428 W. First Avenue) and even quadplexes (409 Mason Street) were built during this time.

Flint City Directories indicate a high percentage of the population in the district to be employed in the carriage industry. During the industries early years owners and upper management as well as common laborers in the carriage industry lived in the district. Durant (704 Garland) Dort (419 Garland), A.B.C. Hardy (525 Garland), Fred Aldrich (221 W. First Avenue) and Charles Nash (307 Mason) all resided in the district until their personal fortunes grew to such an extent that they moved to homes more appropriate of their social status (Durant's and Dort's homes were both replaced by later development). Only one commercial building (505 Detroit Street) survives from this period.

Like the lumbering industry of earlier years, by the turn of the century carriage making was coming to an end. The automobile was headed towards serious manufacturing. Few, if any, realized at that time the tremendous social, cultural and economic revolution that the automobile would have on America.

There were a few in Flint who realized that the horseless carriage was here to stay. One step behind Hardy in manufacturing automobiles was James H. Whiting who had managed the transformation of the Begole, Fox Lumber Company into the Flint Wagon Works. Just as he had the foresight to get out of lumbering and into carriage manufacturing, he now saw the need to shift from carriages to autos and wanted the Flint Wagon Works involved. The opportunity came when he purchased the failing Buick Motor Company. In 1904 he brought Buick to Flint and reorganized the company.

Not everyone saw the same future in the automobile, Durant for one thought automobiles to be "...noisy, dangerous, small contraptions that disturbed tranquility and frightened horses." But with Hardy's and other urging, his opinion was soon changed. Buick was in financial trouble again with creditors and the Geovage Seldon patent interests were after the company demanding royalties from each auto sold. Aldrich and Dort agreed with Whiting, that Durant was not fond of automobiles, but Buick was just not another company but a Flint company and Durant was a loyal citizen. Durant who was playing the New York stock market was often away from his hometown but would be returning shortly. "Most of Flint didn't know it, but the future of the city seemed to hang in the balance as Whiting waited for Billy Durant to come home." Upon arrival, Durant was approached, given rides and during a test drive he noticed that the automobile attracted public attention and crowds, just like the little road cart had done. Billy was sold. By November 1, 1904 Durant was elected to the Buick Board of Directors and Buick Motor Company began the road to recovery. Durant who know more about the mass marketing of transportation vehicles, than any man, was interested in automobiles and his Flint neighbors knew exciting days were ahead.

Durant found financial support from his neighbors, he later recounted "in the small town of Flint, where I started Buick, in 48 hours I raised \$500,000. Few of the subscribers had ever ridden in an automobile." Durant turned over most or all of his stock in Buick to the Durant-Dort Carriage Company for rental of a factory and in consideration for his time that would be devoted to running Buick.

Durant organized Buick in the same manner he had the Durant-Dort Carriage Company. By acquiring all the various companies who supplied parts used to manufacture the vehicles, he was able to control the source and take advantage of cost savings. Durant once again assembled a group of men with unusual abilities who would literally put the nation on wheels. Charles Stewart Mott began producing axles for Durant in Flint in 1906. Mott later became a three term mayor in Flint and served on G.M. Board of Directors from 1913 until his death in 1973.

William H. Little became Durant's production manager and later helped organized the Little Motor Car Company, a predecessor of todays Chevrolet. Louis Chevrolet along with the famed automotive racing team of Lewis Strang, Bob Burman and Walter Marr, would test drive Buick's on the brick paved Saginaw Street in the district. In 1908 Albert Champion began manufacturing spark plugs in Flint. Walter P. Chrysler left his position at the American Locomotive Co. and moved to Flint in 1911 to begin his career in the automotive field. Starting as manager of Buick he later became president of Buick and vice president of General Motors before establishing the Chrysler Corporation.

Using the Durant-Dort Carriags sales network as nucleus, Durant made Buick the nations best selling automobile by 1908, surpassing the earlier leaders of Ford and Cadillac, His thoughts then turned to the creation of a large company which would manufacture several different makes and models of automobiles. After two unsuccessful attempts to merge/buyout Ford, Maxwell-Briscoe, and Reo, Durant founded General Motors in 1908.

In the vehicle city by 1910 the automobile had overtaken carriage manufacturing. The Durant-Dort Carriage Company continued producing carriages until 1917 when Durant and Dort ended a twenty seven year partnership so each could pursue different business interests. In time both Nash and Dort followed Durant into automobile manufacturing. Nash became president of Buick in 1910 and General Motors in 1912. He achieved his greatest fame in 1916 when he founded the Nash Motor Company, now American Motors Corporation. Dort went on to create the Dort Motor Company in 1915. He produced autos in the former Carriage factories along Water Street until his death in 1925. Dort is considered the father of Flint's park system and the Industrial Mutual Association, whos former auditorium is a National Register Site on the site of the former Crapo Mill.

The auto industry impacted on the city beyond what either lumbering or carriage manufacturing had. Flint would rush, or would be pushed, into the 20th century as few cities would be. The population increased from 13, 000 in 1900 to over 38,000 in ten years and by 1920 the population was over 100,000. While the auto industry expanded beyond the boundries of the industrial area that nurtured it, its influence on the district is clearly seen in both the residential and commercial areas.

Flint's housing shortage was acute once more. Throughout the district sites were subdivided again (406 Grand Traverse) (506 Lyon) (311 Fourth Ave) (616-619 Fifth Avenue) or houses were erected in clusters on the interior lots as occurred at 102, 103, 104 and 105 Sanford Place. Earlier housing stock was sometimes torn down and replaced with new homes with greater unit density per acre. The demolition of the Payne Mansion in 1913 which allowed the construction of nine new houses on the site (214, 218, 224, 228, Third Avenue and 611, 612, 617, 618, 620 Lyons Place) perhaps best symbolizes the past yeilding to the present. Apartment buildings constructed during this period such as the Tinlinn (413 Garland) provided housing for upper level automotive employees. In some rooming houses it was said that sleeping rooms were rented by the work shift rather than the day or week.

The commercial areas, along Saginaw and Detroit streets in the district, were literally rebuilt during the boom of the 1920's. The commercial area expanded further west along Garland and further north along Detroit and Saginaw to capture the markets created by the new residential communities of Oak Park and Civic Park north of Flint.

New businesses in the district were often auto related and offered a wide range of merchandise and services for the auto owner: new car chowrooms (Downtown Buick 601 N. Saginaw), parking garages (625 N. Saginaw Street), auto parts (503 Garland) and auto service (627 Detroit Street). Several municipal buildings and facilities aconstructed in the district during the auto industrial boom gives testimony today of the tremendous advances and requirements that were necessary to maintain public safety and welfare during this growth period. The Market Firestation (119 Grand Traverse)

built in 1912 exemplifies the dependence on the horse, during this industry transition, with horse stalls and the still intact ceiling mounted harness hooks which speeded response time by automatically dropping the harness on the waiting horse. Fifteen years later the design of Firestation No. 2 (701 Detroit Street) was made with thought given to serving a new and larger metropolis with reliance on the internal combustion engine. Atwood Stadium was constructed on the former site of the Atwood Mill to provide athletic facilities for the expanded sports programs. The Consumers Power building (400 N. Saginaw Street) enabled the public utility to meet the increased demand for natural gas and electricity.

Several hotels were erected in the commercial area of the district as Flint became not only an industrial center but a financial center also. The hotels were centers of activity with automotive and business leaders traveling to and from Flint. Hotels which survived from this period include the Durant Hotel (607 E. Second Ave.) Flint Tavern Hotel (529 Detroit Street) and the Berridge Hotel (421 Garland Street, site of Dorts home in Carriage town).

The enchantment of this world of gleaming autos, high finance, flamboyant lifestyles and dreammakers ended abruptly on October 29, 1929 when the stock market crash stunned the world. Locally, Billy Durant lost his personal fortune and news from the Industrial Savings Bank (432 N. Saginaw) jolted the financial world again when the stock market crash uncovered the nations largest bank embezzlement scheme ever. The depression which followed ended Flint's expansion and for all practical purposes any further development in the district. The remarkable history of this area symbolically ends at the Industrial Savings Bank located only a block away from where Flint's industrial history began just eighty years earlier.

The commercial, industrial and residential properties surviving in the district provide a panorama view, interwoven by time, of three distinct periods of urban growth and development, that has major historic significants to Flint.

The following are properties within the Carriage Town Historic District which have special prominence.

THE LUMBER ERA 1840 - 1880

Volney T. Clapp House 418 W. First Ave.

The Volney T. Clapp house is a farmhouse type American basic Greek Revival. This house was built around 1871 by Volney T. Clapp of E.B. Clapp & Company -- Pork packers and dealers in flour and feed. Greek detailing on the house includes a wide flat frieze under the eave, square corner pilasters with capital shaft and base articulation, half-story second floor and the tall, narrow rectangular shape. The partially enclosed front porch is not an original feature of the house but it appears to be a very old addition.

Dullam House 408 W. Second Avenue

The Dullam House, built in the late 1860's is a two-story Victoria with cross gables; tall, narrow, heavily trimmed fenestration; and small, open, corner porches. Although not much larger than the houses surrounding it, this building imparts strong image on the street scape. William Dullam was an early Flint physician and pharmacist.

The Phillips House 320 W. Third Avenue

The Phillips House is located at 320 W. Third Avenue and was the home built by Frank C. and Lucretia M. Phillips in the late 1860's. Mr. Phillips was part owner of a Flint shoe store name Foote & Phillips in the 1890's and was once the proprietor of the Sherman House, a hotel and popular gathering place in Flint for many years. All of the lumber used in the construction of this house was from the old Crapo lumber mill and wood was used lavishly throughout the 15 rooms in molding and coving. The fireplace in the living room has a wooden mantel and pillars with very small tiles on the front and on the hearth. The Phillips house takes on the general character of the Italianate style expressed in its low-pitch hip roof topped with a cupola, tall first floor windows, 2-light second story sash, long porch.

Matthew O'Dell House 522 W. Second Avenue

The Matthew O'Dell House is a two-story carpenter gothic with wood bargeboard on the eaves, pointed windows, original fenestration and clapboard siding. It has bellcast hip roof front porch with decorative posts and scrollwork. The lot is nicely landscaped with trees and shrubs. This house situated on the northeast corner of Stone Street and W. Second Avenue was built by Matthew T. O'Dell around 1875. Matthew O'Dell was a drayman and gardner.

The Parsell/Campbell 516 N. Grand Traverse

The basic front portion of this one-story house is a vernacular type of gallery farm house characterized by its full front porch with integral roof line. This house was occupied by Ernest Parsell, a Flint cigar manufacturer. During recent interior repair/remodeling it was reported that logs framed the basic structure.

Mason/Summerfield House 225 W. Third Avenue

The Summerfield House is a two-story Eastlake Victorian style house with a cut stone foundation and cross gable roof. It is constructed of red brick and features a bay window on the west side and extensive use of decorative wood trim over the windows and framing the gables. A rear porch has been removed from the house and a fiberglass enclosure has been put over the front porch. The house was built around 1876 by Charles A. Mason, a pioneer local druggist, mayor of Flint in 1881 and member of the school board for 8 years. Arhtur Summerfield, founder of one of the largest Chevrolet dealerships in the city and Postmaster General of the United States during the Eisenhower administration, lived in this house during the 1920's.

CARRIAGE MANUFACTURING 1880 - 1910

Durant-Dort Office Building 316 W. Water Street

The Durant-Dort Carriage Company Office is located at 316 West Water Street and is individually listed on the National Register of Historic Places. Built in 1895, it is a two-story, rectangular shaped, red brick building with stone trim measuring 40 by 60 feet. There are three gabled dormers on the hipped roof and a bay window on Water Street elevation. This building served as headquarters for the Durant-Dort Carriage Company from 1895 to 1913 and is generally recognized by historians to be the birthplace of General Motors Corporation. From his office in the Durant-Dort Carriage Company office, Durant dictated a letter to Charles Stewart Mott of the Weston-Mott Company in Utica, New York, manufacturer of automobile axles, requesting that Mott consider moving his company to Flint, Michigan. That letter, dated June 5, 1905, so instrumental in getting Mott to relocate to Flint, Michigan is generally recognized as the first step in the consolidation of automobile related industries which ultimately led to the formation of the General Motors Corporation in 1908. The building was designated a National Historic Landmark in 1978.

Flint Road Cart Company 315 W. Water Street

This building was originally built by the Flint Woolen Mills in the early 1880's for the milling of cotton. The mill never became operational and the building was leased to the Flint Road Cart Company in 1886-87, who began manufacturing their first road carts from here. Success in the business allowed the Flint Road Cart Co. to purchase the building a short time later. The Factory was converted to automobile manufacturing in 1915 by Dort and used for that until his death in 1925. Federal funding which assures the restoration of the building was obtained in October, 1984.

Flint Road Cart Factory #1 301 - 307 Water Street

The Flint Road Cart Factory No. 1 is located at 301 - 307 Water Street and has been nominated individually for listing on the National Register of Historic Places. The Flint Road Cart Company, organized by William Crapo Durant and J. Dallas Dort in September, 1886, was the precursor of the Durant-Dort Carriage Company which grew to become the largest manufacturer and seller of horse-drawn vehicles in the United States. Factory No. 1 was used in the manufacture of horse-drawn vehicles from 1888 to 1915 when J. Dallas Dort founded the Dort Motor Company and utilized the former carriage factories for automobile manufacturing. This two-story, wood frame building with masonry bearing walls and flat roof exemplifies late 19th century "red brick" industrial architecture.

Durant-Dort Carriage Factory #4 212 N. Grand Traverse

The Durant-Dort Carriage Factory #4 was built in 1904 to meet the need for more floor space of the rapidly expanding Durant-Dort Carriage Company. This four story factory building has large window areas between narrow brick piers topped with stone capitals that serve its function as well as its structural system. Part of an original road cart was found on the third floor of this building in 1983.

Nash House 307 Mason Street

The Nash house built in the late 1880's is a two story Queen Anne with gabled roof, wraparound front porch and fishscale and clapboard siding. Charles W. Nash lived in this house from 1897 to 1900 while he was employed at the Durant-Dort Carriage Company. Charles W. Nash was born January 28, 1864 in DeKalb County, Illinois to D.L. and Anna Caldwell Nash. Nash was placed under the guardianship of Robert Lapworth, a farmer in Flushing, Michigan, when he was six years old. He ran away from the Lapworth farm at the age of 12 in 1874 and took on a series of jobs at farms in Genesee County. Nash met Jessie Halleck while baling hay on the Halleck farm and married her in 1884. In 1890 the Nashs' moved to Flint because of Mrs. Nash's health. Shortly after arrival in Flint, Nash obtained a job at the Flint Road Cart Company --later renamed the Durant-Dort Carriage Company --as an upholstery stuffer at a wage of \$1.00 per day. Within six months Nash was superintendent of the plant. While working at Durant-Dort, Nash developed the straight line belt conveyor system of assembly which became vital in the manufacture of automobiles. Nash later became Vice President and General Manager of Durant-Dort Carriage Company. Under his management the company in 1906 produced 56,000 units and employed 600 men. Nash was appointed president of Buick Motor Company in 1910 and president of General Motors Corporation in 1912. GM prospered during his tenure as president; there was a six-fold increase in annual profit from \$7,460,000 in 1914 to \$29,150,000 in 1916. Production was trebled to 132,000 a year from 43,000, the cash surplus was seven times as great and funded debt had been reduced to about one fifth. Nash resigned from GM in 1916 and bought the Thomas B. Jeffery Company in Kenosha, Wisconsin, producer of the Rambler. In 1917 he changed the name of the company to the Nash Motor Company. The Nash Motor Company was later consolidated with other automobile related industries to form the American Motors Corporation.

A.B.C. Hardy House 525 Garland

Alexander Brownell Cullen Hardy was hired by Durant in 1896 to manage the new Diamond Buggy subsidiary of Durant-Dort. The subsidiary cleared 150% profit in the first five months. He first alerted Durant to the coming of the automobile manufacturer. He was sued by the George Sledon patent interest in 1903 and left the business. He rejoined Durant to manage the Little (forerunner of the Chevrolet) and later as vice president of Chevrolet he talked Durant into buying a refrigerator company - Fridgidaire. Hardy resided in this two story Queen Ann during the late 1800's.

The Aldrich House 221 W. First Avenue

The Aldrich house is a two-story brick vernacular with Queen Anne details built in the late 1880's. This was the home of Fred A. Aldrich in the early 1890's when he began working for William Crapo Durant and J. Dallas Dort at the Flint Road Cart Company. Aldrich, born November 10, 1861 in Hamilton Township, Michigan, was the son of Almon Aldrich, publisher of the Flint Globe, an early local newspaper. He attended school with Durant before going to a preparatory school in New Hampshire. Aldrich originally planned to attend Harvard University but changed his mind and learned the printing trade at his father's office. It was when Aldrich produced some advertising work for the W.A. Patterson Company, one of Flint's first carriage manufacturers, that he came in contact with Durant again. At that time the Flint Road Cart Company was contracting with W.A. Patterson to produce its road carts, Durant saw the ads that Aldrich made up for Patterson, liked them, and hired Aldrich to do some work for the Flint Road Cart Company. In December, 1889, Fred A. Aldrich quit the printing business to work for the Flint Road Cart Company full-time at a salary of \$12 per week. When the Flint Road Cart Company incorporated September 9, 1893, Fred Aldrich was secretary of the firm. Aldrich served as secretary-treasurer of the Dort Motor Car Company, he suggested to James H. Whiting, founder of Buick Motor, that Whiting approach Durant about buying the fledgling company in 1904. Aldrich was very prominent in the local Flint community -- he was a founder of the Flint Community Chest, served Genesee Chapter of the Red Cross, Flint Board of Commerce (predecessor of Chamber of Commerce), Flint Institute of Arts and numerous other organizations and clubs.

The Brownell House 403 W. Third Avenue

The Brownell House located at 403 W. Third Avenue was built around 1889 by Henry Ward Brownell. Henry Ward Brownell was a Civil War veteran who was a bodyguard of General William Tecumseh Sherman during the Civil War. Mr. Brownell was a fine horseman known in the neighborhood for his ability to ride. The Brownell House is a stately two-story dwelling with architectural features characteristic of the "carpenter" Queen Anne style. The flared chimney top, as well as the variety of wood siding--including vertical and horizontal clapboards and fish scale shingles--the decorative wooden brackets, tall, narrow, regularly spaced windows and the general massing all are consistent with the common vocabulary of "carpenter" Queen Anne.

The Raymond Brownell House 624 W. Third Avenue

The Raymond Brownell house is located at 624 W. Third Avenue and was built in 1899 by Joseph L. Dunbar, a leading Flint builder of the time, as a wedding gift for his daughter Daisy on her marriage to Raymond A. Brownell.

Mr. Raymond Brownell was the son of Henry Ward and Elizabeth Cornelius Brownell. He began working at the Durant-Dort Carriage Factory in 1886 as an apprentice trimmer, advanced to foreman of the top department, then foreman over all trimming and finally was promoted to superintendent of the trim and paint department. Brownell continued working at the Durant-Dort complex after it was converted to the Dort Motor Car Company in 1925, was both a stockholder and director of the firm. Brownell, a very civic minded person and active Flint booster, was instrumental in getting the cooperative movement started which resulted in clearing the Third Avenue site for Atwood Stadium. Mr. Brownell served as mayor of the City of Flint in 1929, the year that Atwood Stadium was built and again in 1933-34. He was also intimately involved in an organization which combined with another similar group to develop the Industrial Mutual Association (IMA). IMA trustees made Ray Brownell an honorary lifetime member in 1928 for his service in the organization. Both Ray and Daisy Brownell were active in the Old Newsboys, an organization formed to distribute clothing and other goods to the poor and needy in Flint at Christmas time.

Market Fire Station 119 N. Grand Traverse

The major architectural elements of the Market Fire Station built in 1912 include quoin-like corner piers with pointed stone capitals, a simple parapet and stone lintels. The scale, materials and image of the building fit the character of its surroundings. Some modifications have occurred which detract from its original appearance, yet the building imparts much of its original character.

College Inn 505 Detroit Street

The College Inn located at 505 Detroit Street is two hotel buildings which were constructed in the late 19th century. The southern end of the building on the corner of Second Avenue and Detroit Street is a three-story structure of Italianate influence characterized by the arched tall double hung windows set in rhythmic pronounced bays. This section of the building also includes corbelled brick work and wooden cornice at the top. The other section of building is a three-story brick structure with rectangular double and single windows and the name Jefferson above the third floor windows. The brick first floor of both buildings has been covered with metal siding. This building situated on the northwest corner of Detroit Street and Second Avenue provides an important visual impact in the architectural enclosure of historic McFarlan Park.

Auto Industry Era 1905 - 1930

Tinlinn Apartments 413 Garland Street

The most prominent feature of this structure built in 1912--the two-story doric columned front portico--is an eclectic addition to box-like Prairie school derived residential multi-family dwelling. Its low-pitch hip roof, wide eaves and front porch urns are all distinguishing features. The Tinlinn Apartment Building appears to have been one of the choice places to live for upper level factory employees; during the first three years that it was open an engineer from Weston-Mott Company, a superintendent, a factory manager from Weston-Mott Company, the secretary of the William F. Stewart Company, and the assistant treasurer from Champion Ignition Company all lived at this address.

The Rosenblum House 220 W. Fourth Avenue (*burned down 12-84)

The Rosenblum house is a relatively pure example of a California Bungalow style cottage. Its low massing, broad front porch--which becomes an integral part of the gently sloping roof--abbreviated window openings at its side elevations and general horizontal expression are important features of this residential style. This was the home of Maurice and Fannie Rosenblum from 1919 to 1938. Maurice Rosenblum was a founder and president of Kobacker Furniture Company. Rosenblum, who came to Flint in 1914, was prominent in Flint's Jewish community and was a founder of Temple Beth El. He served on the Hurley Hospital board of managers as treasurer from 1929 until his death in 1938.

The Franklin House 703 - 715 N. Grand Traverse Street

The Franklin House, built by William R. Franklin, a local attorney, in 1915, is an eclectic blend of bungalow style and Dutch colonial architecture. The gambrel dormer on the front of the house with its window in the gambrel end expresses the Dutch colonial flavor. This two story brick and shake shingle sided house is situated on a large, nicely landscaped city lot that is slightly elevated above the street level giving the house a podium effect. The carriage house situated at the northwest corner of the lot has a gambrel roof, clapboard siding and shake shingle siding which matches the house. The carriage house glass door has been added to the building.

Berridge Hotel 421 W. Second Avenue

The Berridge Hotel was built in 1928 on the site of the former home of J. Dallas Dort, automobile pioneer, by Dr. John C. Berridge. John Berridge was born in Flint July 10, 1868, the son of Walter H. Berridge, a pioneer local merchant. The Berridge Hotel was constructed at a cost of \$200,000 and was advertised in 1929 as "A home-like place to stay, daily rates \$1.50 and up, weekly rates \$10.50 and up". Architecturally the Berridge Hotel is a scaled down version of the Italian hotel style epitomized in large city hotels built in the 1920's. The Berridge Hotel is important to the historic district because it retains its original use and appearance in 1984.

Goodrich Silverton Inc. Tires 503 Garland

The brick facade of this building is typical of automobile-related architecture found on many such buildings of the late 1920's. The highly defined masonry piers with decorative stone capitals are prominent features of this structure. One part of the building is a single-story with large plate glass windows (tire sales room) and the other section is two-story with multipaned steel sash windows (parking garage and tire warehouse). This building, constructed in the early 1930's, retains its original appearance complementing the scale and historic feeling of the nearby Berridge Hotel.

Genesee Garage Inc. 625 N. Saginaw

The Genesee Garage Inc. building was constructed in 1926 for automobile storage, washing and the sale of automotive parts and supplies. This two-story brick and masonry construction building displays the influence of Art Deco style especially in the decorating stone pier caps and the decorative stone over the entrance. The dual purpose of this building (sales & storage) is depicted by the industrial steel sash multi-paned windows on the second floor expressing the service area function and the first floor plate glass windows expressing the retail space. This building has remained essentially unaltered in appearance and use for over fifty years.

Downtown Buick 601 N. Saginaw Street

The Downtown Buick sales and service building was constructed by the Buick Motor Company in 1923-24. It featured one of the largest automobile showrooms in America in 1924. At the gala grand opening lasting 8 days in March, 1924, the Buick Motor Company sent factory officials to "lend impetus to the importance of the occasion", the entire line of Buicks (17 models) was displayed and a cut-out and illuminated chassis was featured. The opening was attended by more than 11,000 people. The architecture is an example of a 1920's hybridization between the commercial expression of an automobile showroom and the related service and office facilities. The showroom portion of the building featured 195 feet of window display. It is a two-story reinforced concrete, brick and steel building covering the entire area on the north side of Third Avenue from N. Saginaw Street to Chippewa Street.

Durant Hotel Building 607 E. Second Avenue

The Durant Hotel, named in honor of William Crapo Durant, as the brainchild of the local Chamber of Commerce which recognized the lack of adequate accommodations for businessmen visiting Flint. In 1918 a group of prominent Flint citizens headed by Fred A. Aldrich formed the Citizens Hotel Company to raise capital to build the hotel. The eight story, 300 room Durant Hotel was built in 1919-20 at a cost of \$2,500,000 by the Realty Construction Company of Wilmington, Delaware. It was formally opened on December 31, 1920 with a dedication ceremony attended by over 500 people. The Italian classic style architecture of the Durant, popular for modern city hotels of the 1920's, is expressed in its monumental cut limestone two-story base, a simple brick shaft, and a decorative top or capital segment. The tall arched tripartite entry element on Second Avenue manifests a grand sense of arrival.

Flint Tavern Hotel/Marian Hall 529 Detroit Street

The Flint Tavern Hotel, a six-story structure of stone and brick, was constructed by Carl S. Barry & Company in 1927. The first story of the building is stone and the remaining five stories are brick with stone trim and mountings. A press release announcing the construction of the hotel stated that the hotel was designed to provide comfortable lodging to the traveler as well as suitable rooms for those who desire to live at the Tavern. The tall stone base, brick intermediate floors and enriched upper story are typical of the Italian Renaissance influence found on many major hotels of the period. Although its balcony-type decoration elaborate cornice and original fenestration are now gone, it remains a historically identifiable architectural contribution to the immediate area.

Fire Station #2 701 Detroit Street

The finely detailed fire station build in 1927 suggests an Italian villa in architecture with its hose drying tower and truncated hipped roof (originally red clay tile). The extensive use of corbelled brickwork, exaggerated carved coping stones and strong forms suggest a very early version of the Art Deco style. The station was hailed as the most up-to-date and efficient plant of its kind in the state by a committee of fire chiefs who inspected the building and equipment prior to its opening in late June 1927.

Consumers Power Building 400 N. Saginaw Street

The Consumers Power building was erected in 1928-29 for this public utility company by W.E. Wood Company at a cost of \$205,000. This 100 x 103 foot building rests on a foundation designed to hold up to six floors although only three stories were built. Its' construction is reinforced concrete frame with artistic tapestry brick facing. Granite faces the building to a level of six feet above the sidewalks, stone banding details the Saginaw Street elevation and its topped with a cut stone cornice. Although the fenestration and window glass have been altered, this building retains much of its architectural integrity.

Atwood Stadium 701 W. Third Avenue

Atwood Stadium occupies the former site of the Atwood Mill on Moon Island. The site is believed to be at or near the Indian Village of Muscatawigh due to the number of artifacts found during construction of the stadium. In 1917 5,000 volunteers cleaned the site, which had become a dump, to create a park. In 1927 Edwin W. Atwood gave the land and \$5,000.00 to the city for construction of the stadium in memory of his father William Atwood. It was designed by Wright-Nice architects and constructed in 1928-29. The river channel was filled, eliminating Moon Island and the stadium was dedicated in June 8, 1929. President Roosevelt addressed a crowd of 20,000 at the stadium on October 5, 1935. In October 1963, just prior to his death President Kennedy addressed another large public gathering at the stadium. During World War II thousands would watch mock tank battles. During the 1960's and 1970's the stadium was the site of Civil Rights rallies and war protests. In 1968 Atwood became only the third outdoor stadium in the country to have artificial turf. It serves the community today as a center for activities and sporting events.

Industrial Savings Bank Building 432 N. Saginaw Street

The Industrial Savings Bank Building is located at 432 North Saginaw Street and has been nominated for listing on the National Register of Historic Places. This twelve-story L-shaped brick building was designed by the New York architectural firm of Davis, McGrath and Kiesling and constructed in 1922 - 23 by the Realty Construction Company of Flint, Michigan. It measures 99 by 150 feet in size and exhibits influences of Second Renaissance Revival style architecture. There is a three-story base defined by paired and fluted pilasters with stylized Corinthian capitals and two columns of Indiana limestone, granite rectification and multi-paned windows. The brick piano nobile is expanded into seven floors of office space with a simple and balanced fenestration framed by granite quoining. The crown of the building includes an eleventh floor with casement windows, a wide copper cornice line punctuated with anthemions have been limited to several arrangements on new main entry doors, varying storefront treatments, new signage, sandblasting of the front facade in 1948, and the addition of a fire escape and a two-story delivery area. Founders of the Industrial Savings Bank include pioneers of Michigan's carriage and automobile industries -- Walter P. Chrysler, locomotive expert who founded Chrysler Corporation, A.B.C. Hardy, Flint's first automobile manufacturer, Charles Stewart Mott, inventor of an auto axle assembly and Charles W. Nash, founder of Nash Motor Company that grew to become American Motors Corporation. The upper stories of the bank were leased to the Industrial Mutual Association (IMA), a benefit society that provided first carriage and later automobile workers with the equivalent of health and life insurance. The top seven floors of the building served as a center for recreational activities ranging from bowling and basketball to music clubs and physical fitness classes for IMA workers. The Industrial Savings Bank Building was also the scene of one of the largest swindles in U.S. banking history. A fifteen member "League of Gentlemen" headed by an assistant cashier, embezzled \$3,592,000 of the depositors money to make purchases on the stock market. The men were successful in covering their illegal operation from early 1928 until late October 1929 when the panic and ultimate crash of Wall Street occurred. C.S. Mott, one of the founders of the bank, upon learning of the embezzlement, demanded to hear a full account of the crimes. He personally travelled to Detroit and withdrew \$3,592,000 from his private bank account to cover the losses. The bank continued operations until it closed permanently during the Depression's Bank Holiday of 1933. Since 1933 it has been owned by the Congress of Industrial Organizations (CIO), Louis Rose, Moe Leiter and Louis Warner all Detroit real estate investors and most recently by a partnership of Lindmann and Warren.

III

Carriage Town Historic District - Verbal Boundary Description and Justification

The Carriage Town Historic District is well-defined by boundaries determined by physical development in an historic context, and physical barriers which are man-made and natural.

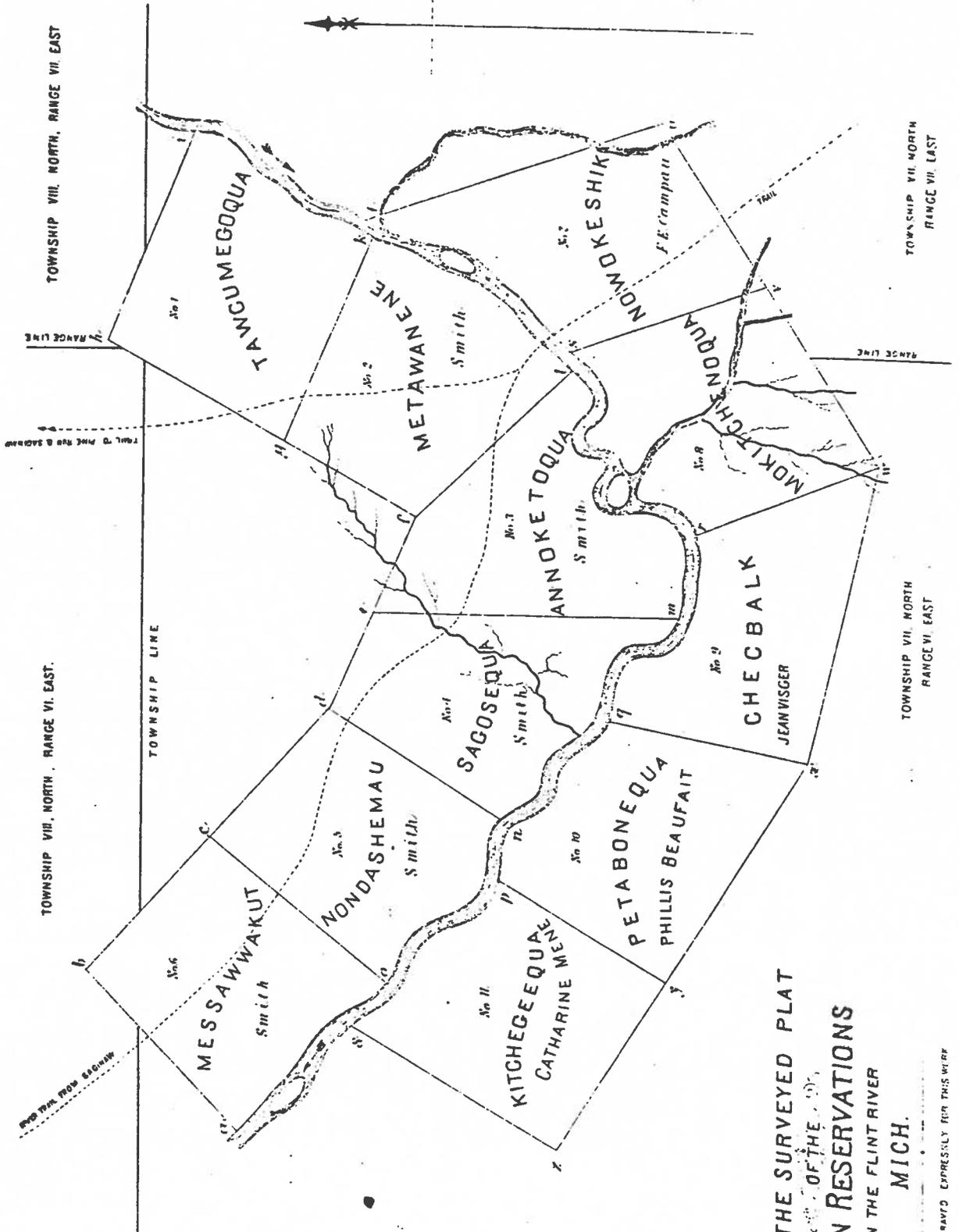
The southern boundary of Carriage Town is formed by the Flint River, which was historically the strategic point of beginning and remains a physical barrier today. The eastern boundary runs north from the river along N. Harrison Street to E. Second Avenue, then west on E. Second Avenue to Saginaw Street, north on Saginaw Street to E. Fourth Avenue, then west on E. Fourth Avenue to Root Street and Root Street north to E. Fifth Avenue. This eastern boundary configuration is determined by recent development (1940's) and non-contributing remodeling (1970's) of the former Sears department store that was converted for Mott Community College's use. The exclusion of this property eliminates the northeast corner of the otherwise nearly square district. The remaining eastern boundary is essentially defined by the new AutoWorld theme park parking lot and the resulting street realignments.

The northern boundary is defined by Fifth Avenue which is a major east/west thorough fare. Fifth Avenue was a defining edge of development as late as the 1880's. From Mason Street west, 1960's and 70's institution development has occurred, which is non-contributing in architectural character and use. East of Mason Street development north of Fifth Avenue is residential in character and has some period housing, 1890's-1930, but is visually and physically separate from the district proper.

The western boundary follows Begole Street south from Fifth Avenue to Third Avenue and Third Avenue to Prospect Street, then Prospect Street south to the river. West of Begole Street the development is more recent and does not strengthen the district. The jog to Prospect Street is made to include Atwood Stadium, a site of historic significance to Carriage Town and Flint. The Atwood Stadium site has always served as a western terminal to the neighborhood as it was earlier the site of the Atwood Saw Mill and later served as an open dumping area. Property west of Prospect is 1920's residential, but in poor physical condition to contribute to Carriage Town if included at the present time.

IV

Appendix
(Four Exhibits)



COPY OF THE SURVEYED PLAT
 OF THE
 INDIAN RESERVATIONS
 ON THE FLINT RIVER
 MICH.

ENGRAVED EXPRESSLY FOR THIS WORK

1867



Exhibit No. 4

Carriage Town Historic District - Appendix No. 4 Mass Produced Housing Styles

Style A: Style "A" is a two story side gable house with 1½ story projection at rear and on one side that forms the entry. A shed roof, open porch, extends from the side of the two story volumn to a point just past the 1½ story portion. The roof of the 1½ story forms a 'dog leg' from its 1st floor eave to a point just under the 2nd floor eave. This portion of the house serves as entry and provides vertical circulation without sacrificing space in the main house. Fenestration is simple, double hung window place in symmetrical, single fashion at four locations on the street facade (two on each level) and a single window on each floor, centered under the gable. Foundations usually are brick and exterior siding clapboard. This style house was built between 1903 and 1910 and usually occurs on the west side of Carriage Town.

Examples: 504, 512, 516, 520 Stone St. 612, 616 W. Second Avenue

Style B: Style B is a two story, clapboard sided house of wood frame construction. The roof is a cross gable but appears as a simple side gable house from the street. A center cross gable occurs on the street facade that frames a taller, 2nd floor, double hung window. A small double hund window in symmetrical fashion occurs on each side. The 2nd floor windows are aligned with first floor windows on the street facade. The door is centered on this facade. An open porch with hip roof and center projection bay with a gable appears to have been the original design. This style house was built from approximately 1890 to 1905 and occurs along Stone Street south of Third Avenue.

Examples: 501, 505, 509, 513, 517 Stone Street

Style B-1 Style B-1 is modification of the type "B" model change the porch to a street gable roof and/or eliminates the rear cross gable to produce a small house.

Examples: 603 W. Third Ave., 614 Stone

Style C: A 'salt box' roof with street gable facade. The 'long leg' of the roof extends to form the porch roof. A tow story cross gable projection creates the main entry. Second floor window are paired on the street side with a large living room window directly below it. Both are centered below the ridge line of the roof. Most of this style was built in 1917.

Exampes 626, 628 Stone St.; 442 W. 1st Ave.; 315 W. Fourth Ave.

Style D:

Style 'D' is a two story house similiar to the 'American Fair Square". It is distinguished by a truncated roof or a different pitch roof rising to a center peak from the point of the flat roof on the trunicated styles. Two gables, are on the street facade interup what would be a basic hip roof. The fenestration is symmetrical but with wider first floor windows than second floor windows. Clapboard siding and 'rock face' concrete block were the original exterior materials. Porches were open with a full width facade hip roof or a partial facade gable roof.

Examples (414/503 Mason) (425 W. 3rd.) (708 Begole)

Style E:

The type E style house is a two story 'Four Square' with a truncated hip roof. The fenestration is symmetrical on the street facade. A gable or wide cross gable dormer occurs on one, two or four sides. A projecting cross gable bay sometimes provides side entry protection. Open porches with one story hip roofs extend the full width of the street facade and sometimes wrap around the side. Clapboard siding and wide eave trim is the basic building materials. These homes were built between 1910 to 1920 and occur primarily north of third on the western edge of Carriage Town.

Examples 611, 615 Stone St.' 508, Mason St.; 608 W. Third Ave.

Style F:

The type "F" house is the 'American Four Square' or 'Electric Prairie" house. It is a two story square plan house with hipped roof and wide overhanging eaves. Gable dormers or broad cross gables are comomly found. The street facades have symmetrical fenestration and open porches with hip or gable roofs. Building materials included clapboard siding for the full two stories or masonry first floor and clapboard second floor. This style house was built between 1900 and 1920 throughout Carriage Town. North of Third Avenue these houses usually occupy a fair size city lot; south of Third Avenue these houses are placed on very small lots often created by subdivision or are built two per lot.

Examples 102, 103, 104, 105, Sanford Place;
612, 620, Lyons Place;
301, 307, 311 West Fourth Avenue.

Major Bibliography References

History of Genesee County Michigan with Illustrations
Franklin Ellis, 1879, Sloan Museum

The Book of the Golden Jubilee of Flint Michigan 1855 - 1905
Sloan Museum

The Flint Journal Centinial Picture History of Flint
Lawrence R. Gustin, Limited third Edition 1977

A Land Use History and Preliminary Cultural Resource Survey of the Water Street District, Flint, Michigan, Caminos Associates 1982, Dept. of Community Development Flint City Hall

An Industrial History of Flint
Frank Rodolf 1940

Unpublished manuscript available at the Flint Public Library

Automotive Giants of America

B.C. Forbes & D.D. Foster

B.C. Forbes Publishing Company N.Y., N.Y. 1926

Billy Durant Creator of General Motors
Lawrence A. Gustin, 1973

Halfway to Yesterday
Alice Lethbridge, 1974

Well Do I Remember
Alice Lethbridge, 1976

Surveys at the Grand Traverse of the Flint River:
Human Determinants effecting the location of Flint, Michigan
Don Richards, Surveying and Mapping 1979

The Flint Saturday Night
various dates on microfilm in the Michigan Room of the Flint Public Library

1880 Panoramic View of the City of Flint
Michigan Room, Flint Public Library

1867 Panoramic View of the City of Flint

1890 Panoramic View of the City of Flint

Polk City Directory
various dates, Sloan Muesum and Flint Public Library.

The Flint Daily Journal
various dates, on microfilm in the Michigan Room of the Flint Public Library

1855 City of Flint Map (street development)
Flint files, Michigan Room, Flint Public Library

1859 City of Flint Map

Wall map, Michigan Room Flint Public Library

A Man and His Family: Henry Howland Crapo

Richard J. Meister, University of Michigan - Flint Archives 1982

The Crapos, The Wilsons, The Durants

Richard P. Scharchburg, University of Michigan - Flint Archives 1982

Citizens Century 1871 - 1971

Clarence H. Young, Citizens Commercial & Savings Bank 1971

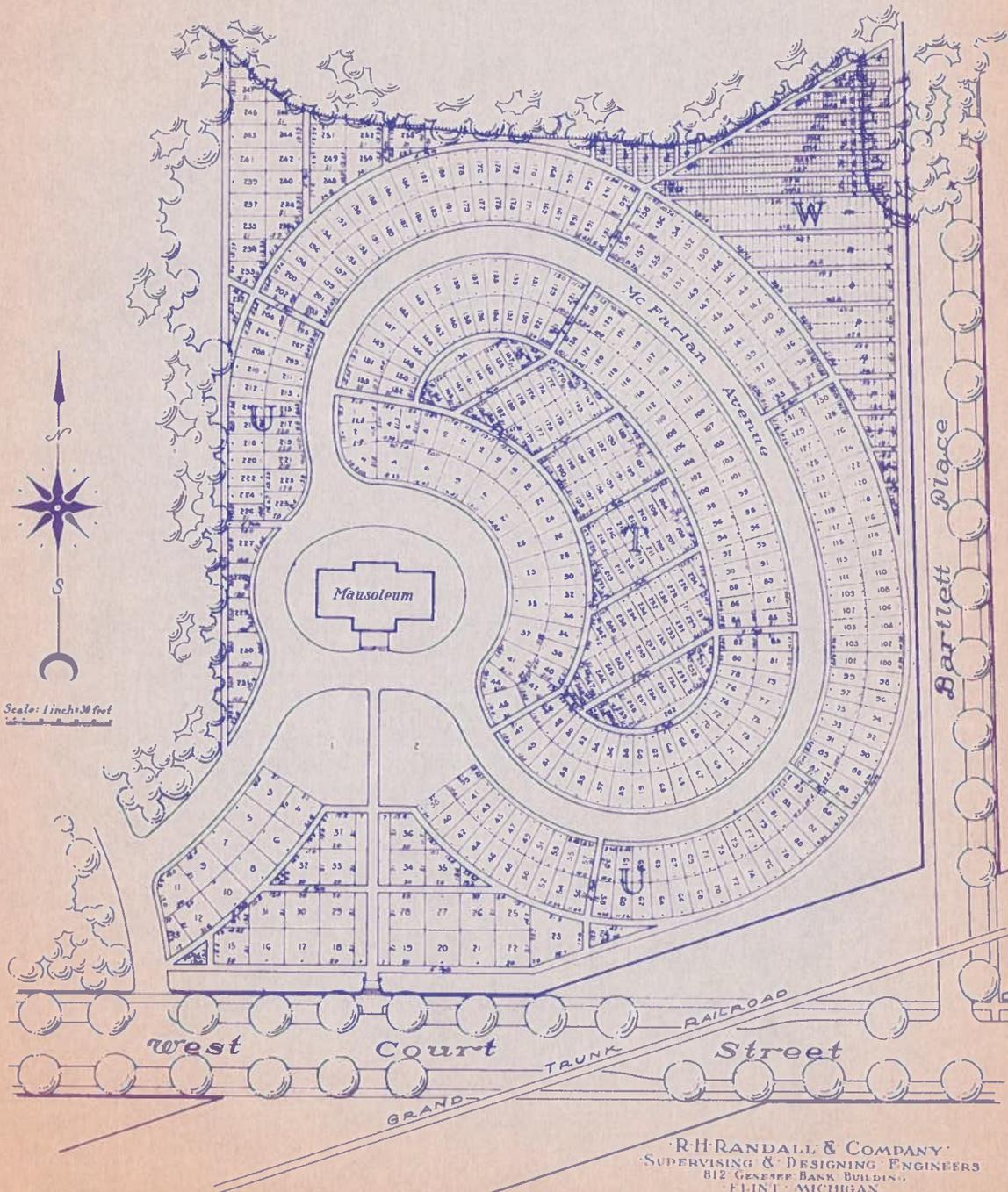
General Motors The First 75 Years of Transportaion Progress

General Motors Corporation, Automobile Quarterly Magazine, Princeton Institute for Historic Research, 1983

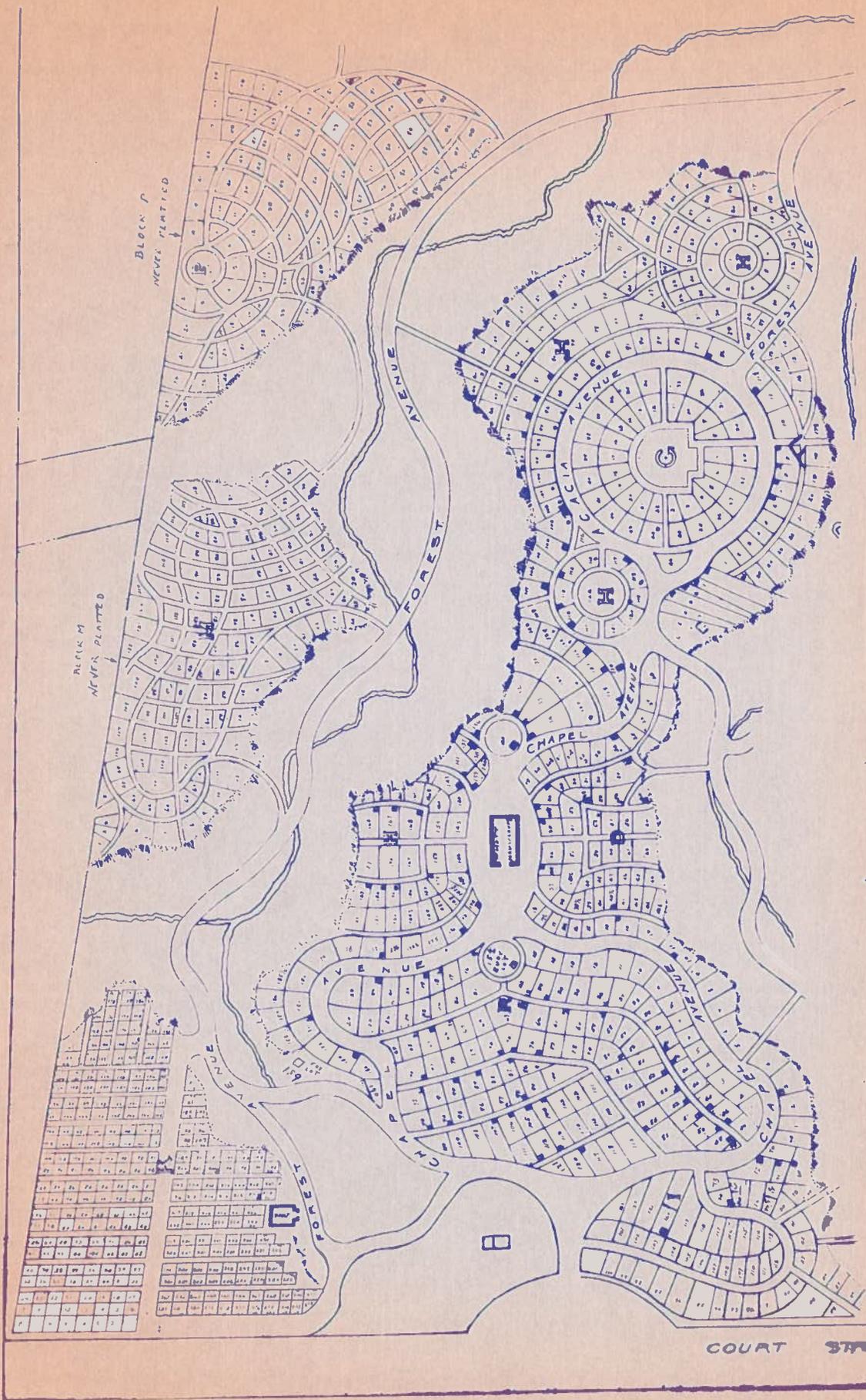
JM/rj

D/11 & 12

Park Plan Addition
**GLENWOOD
 CEMETERY**
 1925



R. H. RANDALL & COMPANY
 SUPERVISING & DESIGNING ENGINEERS
 812 GENESEE BANK BUILDING
 FLINT, MICHIGAN
 DESIGN BY C. S. ELICKER



Glenwood Cemetery is located on Flint's west side, near the Flint River. The site was originally outside the city limits and was incorporated as the city grew. Although not the first cemetery in Flint, many of the original settlers are buried in Glenwood, some of whom were reburied there after interment elsewhere.

The cemetery grounds consist of 30 acres of rolling landscape, with deep ravines and tree-covered hillsides overlooking the river. These grounds were part of the Artemus Thayer holdings and adjoined his farm on West Court Street. Thayer sold the land to the Glenwood Cemetery Association for \$50 an acre in 1857.

In the early 1850's, the need for a new cemetery in Flint had become apparent as the old burial grounds on the Paterson Homestead became increasingly inadequate. By January of 1857, steps had been taken to organize a cemetery association under state law.

The Glenwood Cemetery Association held its first organizational meeting on January 17, 1857 in the office of G.M. Dewey. At this meeting, a committee of permanent organization was formed, consisting of Artemus Thayer, George S. Hopkins, and Alex McFarlan. Also, a committee was selected to obtain suitable grounds within two miles of the city. The first officers of the Association were elected, being Benjamin Pierson - President, Leonard Wesson - Secretary, and James Henderson - Treasurer.

At the second meeting of the association, the Grounds Committee made its report, as described in the minutes. "The Committee on Selecting and Examining Suitable Grounds was allowed to make a verbal report when G.S. Hopkins for the committee reported that the best and most suitable grounds to be found was a tract of land laying upon the southern bank of the Flint River about one and a half miles below the city in the township of Flint owned by A. Thayer."

Artemus Thayer, representing Thayer and Knight presented the following:

"I propose to sell the Glenwood Cemetery Association lots 8 and 9 on Thayer and Knights Outlots on Section 9 and so much off from my farm west and adjoining the same to make 30 acres more or less running from road to river at right angle to road or bearing east to be used for a cemetery for \$50 per acre payable 1, 2, 3, & 4 years with annual interest."

The proposal was accepted and shareholders were assessed \$11.11 per share for land costs. A second assessment was made to build a gateway chapel and a sexton's lodge. On October 13, 1857, Glenwood Cemetery was officially dedicated.

Glenwood Cemetery was originally organized on a stock profit basis, and the Association prospered for some time. Then, financial difficulties caused a decline in the Association's treasury, and as practically no provision had been made for perpetual endowment, lots

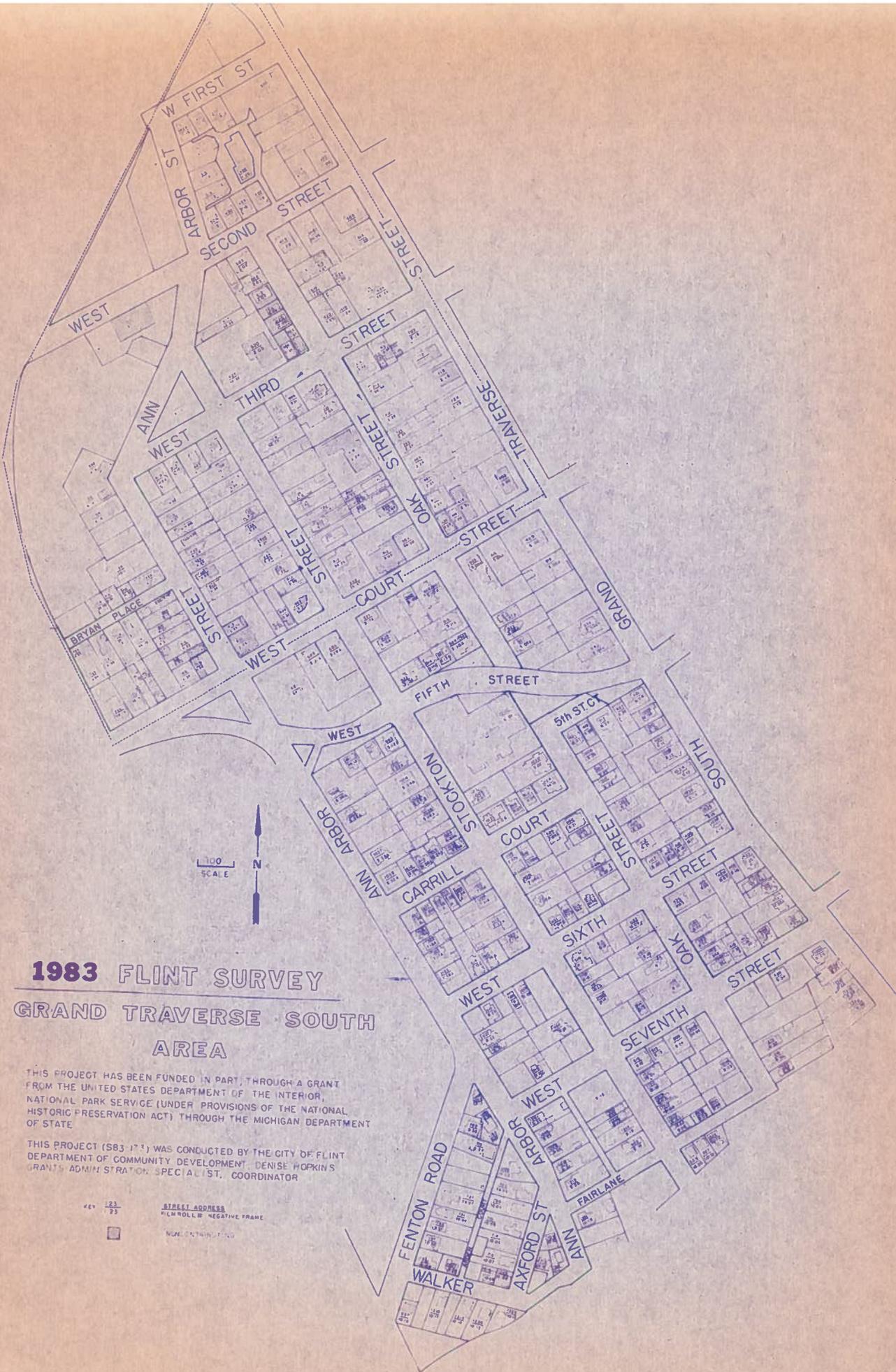
and graves became uncared for as families moved away or died out. The Association was then forced to reorganize on a non-profit basis with lot purchasers becoming shareholders in the cemetery.

Those already owning lots were solicited to endow their property for perpetual care, and new lots sold had funds sufficient to endow them included in the purchase price. In this way, the original state of the cemetery was restored.

Glenwood Cemetery contains the graves of a number of prominent early settlers. Most prominent of these is Jacob Smith, Flint's first white settler, who was reburied in Glenwood after interment on the Flint River. Smith's family is also in Glenwood, including Colonel Thomas B.W. Stockton, veteran of the Mexican and Civil Wars. Other early settlers of note in Glenwood include Artemus Thayer, Charles C. Haskell (publisher) Grant Decker (Flint's first mayor) and Colonel William M. Fenton. A former governor of Michigan, Josiah W. Begole was also buried in Glenwood.

Note: Excerpts from Glenwood Association Minutes, now kept in the Trust Department, Citizens Commercial and Savings Bank, Flint

DL/rj
D/49



1983 FLINT SURVEY
GRAND TRAVERSE SOUTH
AREA

THIS PROJECT HAS BEEN FUNDED IN PART, THROUGH A GRANT FROM THE UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE (UNDER PROVISIONS OF THE NATIONAL HISTORIC PRESERVATION ACT) THROUGH THE MICHIGAN DEPARTMENT OF STATE.

THIS PROJECT (S83-173) WAS CONDUCTED BY THE CITY OF FLINT DEPARTMENT OF COMMUNITY DEVELOPMENT, DENISE HOPKINS GRANTS ADMINISTRATION, SPECIALIST, COORDINATOR

467 123 73
 STREET ADDRESS
 1/4" X 1/4" NEGATIVE FRAME
 1/4" X 1/4" NEGATIVE FRAME

- 1 Grand Traverse South
- 2a Ann Arbor Street
Byron Place
West Court Street
East Drive
West First Street
South Grand Traverse
Oak Street
West Second Street
Stockton Street
West Third Street
West Drive
- b City of Flint, Genesee County.
- c 7th Congressional District.
- d Codes.
- 3a District.
- b Private ownership.
- c Status - occupied.
- d Accessible, unrestricted.
- e Present use - commercial, religious, private residence.
- 4 Owner - Multiple, see attached list.
- 5 Genesee County Register of Deeds
1101 Beach Street
Flint, Michigan 48502
- 6 Representation in Existing Surveys.

4. OWNERS OF RECORD
GRAND TRAVERSE SOUTH
Ann Arbor Street

| | |
|-------------------------------|----------------------|
| Martha Haws | 507 Ann Arbor Street |
| Dayne Davis | 515 Ann Arbor Street |
| Pedro Hidalgo | 519 Ann Arbor Street |
| Bertram H. Marx DO | Ann Arbor Street |
| V. J. Verhaeghe | Ann Arbor Street |
| V. J. Verhaeghe & Wf. Mary M. | 617 Ann Arbor Street |
| C. B. Knapp | 650 Ann Arbor Street |
| LaSalle Cleaners | Ann Arbor Street |
| Robert & Evelyn Herron | 708 Ann Arbor Street |
| Cecilia Home | Ann Arbor Street |
| Allen L. Parker Jr. | Ann Arbor Street |
| Phyllis Kitson | 711 Ann Arbor Street |
| Gene Bryan | 715 Ann Arbor Street |
| E. Clarendon | 719 Ann Arbor Street |
| A. L. Parker | 720 Ann Arbor Street |
| L. Altenritter | 723 Ann Arbor Street |
| Kenneth Hartwell | 725 Ann Arbor Street |
| G. W. Gillmore & Wf. T. B. | 726 Ann Arbor Street |
| Raymond W. Steiner | 729 Ann Arbor Street |
| L. Leach | 800 Ann Arbor Street |
| R. L. Monroe | 801 Ann Arbor Street |
| D. J. Eisenbeis & Wf. M. L. | 804 Ann Arbor Street |
| John R. & Inta Davis | 805 Ann Arbor Street |
| James Bush | 809 Ann Arbor Street |
| Daniel Eisenbeis | 810 Ann Arbor Street |
| D. J. Eisenbeis & Wf. M. L. | 812 Ann Arbor Street |
| Phyllis Kitson | Ann Arbor Street |
| James Bush | 815 Ann Arbor Street |
| R. I. Michalka | 816 Ann Arbor Street |
| J. G. Poulos & N. G. Poulos | 818 Ann Arbor Street |

Bryan Place

| | |
|-----------------------------|---------------|
| B. J. Culmer & D. E. Culmer | 710 Bryan Pl. |
| T. L. Henderson & Wf. N. | 714 Bryan Pl. |
| L. D. Gavulic | 715 Bryan Pl. |
| Robert N. Beach | 718 Bryan Pl. |
| A. J. & Mary Nitsos | 719 Bryan Pl. |
| Bruce W. Shoemaker | 721 Bryan Pl. |
| Robert Moore & Wf. | 723 Bryan Pl. |
| City of Flint | Bryan Pl. |

W. Court St.

| | |
|------------------------------|------------------|
| Gordon Anthony Florists Inc. | 402 W. Court St. |
| Virginia & George Maddrell | 414 W. Court St. |
| Dennis Lumsden | 418 W. Court St. |
| Dennis Lumsden | 420 W. Court St. |
| Michael Mason | 504 W. Court St. |
| M. Mason & Wf. A. C. | 512 W. Court St. |
| R. E. Wheelock | 520 W. Court St. |
| Ronald L. Joseph | 602 W. Court St. |
| Paulos Bros. Investment | 608 W. Court St. |
| Horace Day | 612 W. Court St. |
| United Michigan Mtge. | 620 W. Court St. |
| McKinnon & Mooney | 702 W. Court St. |
| H. Pinkston ET AL | 706 W. Court St. |
| Citizens Bank | 716 W. Court St. |
| James Crannie | 718 W. Court St. |
| James Crannie | 722 W. Court St. |
| Frank Usher | 726 W. Court St. |

East Drive

| | |
|-------------------|------------|
| Van Campen Realty | East Drive |
| Van Campen Realty | East Drive |
| M. E. Gauthier | East Drive |
| Cecil Richard | East Drive |
| M. E. Gauthier | East Drive |
| D. L. Davis | East Drive |

W. First St.

| | |
|-----------------------|------------------|
| Gus Smith & Wf. Alice | 417 W. First St. |
| Gus Smith & Wf. Alice | 425 W. First St. |
| Lyle Pierson Realty | 429 W. First St. |

Grand Traverse

| | |
|---------------------------|-----------------------|
| Chesapeake & Ohio Rlwy. | 416 S. Grand Traverse |
| Hamady | 416 S. Grand Treverse |
| City of Flint | S Grand Traverse |
| Van Campen Realty | 500 S. Grand Traverse |
| Michael J. Dunne | 512 S. Grand Traverse |
| Michael J. Dunne | 516 S. Grand Traverse |
| Dayne Davis | 520 S. Grand Traverse |
| White Eby & Rajala Ins. | 608 S. Grand Traverse |
| R. J. Eby Jr. & E. Rajala | 614 S. Grand Traverse |
| J. M. Wright | 624 S. Grand Traverse |
| Evelyn A. Angel | 702 S. Grand Traverse |
| Timothy J. Webb | 712 S. Grand Traverse |
| Citizens Bank | 716 S. Grand Traverse |
| D. P. Swalla | 724 S. Grand Traverse |
| Gordon Anthony Florists | S. Grand Traverse |
| Gordon Anthony Florists | S. Grand Traverse |

Oak Street

| | |
|-------------------------------|-------------|
| L. Richard & Wf. Cecil | 608 Oak St. |
| Clayton Stump | 612 Oak St. |
| Roland A. Decker | 613 Oak St. |
| L. C. Dollars | 616 Oak St. |
| Bonnie Appleton | 619 Oak St. |
| Virgil Verhaeghe | 620 Oak St. |
| Terry Hanson | 704 Oak St. |
| M. A. Shippey & Wf. Lois E. | 710 Oak St. |
| Clarence Hanson | 713 Oak St. |
| M. A. Shippey & Wf. Lois E. | Oak St. |
| Robert Anthony | 717 Oak St. |
| First Free Meth Church | 718 Oak St. |
| Ruby B. Ross | 723 Oak St. |
| Erb Management Corp. | 725 Oak St. |
| First Free Method Church | 800 Oak St. |
| Oak St. Free Methodist Church | 802 Oak St. |
| Agatha Jones | 803 Oak St. |
| Philip Standerfer | 804 Oak St. |
| Charles Aquino | 807 Oak St. |
| George Chamis & Wf. | 808 Oak St. |
| Charles Aquino | 811 Oak St. |
| V. L. Perkins Manns | Oak St. |

W. Second St.

| | |
|------------------------------|-------------------|
| Dayne Davis | 402 W. Second St. |
| M. Haws & H. P. Haws | 408 W. Second St. |
| Eino Rajala | 415 W. Second St. |
| Christich Associates III | 419 W. Second St. |
| Chas Calhoun | 420 W. Second St. |
| Dayne L. Davis | 422 W. Second St. |
| C. Cockerton | 426 W. Second St. |
| Cecil Richard | 430 W. Second St. |
| J & Wf. Ella Meketa | 503 W. Second St. |
| Curtis J. Butler | 504 W. Second St. |
| Martha Haws | W. Second St. |
| V. R. Preslar & Wf. Clara W. | 509 W. Second St. |
| Citizens Bank | 607 W. Second St. |
| Valley Place Flint Inc. | N. Second St. |
| Chesapeake & Ohio Rwy. | 618 W. Second St. |

Stockton Street

| | |
|--------------------------------|------------------|
| City of Flint | Stockton St. |
| Veterans Admin. | 702 Stockton St. |
| Citizens Bank | 708 Stockton St. |
| New Testament Church | 709 Stockton St. |
| William J. Conquest | 713 Stockton St. |
| B. J. Morse | 714 Stockton St. |
| Jeffrey W. Sack | Stockton St. |
| Oak St. Free Methodist Church. | Stockton St. |
| S. Brackett | 720 Stockton St. |
| T. E. Skellett & Wf. Rose A. | 725 Stockton St. |
| T. E. Skellett & Wf. Rose A. | 726 Stockton St. |
| H. L. & P. A. Leininger | 727 Stockton St. |
| L. D. Rumsey | 800 Stockton St. |
| R. Doyle & Wf. G. M. | 801 Stockton St. |
| E. M. Zacharias & L. Shippey | 803 Stockton St. |
| C. E. McMillin | 804 Stockton St. |
| R. E. Wheelock | 807 Stockton St. |
| H. E. Mannor & Sons Tr. | 808 Stockton St. |
| Paulos Bros Investment | 812 Stockton St. |

W. Third St.

| | |
|--------------------------------|------------------|
| O. L. Stephens | 413 W. Third St. |
| Phillip D. Walch Jr. | 418 W. Third St. |
| B. W. Vaughn | 419 W. Third St. |
| Jack Diamond | 420 W. Third St. |
| Flint Blue Print & Supply | 502 W. Third St. |
| Flint Blue Print & Supply | 506 W. Third St. |
| Jeffrey W. Sack | 509 W. Third St. |
| Michigan National Bank - Trust | 515 W. Third St. |
| Flint Blue Print & Supply | 520 W. Third St. |
| United Mich. Mtge. | 521 W. Third St. |
| Jeffrey W. Sack | 609 W. Third St. |
| Robert J. Meyer | 613 W. Third St. |
| Rick Silverman | 619 W. Third St. |
| City of Flint | W. Third St. |

West Drive

| | |
|-----------------------|----------|
| Gus Smith & Wf. Alice | West Dr. |
| Gus & Alice Smith | West Dr. |
| Lyle Pierson Realty | West Dr. |
| Martha Haws | West Dr. |
| Dayne Davis | West Dr. |
| M. E. Gauthier | West Dr. |

DH/mb
D/45

7. The Grand Traverse South historic district is one of the oldest residential neighborhoods in the City of Flint. It is located south of the Flint River and two blocks west of the central business district of the City of Flint. Grand Traverse South is bounded by the Chesapeake and Ohio railroad tracks on the west and north, Grand Traverse on the east, and West Court Street on the south.

Grand Traverse South is made up of nine blocks and approximately 30.15 acres. The area is overall residential with a commercial strip along West Court and professional offices on Grand Traverse. The land slopes toward the Flint River with a significant descent of 60 feet. It contains Stockton Park, and not a few large mature trees adorn the streetscape. The streets are laid out in a grid pattern. The streets in the Grand Traverse South area are West Court Street, Ann Arbor Street, Grand Traverse, Stockton Street, Bryan Place, First Street, Second Street, Third Street and Oak Street. There are a total of 131 buildings and structures in the district.

The Grand Traverse South district is made up of three plats and some unplatted land. The three plats in the area are Stockton's West Addition platted in 1845, Stockton's Replat of Block "P" platted in 1868 and Days Addition platted in 1921. Lot sizes in the district are irregular because the land has been subdivided and resold many times since the original platting resulting in many of the lots being substandard in size to the city minimum lot size of 4,000 feet. The lots in Stockton's West Addition were originally 66' x 165' and 66' x 132' while the lots in Day's Addition were originally 76' x 50'. The most common setback in the area range between 12 and 15 feet from the street. There are many mature, large trees shading the district and the lots are mostly grass covered. The Stockton Park has park benches and children's tire swing and sand box and flowering trees.

All of the contributing houses in the Grand Traverse South area are over 50 years old and many are 80 to 100 years old or older. The majority of the houses in the area were originally single family residential. Most of the houses are still being used as residences but many of them have been divided into apartments. Some of the houses, most notably those on Grand Traverse have been converted to office and professional use. A variety of housing styles are represented in the Grand Traverse South area including Gothic Revival, Queen Anne, Italianate and Folk Victorian. Most of the buildings in Grand Traverse South are two-story wood frame construction with painted clapboard siding in a variety of colors.

The most commanding structure in the Grand Traverse South area is the Forrest house at 629 Stockton built by Hiram "Hardwood" Smith. Smith, a prominent Flint lumberman, built the three story brick Italianate house with tall arched windows in the 1870's. The house is situated on the corner of West Third Street and Stockton Street on a large lot shaded by mature trees.

Grand Traverse South is one of the oldest residential neighborhoods in the City of Flint which has retained its character with few encroachments from the 1940's to the present. Court Street (the southern boundary of the district) is the most commercially developed street in the Grand Traverse South area. Alterations to the historic buildings in Grand Traverse South are largely to the interiors of the buildings where single family residences have been converted for multiple occupancy or office use. Some of the houses have had their original exterior finishes covered with aluminum or asphalt siding and a few of the houses have had exterior stairways added to accomodate building code requirements for egress from multi-family units.

There are 30 buildings and structures which do not contribute to the historic character of the district. Some of the non contributing buildings were built during the last fifty years and do not contribute because of age. A few of the historic buildings in the district have been altered to the extent that they have lost the basic architectural integrity through additions and/or modernizations.

The Stockton House
720 Ann Arbor Street

The Stockton House is a two story Italianate brick house built by Colonel Thomas Baylis Whitmarch Stockton and his wife, Maria Smith, the youngest daughter of Jacob Smith, the first white settler in Flint. Col. Stockton and his wife came to Flint in 1837 and built the house around 1860.

The Stockton House contains many of the characteristic features of Italianate design including a low-pitched roof with wide overhanging eaves, tall, narrow arched windows and inverted U shaped crowns above the windows. Two story projecting bay windows on the front and side elevations are major design elements.

Col. Stockton was born in Walton, New York. He was a graduate of West Point and met his wife Maria while serving in the Army in Prairie du Chien, Wisconsin. After resigning from the Army in 1835, he worked as a civil engineer for the government surveying many of the large lake harbors in Ohio, Michigan, and Indiana.

Stockton built a mill on the corner of Ann Arbor and Second Streets in 1877 with the intention of making it an elevator. It was later converted into a flouring mill with a capacity for grinding 300 bushels per day and storing 1,500 bushels of grain.

Mrs. T. B. W. Stockton was one of the original organizers of the Ladies Library Association in Flint. In 1851 she invited a group of women to her home to discuss creating a society to meet the need for culture for themselves and their families. An association for mutual improvement was formed as a result of their first meeting and the women decided to meet once a week to discuss literary subjects, to read and compare ideas and to do what they could to establish and support a permanent library.

The Stockton house was the original site of St. Joseph's Hospital in 1921. In 1925 a three story addition was constructed in the rear of the house. Since the hospital moved in 1936 the house has been utilized as a convalescent and nursing home. (Photo number 11)

Homer Day House
500 South Grand Traverse

The Homer Day House is a free classic Queen Anne built in 1908. It is a two story brick house with a cross gabled roof, wrap around front porch (now enclosed) supported by classical columns and topped with a turret. Other details include cornice-line dentils and a bay window.

Homer Day was born in 1859 in Burton Township and grew up on a farm there. He taught in country schools for 14 years. He was elected Register of Deeds in 1891 and served a two year term. Day founded Genesee Abstract Company in 1893 and worked there until his retirement in 1920.

The house has been converted for use as a doctor's office. (Photo number 12)

The Hill Brothers House
512 - 516 South Grant Traverse

The Hill Brothers house is a two story brick duplex with a hip roof and hipped dormers. It was built by William and James Hill, Flint dry goods merchants, in 1908. The house has characteristics of the vernacular Prairie Box or American foursquare style with its simple rectangular plan, low-pitched hipped roof and symmetrical facade.

The house was used as a Montessori school in the 1970's. (Photo number 13)

614 South Grand Traverse

The colonial revival at 614 South Grand Traverse was built by Florence Fox, widow of David Fox, a partner in Begole, Fox and Company, a Flint lumber mill; former mayor of Flint; president of First National Bank and president of Flint Wagon Works, the company that originally bought David Buick and Buick Motors to Flint. This two story house built in 1917 features side gables with truncated roof, an exterior chimney, accentuated front door with a carved wood doric column portico projecting over the center entrance and transom and side lights. There are two projecting bay windows with transom on either side of the front door and eyebrow window in the attic story.

The Fox house has been converted for professional office use. (Photo number 14)

Cornwall House
624 South Grand Traverse

Construction of the Cornwall home was begun in the 1870's by Royal C. Ripley of Barker Ripley & Company, manufacturers and dealers in boots and leather. For unknown reasons the house was not completed until 1883 after Er Milner purchased it. Milner, one of Flint's most prominent lumbermen, was born near the City of York, England in 1833 and came to the United States in 1850. He learned the trade of cabinet maker while living in Indiana before moving to Genesee County in 1856. Milner set up a saw mill in Vienna Township then added other saw mills and developed the lot into a major lumber business.

In 1859 Milner married Lucy Jane Barber. They has three children, a son, who died in infancy, and two daughters - Jennie (Mrs. Cornwall) and Winnie (Mrs. Frank R. Beecher). After the death of his wife, Milner and his two daughters traveled extensively in Europe and brought back numerous objects of art.

Milner was one of the founders of Flint waterworks and a director and stockholder in the corporation, owning and operating the water plant.

In 1895 Jennie Milner was married to John Cornwall in the house. While Jennie descended the curving staircase, an orchestra stationed in the upstairs hall played the wedding march. Cornwall had a variety of jobs including office clerk at Smith Bridgman's, cashier for Pere Marquette railroad, office manager of Durant-Dort Carriage Company, and an associate of the W.A. Paterson firm, of which he became vice president. He opened his own business, Flint Speciality Company, manufacturing whip sockets for buggies in 1898. A whip socket is a small cylinder attached to a buggy to hold the whip.

The Cornwall home was once a stronghold of Flint's culture, hosting many social and music events. John Cornwall and his sister Clara were popular musicians who sang in the St. Paul's Episcopal Church choir and at parties to entertain friends. Cornwall was also a member of Gardner's City Bank which played in the centennial celebration in Philadelphia.

Jennie Cornwall deeded the house to the City in 1942 with the stipulation that it be used as a health center. Plans to use the house as a health center fell through and it was used as a day care center for children during World War II. Later it served as a shelter for transients. Eventually the house became a target for vandals.

The house was sold to John Damm and Arthur Weiss in 1952. In 1954 John M. Wright purchased the house from Weiss and Damm to use as a law office.

The Cornwall house is a three story, fourteen room brick Victorian with lavish decorative wood detailing on both the interior and exterior of the structure. Inside the house is a curving staircase made of seven different kinds of fine wood. Each door frame is decorated with some style of carving which is duplicated in each room and every room is different. The house is paneled throughout in rich walnut, cherry and mahogany woods. The front doors are of elaborately carved solid walnut and the interior shutters which adorn the tall windows are of British Honduras mahogany. There are four marble fireplaces.

Mr. John M. Wright, present owner of the Cornwall house, has painstakingly restored the building and successfully recaptured the house's earlier grandeur. (Photo number 15)

Salmon Beecher House 702 South Grand Traverse

The Salmon Beecher house is a two story Gothic Revival with a centered cross gable roof and gable dormers on either side of the central gable. Prominent Gothic Revival features include steeply pitched roof, windows extending into gables, windows with pointed-arch shape, one-story porch at the entry and one-story bay window. The house is clapboard sided and many of the windows are topped with a small roof.

Salmon Beecher, a prominent Flint businessman and director of Citizens Commercial and Savings Bank, built the house between 1865 and 1869. Beecher Road in Flint was named after him.

The Beecher house is now a beauty salon on the first floor and three apartments on the second floor. (Photo number 16)

713 West Oak Street

This two story rectangular brick Italianate house possibly built in the 1870's features a low pitched roof with wide overhanging eaves and tall narrow windows with pediments. This house is the former home of John Algoe, captain in the Union Army during the Civil War. Algoe served as Register of Deeds for 3 terms, supervisor of the third ward, on board of aldermen and was appointed post master of the city by General Grant. Algoe was a prominent businessman in the real estate, loan and insurance business.

This house is divided into several apartments. (Photo number 17)

Forrest House 629 Stockton Street

The Forrest house was built by Hiram "Hardwood" Smith, a pioneer lumberman of Flint in 1872. Smith was nicknamed Hardwood because he was the only lumberman in town who dealt exclusively with hardwood.

The land on which the Forrest home is situated was deeded by the United States government on September 20, 1835 to Joseph Smith, son of Jacob Smith, the first white settler in Flint. The house was within walking distance of Smith's lumber mill between West Kearsley and the Pere Marquette railroad tracks. It was also just a few blocks away from downtown Flint but distant enough to provide a quiet repose from the hustle and bustle of the city.

The three story brick Victorian Italianate house has 16 rooms including a 50 foot long dining room with adjoining kitchen in the half basement. The dining room was equipped with a spring floor for dancing. Tall windows reaching almost to the ceiling were fitted with inside wooden shutters. There were four marble fireplaces, high arched doorways, leaded glass at the entrance, parquet floors and lavish woodwork throughout the house. All of the hardwood used in the construction of the house came from the best of Smith's mill. It was rumored that Smith always set aside the finest wood to use when he built his house. Originally the house had graceful iron steps leading to the entrance.

For many years the house was a social gathering place. Jennie Smith, Hiram Smith's daughter was married in the house in the 1880's.

The Forrest family in the grain, hay and straw business in Flint, bought the house in 1887 and owned it until 1945 when Margaret, Virginia and Jane Forrest moved to Ann Arbor. When the Forrest family moved into the house it was one of three buildings in the block and the entire backyard was an orchard.

The League of Catholic Women purchased the house in 1945 to use as a youth recreation center, provide housing for young Catholic business women and reception hall for wedding breakfasts and parties.

In 1956 the house was sold to Virgil Verhaege and was remodeled to house a blueprint firm. Some of the original charm of the house has been covered up or removed since 1956; the iron steps and railing were removed and sold to a Fenton resident and many of the windows have been sealed off. Yet one can still envision how the house must have appeared in earlier days when it was the center for social activity in Flint. (Photo number 18)

708 Stockon Street

The two-story T-Shaped Queen Anne house with rear wings, center gable and projecting bay window was built by William Dunn in 1873. It includes many Eastlake decorative features including turned posts with knobs, fan brackets at porch frieze and spindles along porch balusters, vergeboard trim and carved lintel arches, and rising sun carved panels in the three porch roof pediments. The abstract on the house shows that Colonel T. B. W. Stockton purchased the land on which the house is located in 1845 from the estate of Jacob Smith, the first white settler in Flint and Stockton's father-in-law. (Photo number 19)

725 Stockton

This two-story L-shaped vernacular Italianate house was constructed in the late 19th century. It has paired windows with pediments, a single-story wrap-around front porch supported by classical columns, clapboard siding and a projecting bay window. There is elaborate fan shaped and pin wheel shaped decorative trim carved into the eaves. (Photo number 20)

808 - 10 Stockton Street

This two story L-shaped clapboard sided Carpenter Gothic house was built by O. N. Joslyn in 1869. The decorative details include large carved wood triangle lintels over all windows and doors and curvilinear "gingerbread" trim and pendants in the gable. The half hipped roof over the open porch is supported by turned posts and decorated with the same vergeboard trim. (Photo number 21)

418 West Third Street

This two-story brick house with hipped roof and projecting entry was built by the Flint builder Marc Stern in 1927. It was originally built as a duplex. The house contains some feature of Italian Renaissance buildings including an arched window in the projecting entry as well as above it and arch patterned brick work above the three first story windows in the front facade. Other decorative architectural elements include transom light above the front door, clapboard sided dormer and leaded glass window transoms over the double hung windows. (Photo number 22)

613 West Third Street

This two-story centered gable vernacular Gothic Revival style house was probably build in the 1880's. The house features false shaping of the rectangular windows to give the pointed-arch effect. It has the one-story post supported front porch with railing, horizontal clapboard siding, and steeply pitched roof characteristic of Gothic Revival houses. (Photo number 23)

7(g) GRAND TRAVERSE SOUTH
Building Inventory
Contributing

Ann Arbor Street

| | | |
|-----|------------------|--|
| 507 | Ann Arbor Street | 2 story colonial revival house with truncated gable |
| 515 | Ann Arbor Street | 2 story clapboard sided vernacular Victorian house |
| 519 | Ann Arbor Street | 2 story clapboard sided vernacular Victorian "L" shaped house |
| 617 | Ann Arbor Street | 1½ story, gable roofed house with asphalt siding |
| 708 | Ann Arbor Street | 2½ story vernacular Queen Anne house |
| 711 | Ann Arbor Street | 1 story clapboard sided Queen Anne Victorian cottage |
| 715 | Ann Arbor Street | 2 story "T" shaped cross gabled roof house |
| 719 | Ann Arbor Street | 2 story vernacular Queen Anne house |
| 720 | Ann Arbor Street | 2 story brick Italianate house. with 2 story bay windows, arched windows |
| 723 | Ann Arbor Street | 2 story, gable roofed vernacular Queen Anne house |
| 725 | Ann Arbor Street | 2 story cross gable roofed house |
| 726 | Ann Arbor Street | 1½ story clapboard sided bungalow with projecting bay windows |
| 729 | Ann Arbor Street | 2 story, gable roof with front center gable vernacular Victorian house |
| 800 | Ann Arbor Street | 2 story, cross gabled "L" shaped house |
| 804 | Ann Arbor Street | 2 story cross gabled house |
| 805 | Ann Arbor Street | 2 story, clapboard sided, vernacular Queen Anne house |
| 810 | Ann Arbor Street | 2½ story hip roofed "American Cube" house |
| 812 | Ann Arbor Street | 2 story, cross gable roofed, clapboard sided house |
| 816 | Ann Arbor Street | 2 story "L" shaped vernacular Queen Anne house |

Bryan Place

| | | |
|-----|-------------|---|
| 710 | Bryan Place | 1½ story, wood shingle siding and stucco finish house |
| 714 | Bryan Place | 1½ story, clapboard sided bungalow with full width porch |
| 718 | Bryan Place | 2 story, clapboard sided, hipped roof "American Cube" house |
| 719 | Bryan Place | 2 story, front gable house |
| 723 | Bryan Place | 2 story, front gable, clapboard sided house |
| 725 | Bryan Place | 2 story, double front gable roofed house |

West Court Street

| | | |
|-----|-------------------|---|
| 418 | West Court Street | 2 story, hipped roof, alum. sided "American Cube" house |
| 420 | West Court Street | 2 story, hipped roof, alum. sided house |
| 504 | West Court Street | 2 story, gabled roof, aluminum sided house |
| 520 | West Court Street | 2 story, cross gabled, clapboard sided house |
| 608 | West Court Street | 2 story, hipped roof "American Cube" house |
| 612 | West Court Street | 2 story, cross gabled, vernacular Victorian house |
| 706 | West Court Street | 2 story, brick commercial building with 1 story greenhouse attached |
| 718 | West Court Street | 2 story, gabled, vernacular Victorian house |
| 722 | West Court Street | 1½ story bungalow |
| 726 | West Court Street | 2 story, cross gabled house |

West First Street

| | | |
|-----|-------------------|--|
| 417 | West First Street | 2 story, cross gable roofed vernacular Victorian house |
| 425 | West First Street | 2 story, gable roofed vernacular Victorian house |
| 429 | West First Street | 2 story, hip roofed house |

South Grand Traverse

| | | |
|-----|-------------------|--|
| 416 | S. Grand Traverse | 2 story house |
| 500 | S. Grand Traverse | 2 story, brick Queen Anne with quoins, front 2-story turret rising from circular front porch |
| 512 | S. Grand Traverse | 2 story, Prairie style brick duplex with low pitched roof and large overhang at eaves |
| 516 | S. Grand Traverse | 2 story brick and wood sided house with hipped roof |
| 520 | S. Grand Traverse | 2 story, cross gable roofed house |
| 608 | S. Grand Traverse | 2½ story, Tudor style house, brick and stucco with half timber |
| 614 | S. Grand Traverse | 2 story, clapboard sided, Federal style house with portico with doric columns |
| 624 | S. Grand Traverse | 2 story brick Italianate house with elaborate carved trim around gables |
| | S. Grand Traverse | 2 story brick carriage house with Italianate details including a hipped roof and cupola |
| | S. Grand Traverse | 1½ story clapboard sided carriage house converted to a residence, cupola and gable ornamentation |
| 702 | S. Grand Traverse | 2 story, clapboard sided, Gothic Revival house with scroll work around windows |
| 724 | S. Grand Traverse | 1 3/4 story brick and stucco house with truncated gable roof and 2 gabled dormers |

Oak Street

| | | |
|-----|------------|---|
| 612 | Oak Street | 2 story, shingle sided, "L" shaped house |
| 613 | Oak Street | 2 story, gable roofed vernacular Victorian Gothic house |
| 616 | Oak Street | 2 story, clapboard sided, "L" shaped house |
| 619 | Oak Street | 2 story, brick & clapboard sided, cross gable roofed house |
| 710 | Oak Street | 2 story, Queen Anne house with multi-pitched roof and clapboard siding |
| 713 | Oak Street | 2 story brick Italianate house with pediments over tall windows, rubblestone foundation |
| 717 | Oak Street | 2 story, multigabled alum. sided house with exterior chimney |
| 725 | Oak Street | 2 story, clapboard sided, cross gabled house with fishscale shingles in gable |
| 800 | Oak Street | 2 story, aluminum sided "American Cube" house |
| 803 | Oak Street | 2 story, "L" shaped Italianate house with boxed bay window and second story balcony |
| 804 | Oak Street | 2 story "American Cube" house |
| 807 | Oak Street | 2 story asbestos sided vernacular Queen Anne house with carpenter details |
| 811 | Oak Street | 2½ story, brick & shingle sided "American Cube" house |
| 820 | Oak Street | 2 story gable roofed house |

West Second Street

| | | |
|-----|------------------|---|
| 402 | W. Second Street | 2 story asymmetrical house converted for office use |
| 408 | W. Second Street | 2 story, clapboard sided house with cross gabled roof |
| 415 | W. Second Street | 2 story, clapboard sided Queen Anne house with parallel hipped roof |
| 420 | W. Second Street | 2 story, hipped roof with front gable dormer "American Cube" house |
| 422 | W. Second Street | 2 story house with mixed hipped and gabled roof |
| 426 | W. Second Street | 2 story vernacular Queen Anne house with mixed hipped and gabled roof |
| 430 | W. Second Street | 2 story vernacular Queen Anne house with mixed hipped and gabled roof |
| 504 | W. Second Street | 2 story "American Cube" house with hipped roof |
| 509 | W. Second Street | 2 story house |

Stockton Street

| | | |
|-----|-----------------|---|
| 617 | Stockton Street | 2 story vernacular house |
| 629 | Stockton Street | 3 story brick Italianate house with low pitched hip roof, arched windows and wide eave overhang |
| 702 | Stockton Street | 2 story gable roofed house |
| 708 | Stockton Street | 2 story "T" shaped house, Eastlake details include vergeboard trim and turned posts |
| 709 | Stockton Street | Gable roofed, clapboard sided Gothic Revival Church |
| 713 | Stockton Street | 1½ story clapboard sided bungalow |
| 714 | Stockton Street | 2 story, "L" shaped, cross gable roofed house |
| 720 | Stockton Street | 2 story vernacular Victorian house with center front gabled roof |
| 725 | Stockton Street | 2 story, clapboard sided "L" shaped Italianate house with wraparound front porch |
| 726 | Stockton Street | 2 story vernacular Victorian house with center gables in front |
| 727 | Stockton Street | 2 story parallel-hipped roof house |
| 800 | Stockton Street | 2 story hip roofed clapboard sided "American Cube" house |
| 801 | Stockton Street | 1½ story vernacular Queen Anne house |
| 803 | Stockton Street | 2 story "L" shaped vernacular Queen Anne house |
| 804 | Stockton Street | 2 story parallel-gabled roof vernacular Victorian house |
| 807 | Stockton Street | 2 story clapboard sided Queen Anne house |
| 808 | Stockton Street | 2 story, "L" shaped, clapboard sided Gothic house with gingerbread trim |
| 812 | Stockton Street | 2 story gable roofed house |
| 813 | Stockton Street | 2 story clapboard sided house |

West Third Street

| | | |
|-----|-----------------|---|
| 418 | W. Third Street | 2 story brick duplex with leaded glass window transoms, arched brickwork over first floor windows |
| 419 | W. Third Street | 2 story house with single story wing, clapboard sided, "L" shaped |
| 420 | W. Third Street | 2½ story extended cube house with mixed hipped & gabled roof |

West Third Street (cont'd)

| | | |
|-----|-----------------|--|
| 509 | W. Third Street | 2½ story brick and clapboard craftmans "box" house |
| 515 | W. Third Street | 2½ story hipped roof "American Cube" with cross gables |
| 521 | W. Third Street | 2½ story vernacular Victorian house |
| 609 | W. Third Street | 2 story "L" shaped gable roofed house |
| 613 | W. Third Street | 2 story clapboard sided vernacular Gothic Revival |
| 619 | W. Third Street | 2 story cross gable roofed, clapboard sided "L" shaped house |

DH:mjb
D/7

**GRAND TRAVERSE SOUTH
BUILDING INVENTORY
NON-CONTRIBUTING**

Ann Arbor Street

| | | |
|-----|------------------|---|
| 650 | Ann Arbor Street | 2 story brick rectangle building with flat roof |
| 700 | Ann Arbor Street | 1½ story bungalow |
| 801 | Ann Arbor Street | 1½ story bungalow |
| 815 | Ann Arbor Street | 2 story brick and cement block store front |
| 818 | Ann Arbor Street | 2 story brick store front |

Bryan Place

| | | |
|-----|-------------|--------------------------------------|
| 715 | Bryan Place | 2 story, gable roofed house |
| 721 | Bryan Place | 2 story, "L" shaped Queen Anne house |

West Court Street

| | | |
|-----|-----------------|--|
| 402 | W. Court Street | 1 story rectangle 1960's flower shop |
| 414 | W. Court Street | 2 story "L" shaped house, brick and clapboard, commercial addition |
| 512 | W. Court Street | 1 story rectangle 1960's office building |
| 606 | W. Court Street | 1 story service station converted for office use |
| 620 | W. Court Street | 1 story flat roofed commercial building circa 1970's |
| 702 | W. Court Street | 1 story store remodeled circa 1970's |
| 716 | W. Court Street | 1½ story bungalow |

South Grand Traverse

| | | |
|-----|-------------------|--|
| 712 | S. Grand Traverse | 2 story brick rectangular building with flat roof |
| 716 | S. Grand Traverse | 2 story, low gable roof, projecting bay window, aluminum sided house |

Oak Street

| | | |
|-----|------------|---|
| 602 | Oak Street | 2 story, aluminum sided, multigabled house |
| 608 | Oak Street | 2 story, aluminum sided, gabled roof house |
| 620 | Oak Street | 2 story, aluminum sided, "L" shaped house |
| 704 | Oak Street | 2 story, vernacular, asbestos shingle sided house |
| 723 | Oak Street | 2 story, "L" shaped, aluminum sided house |
| 726 | Oak Street | One story brick church built in last 20 years |
| 808 | Oak Street | 1½ story bungalow with exterior steps added |

West Second Street

| | | |
|-----|------------------|---|
| 419 | W. Second Street | 2 story, multigabled roof, vernacular Victorian house |
| 503 | W. Second Street | 2 story, double gabled roof, asphalt sided house |
| 607 | W. Second Street | 1 story concrete and brick commercial building with flat roof |

West Third Street

| | | |
|-----|-----------------|---|
| 413 | W. Third Street | 2 story, gabled roof, asphalt sided house |
| 502 | W. Third Street | Burned out "American Cube" house |
| 506 | W. Third Street | Burned out "American Cube" house |
| 520 | W. Third Street | 1 story commercial building built in 1960's |

- 8) The Grand Traverse South area is an important historic resource of the City of Flint, Michigan because it contains some of the finest and best maintained examples of older houses in the area. This neighborhood was the home of some of Flint's leading citizens and businessmen including a former mayor of the city, aldermen, teachers and entrepreneurs. Many of the homes in Grand Traverse South are rich in the social and cultural history of Flint providing settings for weddings, parties, and quilting bees.

Among the prominent families that lived in Grand Traverse South foremost would be the Stockton family. The Stockton family was headed by Colonel Thomas Baylis Whitmarch Stockton and Maria Smith Stockton. Mrs. T.B.W. Stockton was the youngest daughter of Jacob Smith, the first white settler in Flint. The Stockton family first came to Flint in 1837 and built their home at 720 Ann Arbor Street in the 1860's making it one of the oldest houses in the city.

Colonel T.B.W. Stockton served in the army under General Zachary Taylor in Minnesota. Later in his army career he was sent to Detroit to oversee government roads and bridges in Michigan because of his expertise as a topographical engineer. Colonel Stockton also served the country during the Mexican War and the Civil War.

The Stockton's were supportive of Flint's growth and improvement in its early days. Maria Stockton was one of the organizers of the Ladies Library Association in Flint. In the spring of 1851, Mrs. T.B.W. Stockton invited a group of women to her home to discuss forming a society to meet the needs for culture in the community. The result of this meeting was formation of an association which ultimately erected the first library in Flint. The Stockton's were also advocates of Michigan School for the Deaf, donating about 20 acres of land when it was established.

The Stockton's son, Baylis Garland Stockton, owned and operated a flour and grist mill, Victor Mills, at the northwest corner of Ann Arbor and Second Street. The 1885 Flint and Genesee County Directory advertised the mill as being the only custom mill in the city with graham, rye, buckwheat and white flour, feed, bran, etc. constantly on hand. Baylis' son Thomas, was a prominent lawyer in Flint serving the community for more than 44 years.

The Stockton house was the first site of St. Joseph's Hospital in 1921. In 1925, a three story addition was constructed in the back of the house. Since the hospital moved in 1936, the house has been used as a convalescent and nursing home.

In 1876, lumbering was the most extensive business in Flint with 10 saw mills in operation. The mill property had an estimated combined value of \$650,000 and an aggregate capacity to manufacture 100,000,000 feet of lumber annually. Lumbering provided jobs to about 700 men and the opportunity for some Flint men to achieve success and fortune. Three men who resided in the Grand Traverse South area made their fortunes in the lumber business.

David Fox was one of the owners of Begole, Fox and Company established in September, 1865. Begole, Fox and Company was reputed to be one of the biggest lumber dealers and manufacturers of lath and shingles in the city. Later, Fox became president of Flint Wagon Works, the firm responsible for bringing David Buick and the Buick Motor Company to Flint. Fox served as mayor of the city in 1871-72. He was also the president of the First National Bank in Flint.

The Fox house, located at 614 South Grand Traverse was built in 1917 by Florence Fox, widow of David Fox. It is now used by a real estate firm.

Another prominent Flint lumberman, Hiram "Hardwood" Smith, whose mills probably cut half of the hardwood marketed in Genesee County during the lumbering era in the 1870's and 1880's also lived in Grand Traverse South. Hiram Smith's mills established in the 1870's had a capacity to cut 12 to 15,000 feet per day.

Smith built a beautiful three story brick Victorian Italianate house at 629 Stockton Street in 1872. The house was built on land deeded in 1835 by the United States government to Joseph Smith, son of Jacob Smith, first white settler in Flint. It was equipped with a spring floor for dancing in the 50 foot long dining room. Tall windows reaching almost to the ceiling were fitted with inside wooden shutters. There were four marble fireplaces, high arched doorways, leaded glass at the entrance, parquet floors and lavish woodwork throughout the house. All of the hardwood used in the construction of the house came from the best of Smith's mill. It was rumored that Smith always set aside the finest wood to use when he built his house.

The house built by Smith is now used as a warehouse for a blue print supply firm. It has been altered somewhat, the iron steps have been removed and some of the circular windows covered but the basic beauty of the building still shines through.

The third successful lumberman of Grand Traverse South was Er Milner. Milner started with a sawmill in Vienna Township then added others and developed them all into a major lumber business. The house Milner lived in is known locally as the Cornwall House. It was started in the 1870's by a man named Royal C. Ripley but was not completed until 1883 after Milner purchased it. The three story, fourteen room brick Victorian house has elaborate decorative wood detailing on both the exterior and interior of the building. A stairway made of seven different types of fine wood curves to the second floor from the front entrance. The house is paneled in walnut, cherry and mahogany wood throughout. Richly carved solid walnut front doors provide entry to the house and mahogany shutters decorate the tall windows. This house was the setting for many gala parties including the exquisite wedding of Jennie Milner to John Cornwall in 1895.

John Cornwall was at one time a vice-president of W.A. Paterson Company, a carriage manufacturing firm. In 1898 Cornwall started his own business, the Flint Specialty Company, manufacturing whip sockets for buggies. Flint Specialty Company was an appropriate name for the company that made the small cylinders which attached to a buggy to hold the whip.

John Cornwall and his sister Clara were quite popular musicians around the city often entertaining friends at parties. Cornwall sang in the choir at St. Paul's Episcopal Church and was a member of Gardner's City Band which played in the country's centennial celebration in Philadelphia.

The Cornwall house was deeded to the City of Flint in 1942 with the stipulation that it be used as a health center. It was never used as a health center and was eventually sold to private individuals. The present owner, Mr. John Wright has painstakingly restored the building and uses it to house his law firm.

The Salmon Beecher home at 702 S. Grand Traverse was built by Beecher, a Flint pork packer and produce distributor and director of Citizens Bank between 1865 and 1869. This two story Victorian Gothic Revival house was recently restored by the present owner, Evelyn Angel. The house features the tall arched windows and steep gabled roof characteristic of the Gothic Revival style. It includes a projecting bay window and ornately carved wood trim around the windows and on the wraparound porch. The first floor of the house is now a beauty salon business and the second floor divided into three apartments.

The Grand Traverse South area was one of the first neighborhoods developed in Flint. It had two grist mills - the J.P. Burroughs and Son Mill at the foot of Grand Traverse Street and the Stockton family owned Victor Mills at the northwest corner of Ann Arbor and Second Street. The first businesses in Flint provided the necessities for the pioneers, lumbermills and gristmills. Grand Traverse South had families in the neighborhood engaged in lumbermills and gristmills.

City directories in 1876-77, 1881-82 and 1885 all describe the City of Flint as a beautiful city with many amenities. Flint was a desirable place to live with its shady private streets lined with numerous costly and elegant houses standing in well cultivated lawns and gardens. It is still possible to walk through Grand Traverse South and imagine how it must have looked when the huge three story brick house built by Hiram Smith was one of three on the block and had an orchard in the backyard. One of the beauties of the neighborhood in the 19th century has been carried forward to the 20th century - that of being physically close to the downtown business district but providing a sense of distance. Grand Traverse South remains an area in the city which has made it to the 1980's pretty much intact.

9. Major Bibliographical References

Cook, Joyce Slocum, "Vignettes of Early Flint"
1962, The Flint Journal.

Ellis, Franklin, History of Genesee County
1879, Evarts & Abott, Philadelphia.

Garner, Leah Beach, "Pioneer Women of Genesee County" unpublished paper in Local Histories file in Michigan Room at Flint Public Library.

Gustin, Lawrence R., The Flint Journal Centennial 1876-1976 Picture History of Flint,
1976, The Flint Journal.

The Executive Committee of the Golden Jubilee and Old Homecoming Reunion, The Book of the Golden Jubilee of Flint, Michigan 1855-1905, 1905.

Wood, Edwin O., History of Genesee County Volume I & II,
1916, Federal Publishing Company, Indianapolis.

J. W. Weeks & Co's Flint Directory 1876-77,
1877, J.W. Weeks & Co., Detroit.

Flint and Genesee County Directory 1885,
1885, T.W. Aston & Co., Detroit.

Glen V. Mills Flint City Directory 1894,
1894, Glen V. Mills, Ann Arbor.

Glenn V Mills Flint City Directory 1897-98
1898, Glen V. Mills, Ann Arbor.

| | | |
|-----------------------|--------------------|--------|
| Flint Globe | March 16, 1876 | p.3 |
| Flint Evening Journal | June 25, 1887 | |
| Flint Evening Journal | June 12, 1893 | |
| Flint Journal | September 29, 1898 | p.5 |
| Flint Journal | May 31, 1937 | |
| Flint Journal | September 6, 1945 | |
| Flint Journal | June 13, 1947 | |
| Flint Journal | February 15, 1954 | |
| Flint Journal | May 30, 1954 | |
| Flint Journal | September 4, 1955 | |
| Flint Journal | August 23, 1959 | |
| Flint Journal | May 31, 1973 | |
| Flint Journal | June 26, 1976 | |
| Flint Journal | August 10, 1976 | |
| Flint Journal | May 22, 1977 | p.C4 |
| Flint Journal | July 10, 1977 | p.E4 |
| Flint Journal | December 13, 1981 | p.A3 |
| Flint Journal | September 17, 1983 | p.B11 |
| Flint Journal | November 12, 1983 | p.A3 |
| Flint Journal | December 12, 1983 | p.D1E2 |

Flint News Advertiser September 13, 1955

10. Boundary Description

Beginning at a point at the intersection of the centerlines of South Grand Traverse and West Court Street; thence westerly along the centerline of West Court Street to the east right-of-way of the Chesapeake & Ohio Railroad; thence northerly along easterly right-of-way line of the C & O Railroad to its intersection with the centerline of South Grand Traverse; thence southerly along the centerline of South Grand Traverse to the point of beginning.

The boundaries of the district are as described above because South Grand Traverse and west Court Street are major thoroughfares which separate the area from nearby neighborhoods. The C & O Railroad right-of-way delineates the remaining edges of the district from the areas.

Grand Traverse South district contains 30.15 acres of land.

11. This report was prepared by:

Denise Hopkins
Grants Administration Specialist,
Department of Community Development
The City of Flint
1101 South Saginaw Street
Flint, Michigan 48502
(313) 766-7355

Preface

The Modern Housing I area is located on the near west side of the City of Flint. The Modern Housing I area will be called "Chevrolet Park" in this report, it is not to be confused with Chevrolet Park subdivision also in the City of Flint. The boundary of the area is:

"An area north of the Flint River on the city's near west side beginning at the intersection of West Third Avenue and Cottage Grove Avenue, thence southwesterly along West Third Avenue to the intersection of Dupont Street, thence northerly along Dupont Street to the intersection of Monteith Street, thence northwesterly along Monteith Street to the intersection of Dougherty Place thence northwesterly along Dougherty Place to the intersection of Bagley Street, thence westerly along Bagley Street 480' + to the west line of Modern Housing Corp Add No 1 Sub. Thence northeasterly along said west line to the north line of said subdivision lying in Flushing Road thence southeasterly along said northerly subdivision line to the intersection of the easterly subdivision line of Modern Housing Suidivision Addition No. 5, thence Northeasterly along said easterly line to the intersection of the south line of Chevrolet Park Sub, thence Southeasterly along said line to the intersection of the south line of Chevrolet Park Sub, thence Southeasterly along said line to the intersection of Dupont Street, thence southerly along Dupont to the intersection of Flushing Road, thence westerly along Flushing Road to the intersection of Gladwyn Street thence southwesterly along Gladwyn Street to the intersection of Cottage Grove Avenue, thence Southeasterly along Cottage Grove to P.O.B."

The area contains approximately 122.5 acres, 568 homes, one public elementary school, one private college, two churches, one private parochial school and park. The neighborhood is rather hilly for the Flint area with elevations ranging from 714 to 766 feet.

There is virtually no industrial development west of the Modern Housing I area so the prevailing westerly breezes help to keep the neighborhood a healthful place to live. The area is significant for several reasons. One is that it contains 350 homes built by Modern Housing Corporation originally thought to be in the Civic Park National Historic District. The Modern Housing homes are important because it was one of the first large scale subdivision developments undertaken by a major U.S. corporation for the benefit of its employees.

The area also contains General Motors Institute (GMI) which up until a few years ago was the only accredited undergraduate school completely funded by a single corporation.

The district survey boundaries were deliberately drawn larger than the area containing the 350 original Modern Housing homes. Future historic district nomination activity should be limited to the 350 Modern Housing Homes, GMI, Durant School and Ballenger Park.

A summary of the district with a list of the contributing structures, roll and frame numbers of photos and a brief description of each structure follows. The structures are divided into appropriate classifications - residential, institutional, or commercial.

CH/mjb

D/43

Note:

The Modern Housing I area as referred to herein or Modern Housing as referred to, within the text was referenced as Modern Housing II in the original grant application to perform this study. However we have changed the nomenclature to reflect the name of the original platting of the area which was and is Modern Housing I.

**Report On The Intensive Survey Of Modern Housing I
(Chevrolet Park)**

The end of World War I saw a post-war boom in the automobile industry the likes of which had never been seen before or since. Flint, the birthplace of the corporate giant, General Motors, was going to be pushed into the 20th Century, as no other American community would be. The jobs created by this boom pushed hiring in the Flint plants to a high of 5,000 new employees in a month's time. In twenty years, from 1900 to 1920, the population of Flint increased sevenfold, from 13,036 to 91,000 then doubled again in the next ten years to reach 156,600, housing became critically short. Factory workers were forced to live in tar paper shacks.

Various private real estate projects were organized to develop residential areas for the city's expanding population. In 1917, the Civic Building Association, purchased 400 acres of land west of the city and constructed 132 houses, laid streets, sewers, water and electrical connections. All of the houses sold but World War I brought an end to the project.

General Motors stepped in at this point to provide the planning and capital necessary to alleviate Flint's housing shortage. In order to provide housing for its employees in rapidly growing cities where construction lagged behind need, General Motors executives were instructed to investigate the industrial conditions in communities where the corporation had plants. The best possible housing was to be built for the money and sold to workers at reasonable deferred payments, which could be deducted from wages.

On February 19, 1919 a large scale housing project was launched and the Modern Housing Corporation was created with a capital of \$3,500,000. The corporation was to build houses in Flint, Pontiac and Detroit. Thus General Motors began extensive real estate and construction projects that diverted millions of dollars from its treasury and were still uncompleted when the post-war boom waned in 1920.

Modern Housing Corporation was the largest housing project Flint had ever known and the nearest approach the city had ever had to civic planning. The site chosen in Flint for the Modern Housing

Corporation's unique suburb was a tract of 1000 acres composed of the old Stockdale farm and a portion of the Durant farm which was then Flint township in the northwest corner of the city. The site of what was to become "Chevrolet Park" and "Civic Park" was away from the manufacturing area and yet readily accessible. The boundaries of the area according to present day Flint streets were Dupont street to the east, Brownell to the west, Third Avenue to the south and Dartmouth to the north. Chevrolet Avenue runs directly through the development.

The construction was to take place on the former Civic Builders plat just west of Stockdale Road, now Dupont Street, in Flint township. Pavements, sewers, water connections, sidewalks and shrubbery were to be part of the construction plans. The street car lines had been extended to the property line and would be further extended when necessary.

The portion of the plat that was in the township had to be annexed to Flint before development could take place. The issue was put on a separate ballot in the election of April 7, 1919. The headline of the Journal for Tuesday, April 8, 1919 proclaimed the favorable results of the election: RECORD VOTE IS CAST IN GENESEE CO.--CIVIC PARK ANNEXED.

Nine hundred and fifty homes were constructed on 1200 acres the first year with plans for at least 4000 more in the development. The building of this number of houses in such a short period of time was something unheard of in the early part of the 20th century. The first 600 homes became the Civic Park area, a national historic district. The remaining 350 homes are being surveyed at this time. The housing styles in the "Chevrolet Park" area are the same as those in the "Civic Park" area, being that they were built at the same time.

Styles include the "Dutch Colonial" or "barn style", with a gambrel roof, one story open porch, slate roof, dormers, wood exterior second floor and wood, brick or stucco first floor; the two story "New England Colonial" style with a symmetry of doors and windows, steep pitch roof and gable ends; the two story "Hybrid Saltbox" style commonly with a longer front than rear roof, shed or gable dormers, open porches, rectangular attic vents, corbelled chimney and wood clapboard siding; the Civic Park "Corner Style" of Queen Ann

characteristics with a truncated roof, slate roofs, second floor cedar shingles, brick or stucco first floor, corbelled chimney; "Urban Traditional" of gable roofs, roof brackets and clapboard; "Civic Park Suburban" with a basic square symmetry, board overhang hip roof and clapboard siding.

The value of the houses built ranged from \$3,500 to \$8,500. Workers were advanced \$800 for a house provided the house's worth was between \$3,500 to \$8,500 even if the house was not built by the Modern Housing Corporation. The average house was in the \$5,000 to \$5,500 category.

The style of the first houses varied little, mostly 1 1/2 and 2 story houses and a few bungalows. The exteriors were brick veneer, stucco over tile, and frame. All 1 1/2 and 2 story houses had slate roofs. The homes were considered quite spacious with the average living room ranging from 130 to 160 square feet, the bedrooms and dining room averaging 100 square feet, the kitchens 80 to 90 square feet and the bathrooms 60 square feet. The ceilings were 8 1/2 feet high and all houses had water and gas lines, sewers, electric lights and hot air heat. The average lot size was 50 x 100 feet. The purchase price would include a kitchen range, gas hot water heater, furnace, paved streets, sidewalks and trees planted.

The location of "Civic Park" was ideal for employees of Buick Motors being about 1 1/2 miles from the factory. The "Chevrolet Park" areas were a mere 5 or 6 blocks from the Chevrolet factory along the Flint River at Chevrolet Avenue. This Chevrolet factory was to be the site of the famous 1937 sit-down strike that led to the recognition of the United Auto Workers by General Motors Corporation.

"Chevrolet Park" contains three features which have helped make the neighborhood a viable and enjoyable place to live -- Durant-Turri-Mott elementary school, General Motors Institute and Ballenger Park. Durant school was originally built in 1912 and named in honor of William Crapo Durant, grandson of former Michigan Governor Henry H. Crapo. Durant was famous in his own right being the founder of the Durant-Dort Carriage Company. This company founded in Flint became the worlds largest manufacturer of road carts and carriages. The

growth of the carriage industry in Flint caused the population of the city to grow from 5,386 in 1870 to 38,550 in 1910. This growth in population although impressive pales in comparison to the growth in Flint population between 1900 to 1930 when the population exploded from 13,036 to 156,600. Durants next major accomplishment was to acquire the fledging Buick Motor Company in 1904. Durant oversaw the growth and development of Buick and was able to parlay this company into the cornerstone of his next creation General Motors Corporation in 1908. Durant lost control of General Motors in 1910. Durant founded Chevrolet Motor Company in 1911, one of the principal factories was in the vacant buildings of the Flint Wagon Works along the Flint River at Chevrolet Avenue. Chevrolet became so successful that Durant was able to use it to regain control of General Motors in 1916. Durant was president of General Motors in 1919 when the Modern Housing project was started by General Motors.

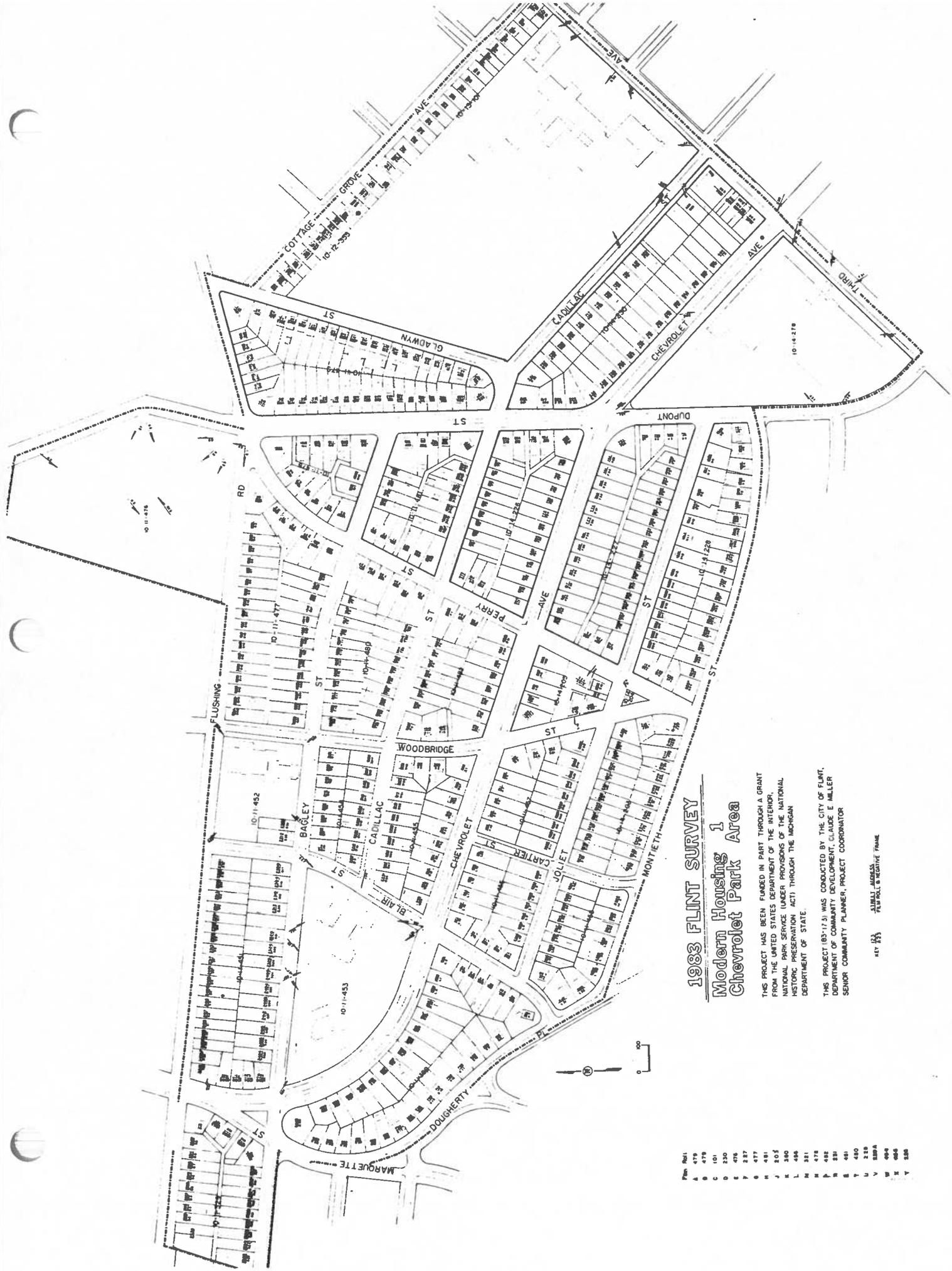
The original Durant school building is a two story rectangular brick building with an exposed basement. There is cement belting between the basement and first floor as well as above the second story windows. The windows on the front of the school are double hung and spaced evenly, ten on each story on each side of the main entrance. The windows are set off with concrete decorated slip sills and brick piers running between the banding. The main entrance sets forward from the building and has a shelf or entablature door opening. There is decorative tile work above the second story banding. The building is flat roofed with a tiled mansard facade. The school was added to in the 1950's. A one story flat roofed wing was added to the east side of the original building. This addition was specifically designed for handicapped and special education students. The facility at its time of construction was a show place for special education learning centers. The additions were named after Dr. Arthur Turri and Charles Stewart Mott. Today the school is called Durant-Turri-Mott Elementary School.

Additions include a swimming pool in 1958 and in 1970, 14 classrooms and a large auditorium. Both additions were paid for by Mott Foundation.

The second feature is General Motors Institute (GMI) located at the northwest corner of Chevrolet and W. Third Avenue. Until its devesture in the 1980's, GMI was the only accredited undergraduate college in the United States maintained by a single industrial corporation. Albert Sobey was hired in 1919 to begin an industrial school. This school became GMI. GMI began construction of their Chevrolet Park campus in 1926. Through the years GMI has provided a variety of educational and culteral activities for the residents of the city. Students from around the world sponsored by General Motor Divisions have attended GMI for training. The main academic buildings for GMI are a two and three story irregularly shaped brick building with concrete banding. The building has been undergoing extensive renovation with windows being bricked up and changed.

The third feature, Ballenger Park, is 9.6 acres in size and is owned and maintained by the William S. Ballenger Trust for the benefit of residents in the area. The park contains picnic, playground, and athletic areas as well as a one story brick clubhouse with a slate roof. William S. Ballenger was a bookkeeper for the old Flint Wagon Works Co. Ballenger became one of Flint's early auto pioneers through his association with Buick Motors, General Motors, Chevrolet Motors and Billy Durant.

After the depression of 1920, Modern Housing again began building houses but changed its original plans significantly. The corporation would not itself construct houses but rather act as a middleman and financier. Arrangements were made with several independent builders to construct the houses. Individual builders were used because they could afford smaller profits, since they would not have to handle the sales or financing of the homes. There would be no risk to the builder. In addition Modern Housing would pay for part of the work the city should assume, that is paving and utilities. The expense was to be added on to the lot price, but the lots were still sold reasonably. Building resumed in 1923 and by 1927, 620 more houses were built. By 1933, 3,200 houses had been built in the development, valued at \$16 million exclusive of land values. This construction largely filled in the vacant land between "Civic Park" and "Chevrolet Park."



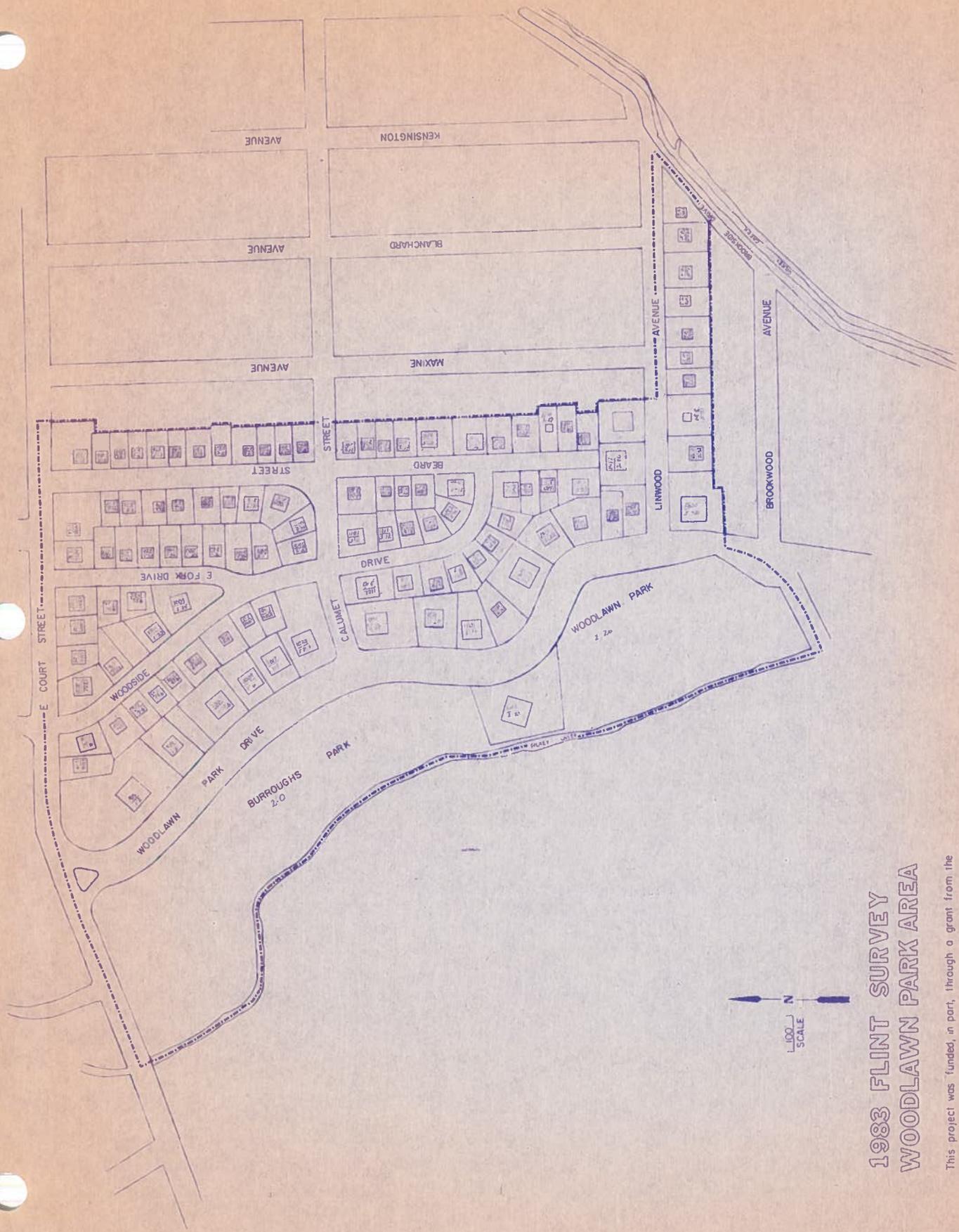
1983 FLINT SURVEY
Modern Housing Survey 1
Chevrollet Park Area

THIS PROJECT WAS FINANCED IN PART THROUGH A GRANT FROM THE UNITED STATES DEPARTMENT OF THE INTERIOR, NATIONAL PARK SERVICE (UNDER PROVISIONS OF THE NATIONAL HISTORIC PRESERVATION ACT) THROUGH THE MICHIGAN DEPARTMENT OF STATE.

THIS PROJECT (83-11-1) WAS CONDUCTED BY THE CITY OF FLINT, DEPARTMENT OF COMMUNITY DEVELOPMENT, CLAUDE E. MILLER, SENIOR COMMUNITY PLANNER, PROJECT COORDINATOR.

KEY 1/4" = 100' SMALL ADDRESS PLUMB LINE IS NEGATIVE FRAME

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|
| Plan No. | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y |
| | 476 | 479 | 101 | 230 | 476 | 217 | 477 | 481 | 803 | 300 | 480 | 486 | 321 | 478 | 482 | 321 | 480 | 218 | 128A | 484 | 488 | 488 | 488 | 488 | 488 |



1983 FLINT SURVEY WOODLAWN PARK AREA

This project was funded, in part, through a grant from the United States Department of the Interior, National Park Service (under provisions of the National Historic Preservation Act) through the Michigan Department of State.

This project (S83-173) was conducted by the City of Flint Department of Community Development, Denise Hopkins, project coordinator.

Woodlawn Park is a neighborhood of custom built homes that was largely developed in the 1920's. There are approximately 50 acres of land in the survey area with a 1980 population of 428 people. It is a quiet neighborhood with large beautifully landscaped lots and curvilinear tree lined streets. The boundaries for the area are as described:

Beginning at a point at the northeast corner of Woodside subdivision, thence south along the easterly line of said subdivision to the centerline of Linwood Avenue, thence east along said centerline to the centerline of Brookside Drive, thence southwest 230' to the north lot line of lot 226 Woodlawn Park extended easterly, thence west along said north lot line to the intersection of Gilkey Creek, thence northeast along said creek to the centerline of East Court Street, thence east along said centerline to the point of beginning.

The land in Woodlawn Park was platted in 1911 and 1923 by J. E. and Louise H. Burroughs, Frank M. and Charlie Mason Beard, Etta Mason, Arthur O. and Mary E. Burr and Charles I. and Luella M. Burr. The Burr's were gardeners who lived on Lapeer Road. J. E. Burroughs family owned a flour and grist mill in Flint and his wife Louise was the daughter of George Washington Hubbard, who was the oldest active hardware merchant in the United States until his death in 1937. Frank M. Beard was a piano tuner, leader of his own bands and played in Buick and Chevrolet bands and in local movie theatres during the silent pictures era.

Prior to the development of the neighborhood this area was farmed. The What Cheer Coal Mine located on the southern boundary of the area was briefly operated between 1912 and 1918 but was closed because of problems with water and quicksand. Part of the coal mine lies under Woodlawn Park.

Woodlawn Park's development began during a period of intense building activity in the City of Flint. W. O. Kirkpatrick, city building inspector in 1925, said that homes made 1925 the biggest building year in the city's history. During 1925, 877 building permits were issued for houses and 1,258 permits for garages.

The 1920's were a period of optimism and style in the City of Flint. "Flint Saturday Night," a local weekly magazine was published in the 20's. "Flint Saturday Night" was filled with articles about the greatness of Flint and ideas on how to improve the quality of life for city residents. Advertisements with photographs and descriptions of some of the homes in Woodlawn Park were carried in "Flint Saturday Night." One such advertisement in the May 5, 1926 issue of "Flint Saturday Night" described a brick and timber English style house "located in the exclusive Burroughs Development... on Woodside Drive just off East Court Street."

Many of the original homeowners in Woodlawn Park were prominent professional Flint businessmen. Robert T. Longway, president of the National Bank of Flint; president of General Motors Tech.; vice president of Buick; president of Women's Hospital and local philanthropist owned a home at 1001 Woodlawn Park Drive. The Longway family donated \$200,000 to the Flint College and Cultural Development and the Longway Planetarium was named after him.

Another prominent Flint citizen, Elizabeth Welch, lived at 919 Beard Street. Elizabeth Priscilla Welch served the Flint Community Schools for 35 years, 10 years as a teacher and 25 years as a principal at Fairview School. Welch was known throughout the community for her untiring work to help the foreign born people of Flint; teaching night courses in English to the parents of the children she taught during the daytime. She received special training in teaching English to the foreign born and was considered one of Michigan's leading authorities on Americanization. Besides teaching, Miss Welch was active in community affairs serving as president of Flint branch of American Association of University Women, the International Institute, Flint Council of Church Women, Goodwill Industries and department of elementary school principals of Michigan Education Association.

The Woodlawn Park neighborhood has two parks--Woodlawn Park and Burroughs Park--which were developed along with the area. Land for Woodlawn Park was donated to the City of Flint by J. Dallas and Marcia Webb Dort to use for park and boulevard purposes in 1924. J. Edington and Lousie H. Burroughs donated the land for Burroughs Park in 1923. Park Board annual reports described the progress of work in the parks and plans for future development. Burroughs Park located just south of Court Street, was at one time landscaped with a formal terrace and gardens. Lawn paths, shrubs and flower beds were placed artistically in the park. The southern end of the park, Woodlawn Park, was developed for active recreational uses and included 2 tennis courts, a children's playground and a skating rink in the winter time.

DH:mjb

| Address | *1 Yr. Built | *2 Original Owner/Occupation | Comments |
|--------------------------|-----------------|---|--|
| 915 Woodlawn Park Drive | 1926 | Colman Ross/General Motors general superintendent | Donated to University of Mich. Flint by Colman J. Ross, Jr. In early 1970's, now used as Chancellor's residence. |
| 929 Woodlawn Park Drive | 1925 | Meivin E. Chandler/physician | |
| 1001 Woodlawn Park Drive | 1927 | Robert T. Longway/V. Pres. Buick | Local philanthropist, Longway Planetarium in Flint named after him |
| 1009 Woodlawn Park Drive | 1929 | Fred B. Elliot/Treas. Economy Shoe Store | |
| 1017 Woodlawn Park Drive | 1926 | Leslie L. Willoughby/physician | |
| 1025 Woodlawn Park Drive | 1928 | Robert B. Schenck/metallurgist | |
| 1024 Woodside Drive | 1937 | Wilfred C. Dickie/V. Pres. & Trust Officer Nat'l. Bank of Flint | |
| 1020 Woodside Drive | 1925 | Edward C. Shaw/Gen'l Supt.- Chevrolet | |
| 1014 Woodside Drive | 1927 | David M. Oviatt/ | |
| 1008 Woodside Drive | 1941 | Mrs. Grace Fellows/widow Wm. E. | |
| 928 Woodside Drive | 1928 | Glenn H. Stephen/Mgr, Standard Shoe Store | |
| 922 Woodside Drive | 1927 | Roy M. King/Pres. King Cigar Co. | |
| 916 Woodside Drive | 1951 | Stephen J. Roth/Judge Circuit Court | |
| 914 Woodside Drive | 1925 | Wm. G. LaRock/purchasing agent | |
| 902 Woodside Drive | 1937 | Frank A. Ware/physician | |
| 1216 E. Court Street | 1924 | Byron W. Malfroid/physician | |
| 1302 E. Court Street | 1926 | Grover M. McDowell/ | |
| 917 Woodside Drive | 1924 | Robert B. Schenck/eng. metallurgical | Moved to 1025 Woodlawn Pk. Dr. in 1928 |
| 1001 Woodside Drive | 1925 | John N. Leith/ | |
| 1009 Woodside Drive | 1926 | Loren G. Kurtz/Ass't. General Superintendent | |

| Address | Yr. Built | Original Owner/Occupation | Comments |
|----------------------|-----------|---|---|
| 926 E. Fork Drive | 1927 | Leonard E. Curphy/experimental engineer | |
| 920 E. Fork Drive | 1924 | R.B. Bristo/The Newitt Co. | plumbing, heating & sheet metal |
| 1330 E. Court Street | 1926 | F. Alex Beard/Dist.Mgr. Consumers Power Co. | |
| 1320 E. Court Street | 1926 | Carl in K. Weller/salesman | |
| 1312 E. Court Street | 1926 | Verne M. Davis/Mgr. Pringle Furniture Co. | |
| 1402 E. Court Street | 1925 | Frank J. Boutell/ | |
| 911 E. Fork Drive | 1941 | Wm. H. Knight/ | |
| 917 E. Fork Drive | 1926 | Lloyd H. Drake/cashier Merchants & Mech. Bank | |
| 923 E. Fork Drive | 1938 | John M. Hadaway/Sec.-tres. King Cigar Co. | |
| 1007 E. Fork Drive | 1926 | Carl A. Mayer/Mayer's Pharmacy | |
| 1013 E. Fork Drive | 1938 | Chas. J. Veit/ | |
| 1019 E. Fork Drive | 1925 | Roland G. Scott/manager | |
| 1035 Woodside Drive | 1928 | Wm. A. McDonald/Independent Dairy | |
| 1045 Woodside Drive | 1927 | Chas Cross/Chas. Cross & Co. Real Estate | |
| 1411 Calumet Street | 1928 | Charles H. Matson/dentist | |
| 1020 Beard Street | 1951 | Robert J. Timyan/L.D. Timyan & Co. | wholesale dairy products |
| 1014 Beard Street | 1927 | Hugh R. Erbaugh/pres. Erbaugh & Sullivan Inc. | used automobiles, hupmobiles sales & serv., wife Gene--artist |
| 1010 Beard Street | 1927 | Harold Smith/Belsay Lumber Co. | |
| 1006 Beard Street | 1928 | Wm. F. Herfurth/supt. | |
| 926 Beard Street | 1929 | Jos. Boca/body engineer | |
| 922 Beard Street | 1929 | Geo. C. Carhart/engineer | |
| 918 Beard Street | 1942 | Bryant H. Baker/Baker Drug Co. | |

| Address | Year Built | Source: Polk Directories Original Owner/Occupation | Comments |
|--------------------------|------------|--|--|
| 912 Beard Street | 1939 | Geo. E. Anthony/physician | |
| 1410 E. Court Street | 1926 | Arthur L. Freeman/salesman | |
| 911 Beard Street | 1894 | | |
| 913 Beard Street | 1954 | Eino Rajala/Rajala Homes | |
| 915 Beard Street | 1929 | Ralph M. Rowe/V. Pres. Citizens Bank | |
| 919 Beard Street | 1928 | Elizabeth Weich/principal Fairview School | |
| 923 Beard Street | 1937 | Hugh F. MacPhee/industrial Buick Engineer | |
| 927 Beard Street | 1939 | Harry W. Leman/Fletcher & Leman | Investments, Mich. Natural gas & oil land leases, royalties, etc. |
| 1001 Beard Street | 1927 | Clyde F. Applegate/Pres. Davison Applegate | Chev. Sales & Service |
| 1007 Beard Street | 1939 | Edward Ragsdale/accountant Buick | |
| 1013 Beard Street | 1928 | Wm. J. Jackson/auditor M. Davison | |
| 1017 Beard Street | 1927 | Harold M. Matteson/dentist | |
| 1021 Beard Street | 1939 | Edward D. Rollert/proc. engineer A.C. | |
| 1025 Beard Street | 1927 | R.B. Bristol/Lovejoy & Bristol | Heating & Plumbing |
| 1212 Woodlawn Park Drive | 1930 | Samuel L. Stewart/pres. treas. M. F. Stewart Co. | |
| 1101 Woodlawn Park Drive | 1924 | John S. DeCamp/V. Pres. Industrial Savings Bank | |
| 1121 Woodlawn Park Drive | 1927 | Mahlon R. Sutton/physician | |
| 1201 Woodlawn Park Drive | 1927 | Sidney S. Stewart, Jr./teller Bankers Trust | |
| 1211 Woodlawn Park Drive | 1928 | Arthur Johnson | |
| 1301 Woodlawn Park Drive | 1929 | Glenn R. Jackson/Pres. & gen'l. mgr. Smith Bridgman & Co. | |
| 1311 Woodlawn Park Drive | 1948 | Abr Rose/Arrow Fuel Co. | gasoline stations |

| Address | Yr. Built | Original Owner/Occupation | Comments |
|--------------------------|-----------|---|--------------------------------------|
| 1321 Woodlawn Park Drive | 1928 | Raymond L. Kurtz/purchasing agent | |
| 1401 Woodlawn Park Drive | 1926 | Wm. H. Harris/Stocks | |
| 1407 Woodlawn Park Drive | 1927 | Geo. M. Algoe/V. Pres. & Treas. Algoe-Gundry Co. | Funeral directors, ambulance service |
| 1417 Linwood Avenue | 1929 | Mark H. Piper/Piper Realty Co. | |
| 1326 Beard Street | 1927 | Ralph B. Vessey/Asst. to mgr. A.C. | |
| 1316 Beard Street | 1928 | Francis L. Young/Treas. Genesee Lumber & Coal Co. | |
| 1320 Beard Street | 1928 | Amandus L. Jordan/ | |
| 1160 Woodside Drive | 1927 | John C. Chick/ Regional Sales Mgr. | Chevrolet Motor Co. |
| 1150 Woodside Drive | 1926 | Harry D. Burnell/Claim adjuster | |
| 1144 Woodside Drive | 1925 | Roland J. Whiting/Plant Manager | Fisher Body Corp. |
| 1138 Woodside Drive. | 1952 | Phillip J. Olson/treas. Mich. Lumber Co. | |
| 1132 Woodside Drive | 1930 | Lee D. Harrison/physician | |
| 1126 Woodside Drive | 1930 | Albert E. Copp/physician | |
| 1120 Woodside Drive | 1951 | Chester M. Schagane/Advance Electric | |
| 1102 Woodside Drive | 1927 | Frederick C. Thorold/dentist | |
| 1101 Woodside Drive | 1925 | Mrs. Eliza Champion | |
| 1111 Woodside Drive | 1925 | Fred D. Upcraft/Building Contractor | |
| 1119 Woodside Drive | 1928 | Persus H. MacGregor/Asst. plant mgr.-Chev. Mtr. Co. | |
| 1127 Woodside Drive | 1926 | Frank G. Rutherford/real estate | |
| 1143 Woodside Drive | 1928 | Prosper H. Champion/experimental engineer | |
| 1220 Beard Street | 1963 | Morris B. Pelavin/Pelavin Gottlieb & Pelavin | Lawyers |
| 1202 Beard Street | 1927 | Gerald T. Lomasney/business mgr. | |
| 1116 Beard Street | 1938 | Harry G. Smith/designer Buick | |

| Address | Yr. Built | Original Owner/Occupation | Comments |
|------------------------|-----------|--|----------|
| 1112 Beard Street | 1939 | Roy H. Kenville/Asst. master mechanic-A.C. Spark Plug | |
| 1101 Beard Street | 1927 | Wm. J. Blanchard/Bill Blanchard Hardware | |
| 1107 Beard Street | 1928 | Harry R. Price/Douglas Hotel & Capital Hotel | |
| 1113 Beard Street | 1930 | Matthew J. Rozboril/printer-Flint Daily Journal | |
| 1119 Beard Street | 1939 | Jas. E. Goodman/Asst. resident mgr. Fisher Body Unit #1 | |
| 1213 Beard Street | 1950 | Marc Stern/engineer A.C. Spark Plug | |
| 1219 Beard Street | 1928 | Lee W. Forncrook/Forncrook Auto Supply | |
| 1301 Beard Street | 1926 | Thad D. Matters/property manager | |
| 1313 Beard Street | 1928 | Wm. C. Cumings | |
| 1319 Beard Street | 1928 | Cole A. Ward/mgr. Brown-Hard Coal Co. | |
| 1331 Beard Street | 1929 | Roy W. Drumm/mgr. | |
| 1325 Beard Street | 1928 | Carl F. Mo11/physician | |
| 1507 Linwood Avenue | 1928 | J. Elwood Andrews | |
| 1505 Woodlawn Park Dr. | 1929 | Sigmund Seitner/mgr. Seitner Dept. Store | |
| 1502 Linwood Avenue | 1936 | Frederic K. Bald/physician | |
| 1508 Linwood Avenue | 1936 | Albert Sobey/director Genl. Mtrs. Institute | |
| 1514 Linwood Avenue | 1935 | Coleman J. Ross, Jr/ | |
| 1520 Linwood Avenue | 1930 | Lawson H. Cooker/Clerk | |
| 1602 Linwood Avenue | 1938 | Robert D. Kirk/dept. Supt. Industrial Mutual Association | |
| 1616 Linwood Avenue | 1930 | Claude W. Cable/V. Pres.-Carey-Cable Bread Co. Inc. | |

Crago Supply Co.- Sand, gravel, Builders Supplies

| Address | Year Built | Original Owner/Occupation | Comments |
|---------------------|------------|--|--------------------------------------|
| 1618 Linwood Avenue | 1936 | Phil J. Braun/Newall & Braun | Genl. Ins. Bonds, Mgrs. Kresge Bldg. |
| 1702 Linwood Avenue | 1940 | Lawrence Bateman/physician | |
| 1710 Linwood Avenue | 1926 | E. Hoover Bankert/foreman Buick | |
| 1001 E. Fork Drive | 1941 | Summers Howard/ Serv. Mgr. A.C. Spark Plug | |

*1 Source: City of Flint Building Inspection and/or assessment records

*2 Source: Polk Directories

DH:mjb

| Roll # | Frame # | | Ownership |
|--------|---------|--|--------------------------------------|
| 1 | 2 | 915 Woodlawn Park Drive Two story stucco and brick French eclectic style house with turret above front entry. | Regents of University of Michigan |
| 1 | 3 | 929 Woodlawn Park Drive Two story brick and shingle house. | J. C. Calie |
|] | 4,5 | 1001 Woodlawn Park Drive Two story brick and stucco English Tudor style house with half timber details in the dormers. | Citizens Bank Tr. Longway |
| 1 | 6 | 1009 Woodlawn Park Drive Two story brick and stone English Tudor style house with gabled roof, Flemish bond brick work in front center gable. | J. A. Hamady |
| 1 | 7 | 1017 Woodlawn Park Drive Two story brick and stucco English Tudor style house half timber detail. | H. P. Rafferty & wf Anne G. |
| 1 | 8,9 | 1025 Woodlawn Park Drive Two story stone house with multi-gabled slate tiled roof. | Dr. & Mrs. Bruce Foote |
| 1 | 10 | 1024 Woodside Drive Two story stone colonial revival style house with side gabled roof, two front bay windows. | T. E. Ditzler & wf V. B. |
| 1 | 11 | 1020 Woodside Drive Two story wood sided colonial revival style house with quadruple windows in front. | Citizens Bank |
| 1 | 12 | 1014 Woodside Drive Two story brick and stucco Tudor style house with overlapping gables and half timber trim. | H. E. Branch & wf Alice T. |
| 1 | 13 | 1008 Woodside Drive Two story side gabled brick and wood colonial revival house with 2 front bay windows. | Mr. & Mrs. B. Stroh |

| Roll # | Frame # | | Ownership |
|--------|---------|---|-------------------------------|
| 1 | 14 | 928 Woodside Drive Two story side gabled brick neoclassical house with key stones over windows, one story half circle entry porch supported by 4 classical columns. | Citizens Bank |
| 1 | 15 | 922 Woodside Drive Two story Tudor style with multiple materials, arched entry, casement windows. | C. E. Hoehn & wf Mildred |
| 1 | 16 | 916 Woodside Drive Two story side gabled brick and aluminum sided colonial revival with side lights in entry. | E. C. Smith |
| 1 | 17 | 914 Woodside Drive Two story gambrel roof, wood sided colonial revival with paired windows, sidelights in entry. | Citizens Bank |
| 1 | 18 | 902 Woodside Drive Two story brick and stucco English Tudor style house with overlapping gables, patterned brickwork. | L. J. Alexander & wf Janis L. |
| 1 | 19 | 1216 E. Court Street Two story stucco and shingle English Tudor style house with half timber detail, arched entry. | B. I. Fisher |
| 1 | 20 | 1302 E. Court Street Two story brick multi-gabled Tudor style house with stone trim over windows. | Detroit & Northern |
| 1 | 22 | 917 Woodside Drive Two story brick and wood sided colonial revival with sidelights in entry, accentuated front door, flat roof one story entry porch supported by columns. | United Michigan Mortgage |

| Roll # | Frame # | | Ownership |
|--------|---------|--|--------------------------|
| 1 | 23 | 1001 Woodside Drive One and one half story wood sided hipped roof colonial revival house with paired windows, dormers. | Michigan National Bank |
| 1 | 24 | 1009 Woodside Drive Two story stone and stucco English Tudor style house with overlapping gables, decorative half timber trim in second story, tall stone chimney with chimney pots. | S. S. Garne & wf Sophie |
| 1 | 25 | 926 East Fork Drive Two story multi-gabled brick Tudor style house with arched front door, tall chimney with chimney pots. | United Michigan Mortgage |
| 1 | 26 | 920 East Fork Drive One story wood sided vernacular craftsman style house with decorative brick around arched front entry. | Citizens Bank |
| 1 | 27 | 1330 E. Court Street Two story brick colonial revival style house with side gabled roof, fan and side lights in arched front entry, paired double-hung windows with multi-pane upper sashes over lower sashes of one single pane. | N. Greenberg & wf Bertha |
| 1 | 28 | 1320 E. Court Street Two and one half story brick English Tudor style house with arched entry porch grouped windows. | D. L. Foreman & wf K. T. |
| 1 | 29 | 1312 E. Court Street Two story brick and aluminum multi-gabled vernacular English Tudor style house. | K. J. Ryant & wf Emma |
| 1 | 30 | 1402 E. Court Street Two story brick and stucco Tudor style house with decorative half timbering in front gabled roof dormer. | Robert Moffet & wf |

| Roll # | Frame # | | Ownership |
|--------|---------|---|---------------------------|
| 1 | 31 | 911 East Fork Drive Two story brick colonial revival house with broken triangular pediment at entrance, side gabled roof, double-hung multi-panel windows. | United Michigan Mortgage |
| 1 | 32 | 917 East Fork Drive Two story wood sided mansard roofed colonial revival with paired double-hung windows, entry portico with gabled roof supported by two columns. | R. H. Ebbott |
| 1 | 33 | 923 East Fork Drive Two story brick colonial revival house with 2 story semi-circular entry porch supported by 4 classical columns, multi-paned french doors on front facade, broken pediment over door. | Detroit & Northern |
| 1 | 34 | 1001 East Fork Drive Two story field stone and wood sided colonial revival house with second story overhang, multi-paned windows. | Robert & Virginia Landaal |
| 1 | 35 | 1007 East Fork Drive Two story stucco and brick English Tudor house with grouped double-hung windows, arched entry. | Citizens Bank |
| 1 | 36 | 1013 East Fork Drive Two story side gabled brick colonial revival with arched shaped decoration above first floor windows, multi-paned double-hung windows, triangular pediment over front door, sidelights. | W. V. Syring & wf B. A. |
| 1 | 37 | 1019 East Fork Drive Two and one half story wood sided multi-gabled English Tudor style house with double-hung windows. | H. M. Scott & V. S. Scott |

| Roll # | Frame # | | Ownership |
|--------|---------|--|--------------------------|
| 2 | 1 | 1035 Woodside Drive Two story side gabled brick colonial revival house with key stones over first floor windows, decorative cornice with modillions, 3 gabled dormers, broken pediment over front entry. | R. Revis & wf |
| 2 | 2 | 1045 Woodside Drive Two story brick and stucco English Tudor house with tall narrow windows decorative half timbering, cast stone trim around entry and window, overlapping gables. | Detroit & Northern |
| 2 | 3 | 1411 Calumet Street Two story side gabled brick colonial revival with arch shaped brick work above first floor windows, decorative crown over front door supported by slender classical columns, double-hung windows. | R. Elk |
| 2 | 4 | 1020 Beard Street One and one half story brick minimal traditional style house with cross gabled roof. | E. G. Czarnecki & wf |
| 2 | 5 | 1014 Beard Street Two story side gabled wood sided colonial revival house with paired double-hung multi-paned windows, tile roof, triangular portico supported by columns, sidelights in entry. | F. E. Rose & wf Florence |
| 2 | 6 | 1010 Beard Street Two story symmetrical wood sided vernacular French eclectic style house with unusual steeply sloped roof, arched door, bay window. | F. G. Nagy & wf Eileen |

| Roll # | Frame # | | Ownership |
|--------|---------|---|---------------------------|
| 2 | 7 | 1006 Beard Street Two story brick and stucco English Tudor style house with decorative half timbering, overlapping gables, cast stone trim around arched doorway, false thatched roof. | Janice Schneck & Doug |
| 2 | 8 | 926 Beard Street Two story brick and stucco English Tudor style house with decorative half timbering, arched doorway with cast stone trim, gabled entry, multi-paned double-hung windows, greenhouse on back of house. | United Michigan Mortgage |
| 2 | 9 | 922 Beard Street Two and one half story aluminum sided vernacular English Tudor with stone trim around arched doorway, multi-gabled roof with dormers. | Guardian Mortgage Company |
| 2 | 10 | 918 Beard Street Two story brick side gabled colonial revival with multi-paned windows, triangular entry portico supported by posts, sidelights around front door. | Citizens Bank |
| 2 | 11 | 912 Beard Street Two story wood sided colonial revival, side gabled roof, double-hung multi-paned windows, triangular portico supported by posts, sidelights in entry. | Citizens Bank |
| 2 | 12 | 1410 E. Court Street Two story brick and wood sided colonial revival, side gabled, one story wings, sidelights and fan shaped transom, portico with curved underside, eyebrow window. | Detroit & Northern |
| 2 | 13 | 911 Beard Street Two story wood sided low pitched hip roof Italianate house, wide eaves, enclosed porch. | George Swartz |

| Roll # | Frame # | | Ownership |
|--------|---------|---|---------------------------|
| 2 | 14 | 913 Beard Street Two story side gabled brick colonial revival with broken ogee pediment, sidelights. | Detroit & Northern |
| 2 | 15 | 915 Beard Street Two story brick and stucco English Tudor house with decorative half timbering. | R. B. Yuille & wf P. S. |
| 2 | 16 | 919 Beard Street Two story aluminum sided English Tudor style house. | V. J. DeCamp |
| 2 | 17 | 923 Beard Street Split level brick and wood sided modern minimal traditional house. | United Michigan Mortgage |
| 2 | 18 | 927 Beard Street Two story brick and wood sided modern minimal traditional house. | Neil Conover |
| 2 | 19 | 1101 Beard Street Two story side gabled brick colonial revival house with arched doorway, fan shaped transom, sidelights, multi-paned double-hung windows, multi-paned French doors. | First Federal of Michigan |
| 2 | 20 | 1007 Beard Street Two story side gabled brick and wood sided colonial revival with two multi-paned bay windows. | Citizens Bank |
| 2 | 21 | 1013 Beard Street Two story multi-gabled brick and stucco English Tudor style house with decorative half timbering, eyebrow window, windows grouped in strings of four. | First Methodist Church |
| 2 | 22 | 1017 Beard Street Two story stucco and wood vernacular English Tudor, decorative half timbering, tall chimney with chimney pots. | L. Epstein |

| Roll # | Frame # | | Ownership |
|--------|---------|---|---------------------------|
| 2 | 23 | 1021 Beard Street Two story brick and wood sided colonial revival with second story overhang, double-hung multi-paned windows. | W. R. Coppel & wf Marion |
| 2 | 24 | 1025 Beard Street Two story cross gabled vernacular English Tudor, aluminum sided, multi-paned windows grouped in strings of three and four in front. | J. E. Jacobs & wf K. L. |
| 2 | 25 | 1212 Woodlawn Park Drive Two story stone French Eclectic with tower, steeply pitched gable roof, casement windows. | D. M. Philpott & wf Helen |
| 2 | 27 | 1101 Woodlawn Park Drive Two story vernacular shingle sided L-shaped house with grouped multi-paned windows, dormers. | Citizens Bank |
| 2 | 28 | 1121 Woodlawn Park Drive Two story brick neoclassical with portico supported by Ionic columns, fan shaped transom and sidelights, multi-paned double-hung windows. | C. .I. Kasle |
| 2 | 29 | 1201 Woodlawn Park Drive Two story brick and stucco English Tudor with decorative half timbering, diamond paned windows grouped in strings, slate roof. | Michigan National Bank |
| 2 | 30 | 1211 Woodlawn Park Drive Two story brick and stucco English Tudor with decorative half timbering, steeply gabled entry with arched windows, multi-paned casement windows arranged in groups of four, front bay window. | United Michigan Mortgage |

| Roll # | Frame # | | Ownership |
|--------|---------|--|----------------------------|
| 2 | 31 | 1301 Woodlawn Park Drive Two story multi-gabled brick English Tudor style house, cast stone trim around windows and arched doorway, casement windows arranged in groups of five. | United Michigan Mortgage |
| 2 | 32 | 1311 Woodlawn Park Drive One story brick minimal traditional style modern house with side gabled roof, recessed entry. | W. C. Wright & wf Patty L. |
| 2 | 33 | 1321 Woodlawn Park Drive Two story brick and stucco multi-gabled English Tudor style house. | Citizens Bank |
| 2 | 34 | 1401 Woodlawn Park Drive Two story brick colonial revival, side gabled, semi-circle portico supported by slender columns, fan shaped transom and sidelights. | Advance Mortgage Corp. |
| 2 | 35 | 1407 Woodlawn Park Drive Two story brick and wood sided vernacular, side gabled, triangular portico supported by wrought iron posts. | General Motors Corp. |
| 2 | 36 | 1417 Linwood Avenue Two story asymmetrical French Eclectic, arched doorways with cast stone trim, tower, steeply pitched hipped roof, quoins at corners. | Citizens Bank |
| 2 | 37 | 1326 Beard Street Two story wood sided colonial revival style house with side gambrel roof, double-hung windows are multi-paned on top with single pane on bottom, steep gable over front door. | United Michigan Mortgage |

| Roll # | Frame # | | Ownership |
|--------|---------|--|-------------------------------|
| 3 | 1 | 1320 Beard Street Two story brick Tudor style house with overlapping gables, multi-paned windows, tall chimney. | R. P. Dix & wf Elizabeth |
| 3 | 2 | 1316 Beard Street Two story brick vernacular with hipped roof, french doors, arched window. | T. M. Bradley & wf Noreen |
| 3 | 3 | 1160 Woodside Drive Two story brick French Eclectic house with hipped roof, multi-paned double-hung windows, arched doorway, arched portico with copper roof. | United Michigan Mortgage |
| 3 | 4 | 1150 Woodside Drive Two story wood sided hipped roof Italian Renaissance style house with double-hung multi-paned windows, french door with arched transom window. | R. L. Richardson & wf Lois |
| 3 | 5 | 1144 Woodside Drive Two story clapboard sided side gable roofed colonial revival with multi-pane in upper sash of double-hung window, sidelights. | Citizens Bank |
| 3 | 6 | 1138 Woodside Drive Two story brick and wood sided colonial revival, multi-paned double-hung windows, partial second story overhang. | Detroit & Northern |
| 3 | 7 | 1132 Woodside Drive Two story brick and stone Tudor style house with cast stone trim around arched front door, tall chimney with chimney pots, flat tower with fan-shaped detail in stone, multi-paned windows. | Edward A. McLogan |
| 3 | 8 | 1126 Woodside Drive Two story brick, stone and stucco Tudor style house with cast stone trim, decorative half timbering, multi-paned windows. | Kenneth Baab |

| Roll # | Frame # | | Ownership |
|--------|---------|--|----------------------------------|
| 3 | 9 | 1120 Woodside Drive Two story brick and wood sided colonial revival house with triangular portico supported by columns, multi-paned double-hung windows. | Margaret Halligan |
| 3 | 10 | 1102 Woodside Drive Two story stucco and brick English Tudor style house with patterned brickwork, arched end porch, decorative half timbering. | W. T. Caraway & wf Kathryn |
| 3 | 11 | 1101 Woodside Drive Two story brick colonial revival with hipped roof, shaped dormer, arched portico supported by slender columns, multi-paned double-hung windows. | St. Paul's Parish Prot. Epis. |
| 3 | 12 | 1111 Woodside Drive Two story wood sided colonial revival, side gabled, one story wing, side lights, portico supported by posts. | H. P. Crick |
| 3 | 13 | 1119 Woodside Drive Two story brick and stucco multi-gabled Tudor with decorative half-timbering, multi-paned casement windows, arranged in strings. | Citizens Bank |
| 3 | 14 | 1127 Woodside Drive Two story brick colonial revival, side gabled, arched portico supported by columns, fan shaped transom and sidelights. | Citizens Bank |
| 3 | 15 | 1143 Woodside Drive Two story brick and stucco Tudor style house, decorative half-timbering, cast stone trim around arched door, overlapping gables. | B. J. Brahce & wf G. A. |

| Roll | Frame | Ownership |
|------|--|--------------------------|
| 3 | 16 1220 Beard Street One and one half story brick contemporary. | Citizens Bank |
| 3 | 17 1202 Beard Street Two story brick and wood sided colonial revival, sidelights. | Michigan National Bank |
| 3 | 18 1116 Beard Street Two story brick and wood sided colonial revival, triangular portico supported by latticed columns, double-hung multi-paned windows. | Robert MacDonald |
| 3 | 19 1112 Beard Street Two story side gabled brick and wood sided colonial revival with second story overhang, multi-paned double-hung windows. | J. B. Siler & wf Emily |
| 3 | 20 1101 Beard Street Two story multi-gabled shingle sided English Tudor style, arched doorway, two bay windows, grouped double-hung windows, tall chimney. | Elie Ghattas & wf Diane |
| 3 | 21 1107 Beard Street Two story brick Tudor style, arched doorway, multi-paned windows, bay window. | G. G. Benmark & wf Helen |
| 3 | 22 1113 Beard Street Two story wood sided colonial revival, fan light over front door, multi-paned double-hung windows, eyebrow window. | Citizens Bank |
| 3 | 23 1119 Beard Street Two story brick colonial revival. | I. H. Edwards & wf W. W. |
| 3 | 24 1213 Beard Street Brick and wood sided split level. | United Michigan Mortgage |
| 3 | 25 1219 Beard Street Two story wood sided side gabled colonial revival, fan shaped transom and side lights, portico with curved underside supported by slender columns. | Phoebe Stangler |

| Roll | Frame | Ownership |
|------|--|-------------------------------|
| 3 | 26 1301 Beard Street Two story side gabled brick colonial revival, three gabled dormers, fan shaped transom, multi-paned double-hung windows. | Carl & Patricia Bloom |
| 3 | 27 1313 Beard Street Two story cross gabled roof, brick Italian Renaissance style house with arched doorway and arched windows with cast stone trim, tile roof on part of porch, bay window. | W. C. Cumings & wf Frances |
| 3 | 28 1319 Beard Street Two story brick vernacular French Eclectic with exaggerated tall, steeply pitched, hipped roof. | C. A. Ward & wf Helen N. |
| 3 | 29 1325 Beard Street Two story brick and wood sided, cross gabled roof, vernacular French Eclectic, arched window. | L. E. Simoni & Zaria |
| 3 | 30 1331 Beard Street Two story shingle sided colonial revival with eyebrow window, flat roof portico supported by columns, side gabled roof, double-hung windows. | Michigan National Bank |
| 3 | 31 1507 Linwood Avenue Two story brick and stucco English Tudor style house with decorative half timbering, arched door, multi-paned windows in groups of three, multi-gabled roof. | Thomas & Nancy Chittle |
| 3 | 32 1505 Woodlawn Park Drive Two story brick and stone Tudor style house with cast stone trim around windows, tall chimney, patterned stone and brickwork, multi-paned casement windows, slate roof. | J. E. Chase & wf J. |
| 3 | 33 1502 Linwood Avenue Two story brick and vertical wood sided French Eclectic, multi-paned casement windows, arched windows. | N. N. Gottlieb & wf Vivian |

| Roll # | Frame # | Ownership |
|--------|---------|---|
| 3 | 34 | 1508 Linwood Avenue Two story brick and stucco English Tudor style house, decorative half timbering, cast stone trim around door. James & Kerry Whalen |
| 3 | 35 | 1514 Linwood Avenue Two story wood sided vernacular neoclassical with full height entry porch with pediment supported by classical columns, garland decoration in pediment, broken pediment over door, sidelights, double-hung multi-paned windows. C. J. Ross & wf Lois L. |
| 4 | 1 | 1520 Linwood Avenue Two story side gabled brick colonial revival, segmental pediment over door, sidelights, multi-paned double-hung windows. Lawson H. Cooper |
| 4 | 2 | 1602 Linwood Avenue Two story brick and stucco English Tudor with decorative half timbering, overlapping gables, arched door, multiple gables, multi-paned casement windows. H. J. Monaco & wf M. E. |
| 4 | 3 | 1616 Linwood Avenue Two story brick and stucco Tudor house, decorative half timbering, cast stone trim, single dominant front gable and gabled dormer. Michigan National Bank Mid-Michigan |
| 4 | 4 | 1618 Linwood Avenue Two story side gabled brick and wood colonial revival, sidelights, large arched window over front door, multi-paned double-hung windows. J. H. Gadola |
| 4 | 5 | 1702 Linwood Avenue Two story side gabled brick colonial revival, two projecting bay windows, stone trim around door, double-hung multi-paned windows. Federal Family Savings & Loan |

Roll
#

Frame
#

Ownership

4

6

1410 Linwood Avenue
One and one half story brick side
gabled Tudor style with front gable
at entrance, multi-paned casement
windows.

J. L. Roach & wf Clara M.

DH/rj
D/27