

Lower Woodward Avenue Historic District

(See Map Attachment C; see Figure 29)

The Lower Woodward Avenue Historic District is comprised of two- and three-part commercial block buildings ranging in height from four to ten stories, located along Woodward Avenue between State Street and Clifford Street. The predominant architectural style is the Chicago School with Queen Anne, Art Moderne, and International styles also represented. The district was listed in the NRHP under Criterion A for its significance as a part of Judge Augustus B. Woodward's original 1907 plan for Detroit and under Criterion C as a collection of late nineteenth and early twentieth-century commercial buildings designed by prominent local architects.

Within the Lower Woodward Avenue Historic District, project implementation would be limited to installation of the guideway alignment along the median of Woodward Avenue between Clifford Street and Grand River Avenue and along Grand River Avenue between Woodward Avenue and Shelby Street. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment.

No physical impacts to contributing properties within the Lower Woodward Avenue Historic District would occur as the guideway and OCS would be located in the roadway right-of-way; no project activity is proposed within the legal parcels of any contributing property. Rights-of-way within the district that would be affected by LRT guideway and OCS construction contain non-historic roadway materials; these features do not contribute to the historic district's significance. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be visible from some contributing properties within the Lower Woodward Avenue Historic District, these project facilities represent a minor alteration to the district's visual setting. No views to or from contributing properties would be obscured. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the district. Therefore, project implementation would have no adverse effect to the Lower Woodward Avenue Historic District's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late nineteenth and early twentieth-century commercial streetscape or its association with the architectural styles contained within or Judge Augustus B. Woodward's 1907 plan for Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Lower Woodward Avenue Historic District.



Figure 29

Facing north along Woodward Avenue to Lower Woodward Avenue Historic District's contributing buildings between Grand River Avenue and Clifford Street from Grand River Avenue

Grand Circus Park Historic District

(See Map Attachment C; see Figures 30-32)

Grand Circus Park Historic District is a collection of late nineteenth- and early twentieth-century, high-rise commercial buildings surrounding a semi-circular public park. The district is roughly bounded by Adams Street on the north, John R Street on the east, and Clifford Street on the west. The district was listed in the NRHP under Criterion A for its significance to the social history of Detroit and under Criterion C as an exemplary collection of commercial buildings representing the work of a variety of prominent architects.

Within the Grand Circus Park Historic District, project implementation under Design Option 1 would include construction of guideway alignments along Woodward Avenue. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment.

No physical impacts to contributing properties within the Grand Circus Park Historic District would occur. All construction activity would take place within existing rights-of-way; no project activity is proposed within the legal parcels of any contributing property. Rights-of-way within the district that would be affected by LRT guideway and OCS construction contain non-historic roadway materials; these features do not contribute to the historic district's significance. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the Grand Circus Park Historic District's setting. Although the proposed guideway and OCS would be visible from some portions of the district, these project facilities represent a minor alteration to the district's visual settings. Significant, previous modifications to the district's setting not related to the project include the demolition of two contributing buildings along the district's western boundary. Additional changes to the district's setting include the installation of an elevated guideway for the Detroit People Mover automated transit system. Within the district's NRHP boundary, the elevated People Mover guideway traverses portions of Broadway Street, Witherell Street, Park Avenue, and Bagley Street; fronts multiple contributing buildings; and is visible from portions of Grand Circus Park. No views to or from the historic properties within the district would be obscured. Because no views would be obscured, no visual impacts to these properties were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for individual properties within the district. Therefore, project implementation under Design Option 1 would have no adverse effect to the district's integrity of setting.

Furthermore, although minor alterations to the Grand Circus Park Historic District's setting would occur, no effects to the district's integrity of feeling as an exemplary collection of late nineteenth and early twentieth-century, high-rise commercial buildings or its association with these types of buildings or the social history of Detroit were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Grand Circus Park Historic District.



Figure 30

Facing northeast along Woodward Avenue to Central United Methodist Church (at center) from Grand Circus Park



Figure 31

Facing northwest across Woodward Avenue to west side of Grand Circus Park



Figure 32
Facing south along Woodward Avenue from Grand Circus Park

Central United Methodist Church

(See Map Attachment C; see Figure 33)

Central United Methodist Church is an exemplary, late nineteenth-century, Gothic Revival-style church designed by local architect Gordon W. Lloyd. The property was listed in the NRHP under Criterion C and Criteria Consideration A for its significance as a Gothic Revival-style church in Detroit.

Near Central United Methodist Church, project implementation would include construction of the guideway alignment and OCS in the center of Woodward Avenue and a center-platform LRT station north of the property. The OCS, consisting of support poles and wires, would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet from the property's west-facing facade. The proposed station, consisting of a near-grade platform and shelter structure would be located in the median of Woodward Avenue between Columbia and Elizabeth streets, approximately 200 feet from the property's northwest corner and NRHP boundary.

No physical impacts to the Central United Methodist Church would occur; no project activity is proposed within the property's NRHP boundaries. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be visible from the facade and side elevations of Central United Methodist Church, these project facilities represent a minor alteration to the district's visual setting. The proposed station would be located in the median of Woodward Avenue, north of the property and adjacent the historic, twelve-story Francis Palms Building and State Theater. Although the station would be visible from the Central United Methodist Church, it would not significantly obscure views of the Francis Palms Building and State Theater or any other historic building within the property's setting. Substantial previous modifications to the property's setting not related to the project include the demolition of buildings to the property's north and east, and the construction of Comerica Park, a large stadium to the property's east; Central United Methodist Church's integrity of setting and setting is substantially diminished and cannot be considered a character-defining feature of the historic property because of these previous changes. No proximate views to or from the Central United Methodist Church would be obstructed or obscured by implementation of the Woodward Avenue LRT under Design Option 1. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as a nineteenth-century, Gothic Revival church or its association with that architectural style. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Central United Methodist Church.



Figure 33

Facing northwest along Woodward Avenue to Francis Palms Building and State Theater (at left) and Fox Theatre Building National Historic Landmark (at center) from Central United Methodist Church's west-facing facade (at right)

Francis Palms Building and State Theater

(See Map Attachment C; see Figures 34-36)

The Francis Palms Building and State Theater is a twelve-story, terra cotta-clad office tower, elaborately treated in the Beaux Arts and Italian Renaissance Revival styles, with a six-story, brick-clad rear theater auditorium. The building was listed in the NRHP under Criterion C as an excellent example of an early twentieth-century movie palace in the Beaux Arts and Italian Renaissance Revival styles, as designed by renowned theater designer C. Howard Crane.

In front of the Francis Palms Building and State Theater, project implementation would include construction of the guideway alignment and OCS within the median of Woodward Avenue and a center-platform LRT station just north of the property. The OCS, consisting of support poles and wires, would be installed along the alignment, in the right-of-way of Woodward Avenue approximately 40 feet from the property's east-facing facade. The proposed station, consisting of a near-grade platform and shelter structure, would be located in the median of Woodward Avenue between Columbia and Elizabeth streets, approximately 25 feet west of the property's NRHP boundary.

No physical impacts to the Francis Palms Building and State Theater would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Francis Palms Building and State Theater no longer retains integrity of setting, due to the construction of Comerica Park, a large stadium, and associated surface parking to the property's east. No historically significant views to or from the property were identified. Although the proposed guideway and OCS would be visible from the building's facade, these facilities represent a minor alteration to the property's visual setting. The proposed station would be located in the median of Woodward Avenue; approximately half of the station's shelter structure would be located in front of the building. However, the proximate view west to the facade's first-story and the proximate view east from the facade's first-story would be partially obstructed by the station platform's shelter structure; however, a comparison of the building to that of the canopy structure reveals a significant difference in size and scale that represents an insignificant visual effect to the property. Because the property does not retain integrity of setting, no significant views to or from the property were identified, and no proximate views would be obscured, no visual impacts to this property were identified by implementation of the Woodward Avenue LRT under Design Option 1. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting, which no longer retains integrity.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century Italian Renaissance Revival-style movie palace or its association with that architectural type and style. The project will have no effect to the Francis Palms Building and State Theater's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Francis Palms Building and State Theater.



Figure 34

Facing west to Francis Palms Building and State Theater's east-facing facade across Woodward Avenue

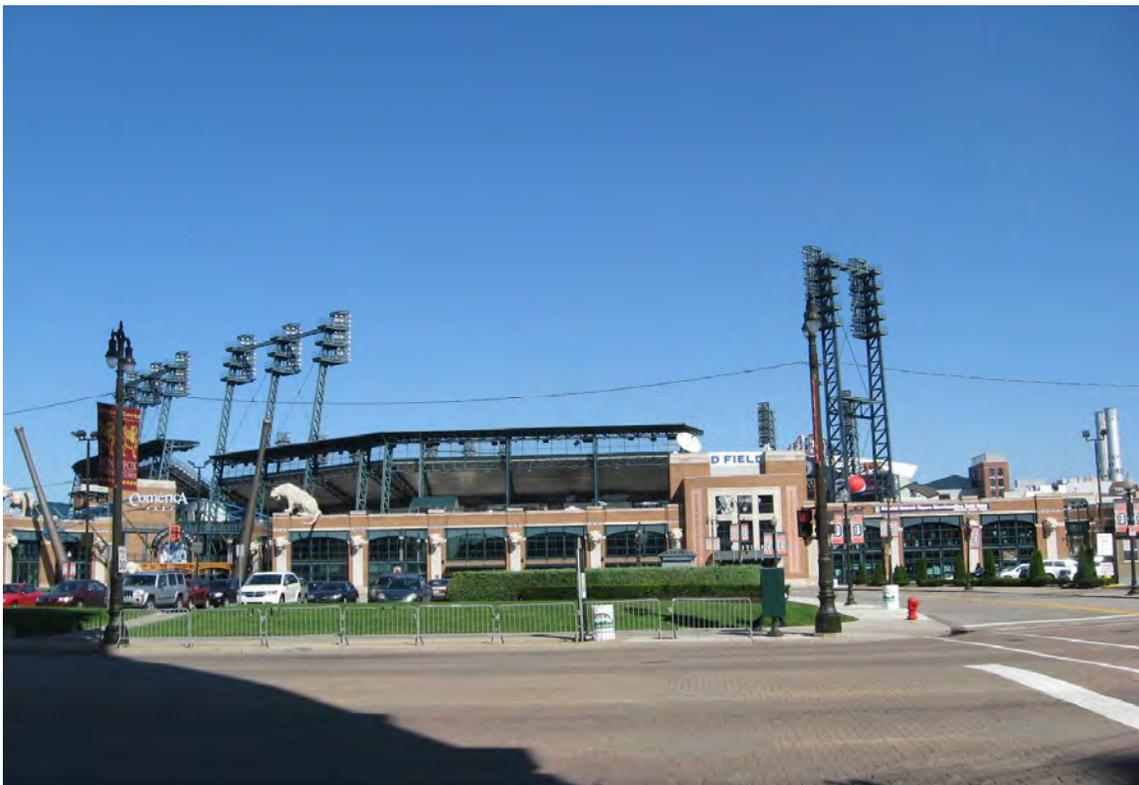


Figure 35

Facing east across Woodward Avenue to Comerica Park stadium and parking lots from Francis Palms Building and State Theater's east-facing facade



Figure 36

Facing northeast along Woodward Avenue to parking lots (at right) and St. John's Episcopal Church (at center) from Francis Palms Building and State Theater's east-facing facade (at left)

Fox Theatre Building National Historic Landmark

(See Map Attachment C; see Figures 37-38)

The Fox Theatre Building National Historic Landmark is a ten-story, terra cotta-clad, Art Deco-style building with a rear auditorium section. The building was listed in the NRHP under Criterion C as a significant example of movie palace architecture designed by renowned theater designer C. Howard Crane. It was designated as an NHL in 1989.

Near the Fox Theatre Building National Historic Landmark, project implementation would include construction of guideway alignments and the OCS along the median of Woodward Avenue and a center-platform LRT station south of the property. The OCS, consisting of support poles and wires, would be installed along the alignment in the median and existing right-of-way of Woodward Avenue, approximately 40 feet from the property's east-facing facade. The proposed station, consisting of a near-grade platform and shelter structure, would be located in the median of Woodward Avenue, between Columbia and Elizabeth streets, and approximately 55 feet southeast of the property's southeast NRHP boundary.

No physical impacts to the Fox Theatre Building National Historic Landmark would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Fox Theatre Building National Historic Landmark no longer retains integrity of setting due to the construction of Comerica Park, a large stadium, and associated surface parking to the property's east. Although this is a well-known building in the area, no historically significant views to or from the property were identified. Although the proposed guideway and OCS would be visible from the first story of the building's facade, these project facilities represent a minor alteration to the property's visual setting. Although the proposed station could be seen from the historic property, this change to its setting would also represent a minor alteration; the proposed station location is south along Woodward Avenue and adjacent of the NRHP-listed Francis Palms Building and State Theater. The proximate view to and from the building's southeast corner would be partially obstructed by the station's platform shelter structure; however, a comparison of the building to that of the shelter structure reveals a significant difference in size and scale that represents an insignificant visual effect to the property. Because the property does not retain integrity of setting, no significant views to or from the property were identified, and no proximate views would be obscured; no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no adverse effect to its integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century Art Deco-style movie palace or its association with that architectural style and building type. Therefore, the project would have no effect to the Fox Theatre Building National Historic Landmark's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Fox Theatre Building National Historic Landmark.



Figure 37

Facing east across Woodward Avenue to Comerica Park stadium and parking lots from Fox Theatre Building National Historic Landmark's east-facing facade



Figure 38

Facing southeast along Woodward Avenue to Central United Methodist Church (at center) and the Francis Palms Building and State Theater (at right) from the Fox Theatre Building National Historic Landmark's southeast corner

St. John's Episcopal Church

(See Map Attachment C; see Figures 39-41)

St. John's Episcopal Church is a limestone-clad, Gothic Revival-style church with a chapel and rear addition. The building's facade faces west to Woodward Avenue and features an ornate, Gothic-arched main entrance vestibule between a tower and pinnacle. The property was listed in the NRHP under Criterion C and Criteria Consideration A as a significant example of a limestone, Gothic Revival-style church, and one of the most fully developed of that style in Detroit and Michigan.

Near St. John's Episcopal Church, project implementation would be limited to installation of guideway alignments along the median of Woodward Avenue, approximately 60 feet from the property's west-facing facade and NRHP boundary. The OCS, consisting of support poles and wires, would be installed along the alignment.

No physical impacts to St. John's Episcopal Church would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

St. John's Episcopal Church no longer retains integrity of setting, due to the construction of I-75/Fisher Freeway to the property's north and Comerica Park, a large stadium, and associated surface parking to its south. No historically significant views to or from the property were identified. Although the proposed guideway and OCS would be visible from some portion of the property, these project facilities would represent a minor alteration to its visual setting. No views to or from the building would be obscured. Because no views would be obscured and because the property does not retain integrity of setting, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to St. John's Episcopal Church's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a mid-nineteenth-century early Victorian, Gothic Revival-style church; the project will have no effect on the property's integrity of feeling. Likewise, the integrity of association with that architectural style remains intact; the project will have no effect on its association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to St. John's Episcopal Church.



Figure 39

Facing northwest along Woodward Avenue from St. John's Episcopal Church's east-facing facade



Figure 40

Facing west across Woodward Avenue to parking garage (at center) from St. John's Episcopal Church's west-facing facade



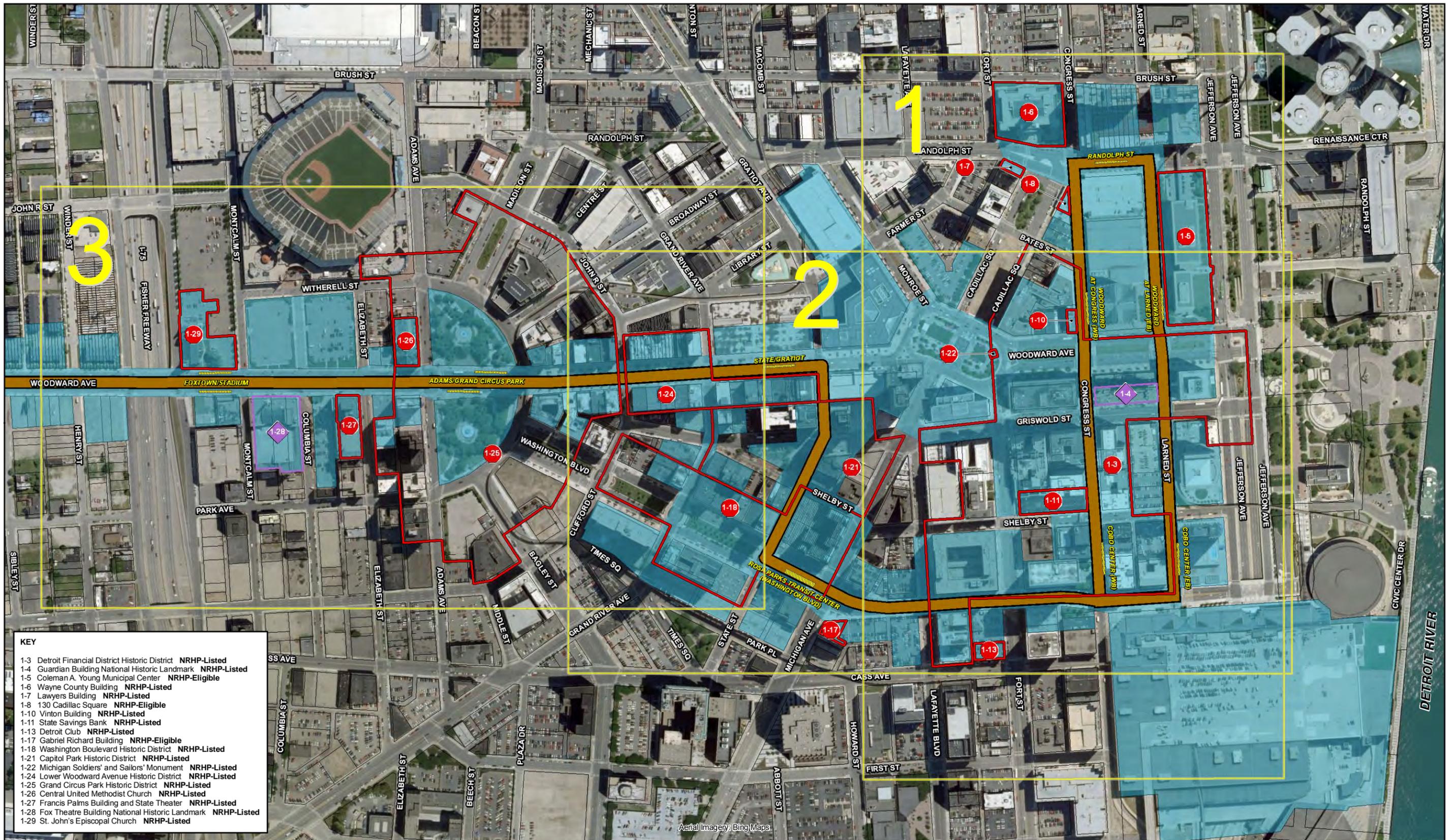
Figure 41

Facing southwest along Woodward Avenue to Fox Theatre Building National Historic Landmark (at right) from St. John's Episcopal Church's southwest corner

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Attachment D
Determinations of Effect
Downtown Design Option 2

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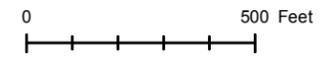
KEY

- 1-3 Detroit Financial District Historic District **NRHP-Listed**
- 1-4 Guardian Building National Historic Landmark **NRHP-Listed**
- 1-5 Coleman A. Young Municipal Center **NRHP-Eligible**
- 1-6 Wayne County Building **NRHP-Listed**
- 1-7 Lawyers Building **NRHP-Listed**
- 1-8 130 Cadillac Square **NRHP-Eligible**
- 1-10 Vinton Building **NRHP-Listed**
- 1-11 State Savings Bank **NRHP-Listed**
- 1-13 Detroit Club **NRHP-Listed**
- 1-17 Gabriel Richard Building **NRHP-Eligible**
- 1-18 Washington Boulevard Historic District **NRHP-Listed**
- 1-21 Capitol Park Historic District **NRHP-Listed**
- 1-22 Michigan Soldiers' and Sailors' Monument **NRHP-Listed**
- 1-24 Lower Woodward Avenue Historic District **NRHP-Listed**
- 1-25 Grand Circus Park Historic District **NRHP-Listed**
- 1-26 Central United Methodist Church **NRHP-Listed**
- 1-27 Francis Palms Building and State Theater **NRHP-Listed**
- 1-28 Fox Theatre Building National Historic Landmark **NRHP-Listed**
- 1-29 St. John's Episcopal Church **NRHP-Listed**



WOODWARD LIGHT RAIL

1 INCH = 400 FEET



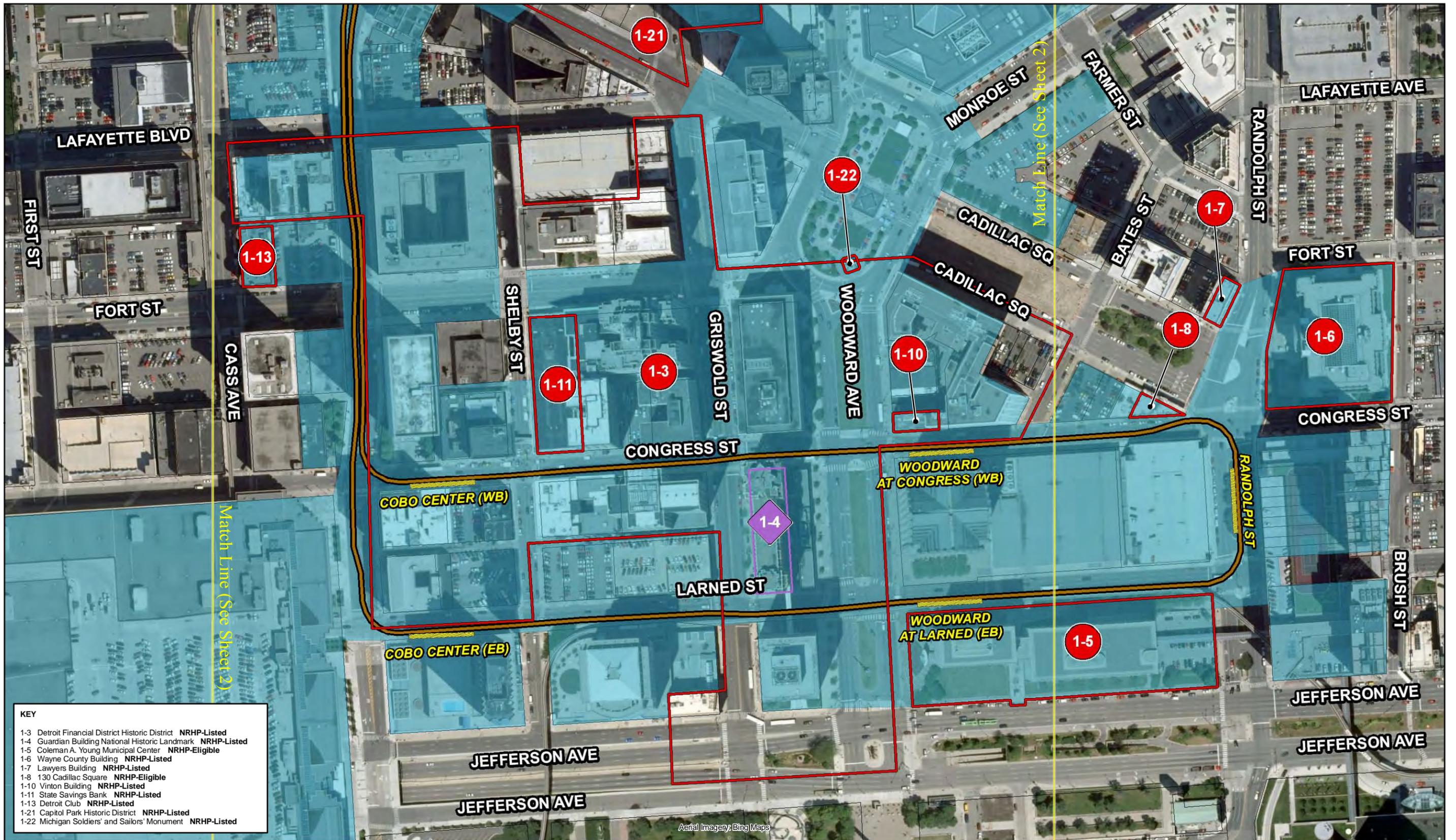
- Guideway Alignment - Design Option 2
- Proposed Station

- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

- Sheet Index

Map Attachment D: Area of Potential Effects and Historic Properties

Downtown Detroit to I-75/Fisher Freeway Design Option 2 - Sheet Index (Map 1 of 4)

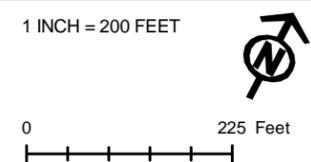


KEY

- 1-3 Detroit Financial District Historic District **NRHP-Listed**
- 1-4 Guardian Building National Historic Landmark **NRHP-Listed**
- 1-5 Coleman A. Young Municipal Center **NRHP-Eligible**
- 1-6 Wayne County Building **NRHP-Listed**
- 1-7 Lawyers Building **NRHP-Listed**
- 1-8 130 Cadillac Square **NRHP-Eligible**
- 1-10 Vinton Building **NRHP-Listed**
- 1-11 State Savings Bank **NRHP-Listed**
- 1-13 Detroit Club **NRHP-Listed**
- 1-21 Capitol Park Historic District **NRHP-Listed**
- 1-22 Michigan Soldiers' and Sailors' Monument **NRHP-Listed**

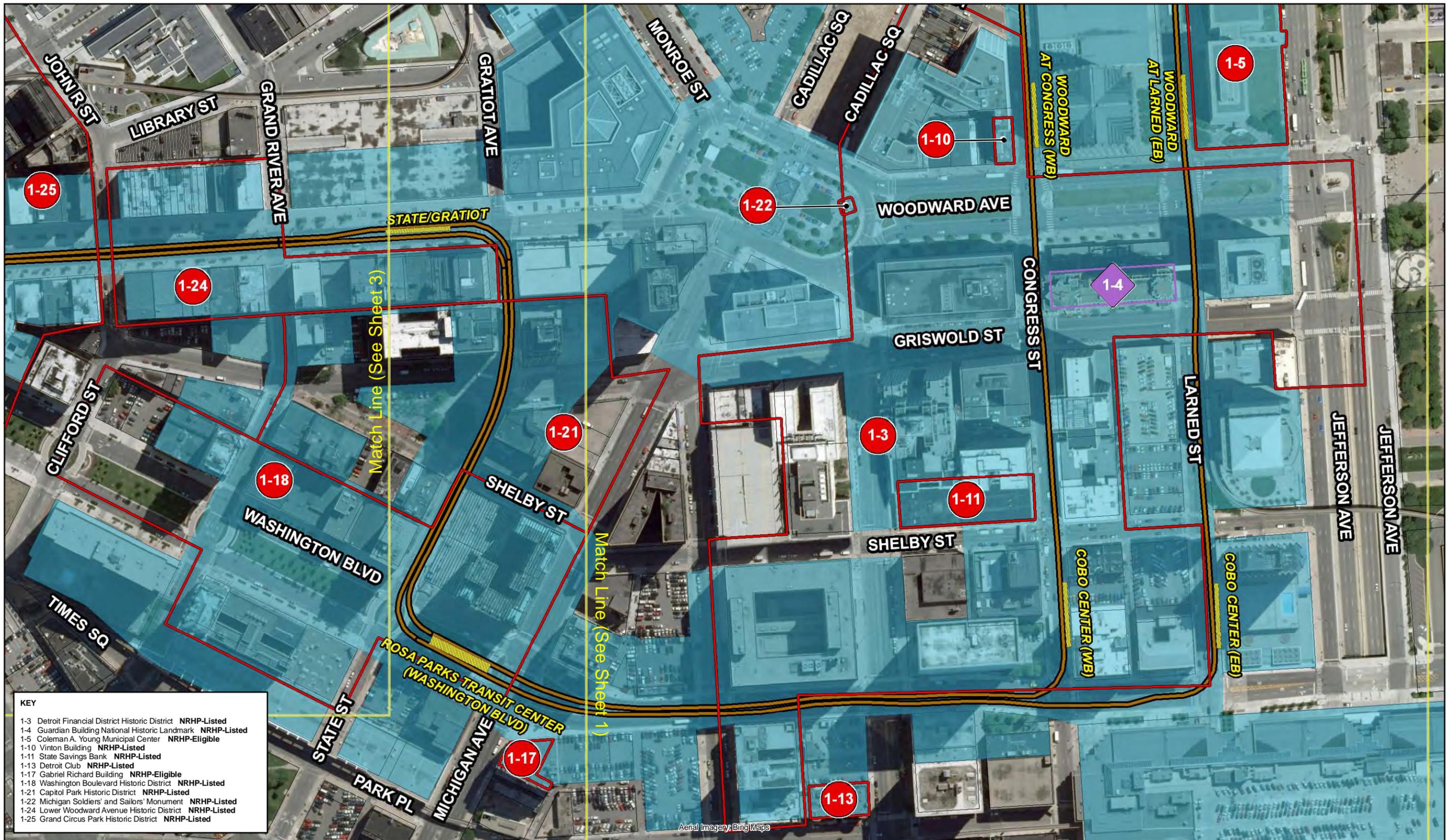


WOODWARD LIGHT RAIL



- Guideway Alignment - Design Option 2
- Proposed Station
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

Map Attachment D: Area of Potential Effects and Historic Properties

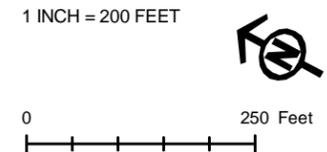


KEY

- 1-3 Detroit Financial District Historic District NRHP-Listed
- 1-4 Guardian Building National Historic Landmark NRHP-Listed
- 1-5 Coleman A. Young Municipal Center NRHP-Eligible
- 1-10 Vinton Building NRHP-Listed
- 1-11 State Savings Bank NRHP-Listed
- 1-13 Detroit Club NRHP-Listed
- 1-17 Gabriel Richard Building NRHP-Eligible
- 1-18 Washington Boulevard Historic District NRHP-Listed
- 1-21 Capitol Park Historic District NRHP-Listed
- 1-22 Michigan Soldiers' and Sailors' Monument NRHP-Listed
- 1-24 Lower Woodward Avenue Historic District NRHP-Listed
- 1-25 Grand Circus Park Historic District NRHP-Listed

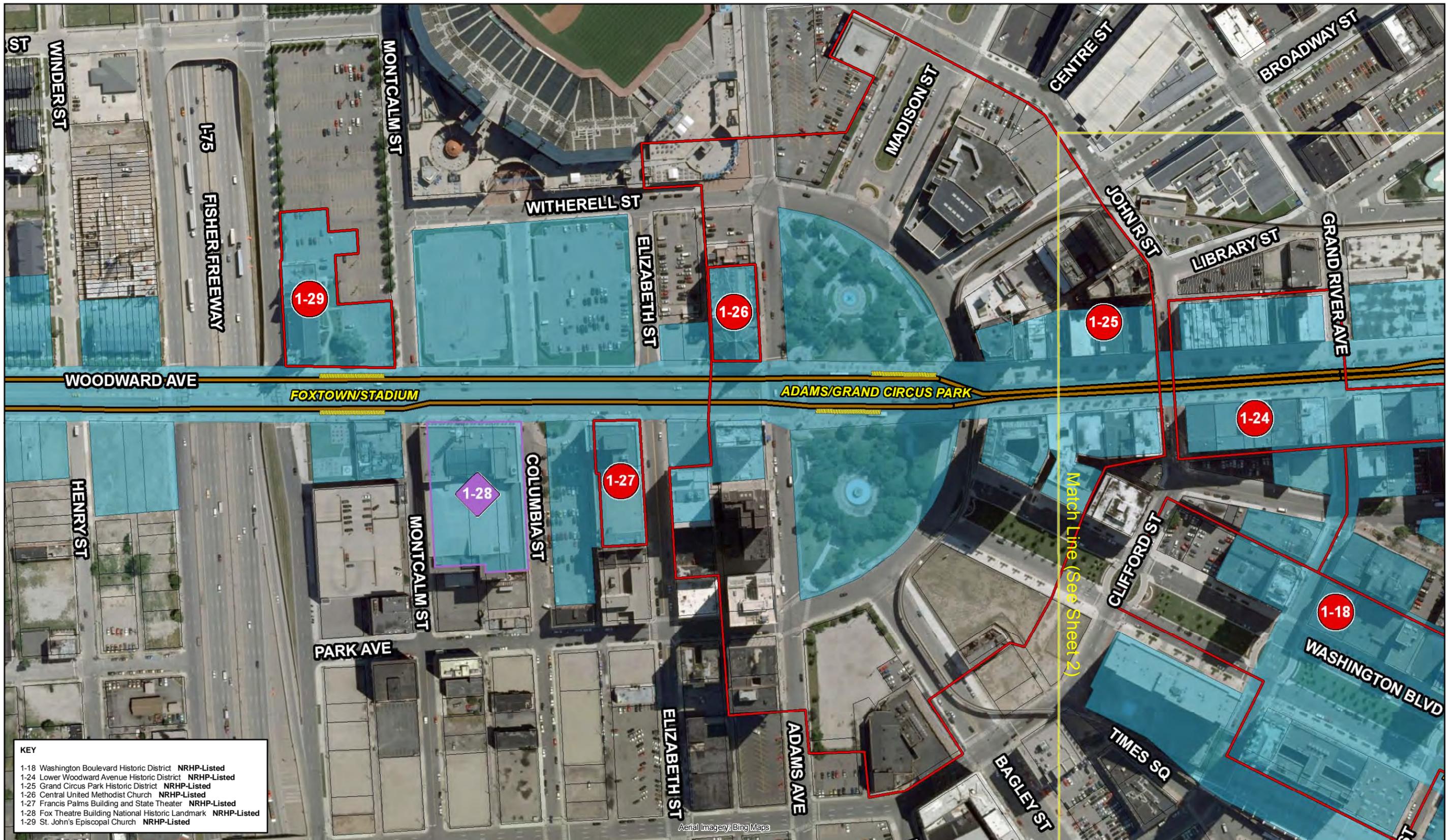


WOODWARD LIGHT RAIL



- Guideway Alignment - Design Option 2
- NRHP-Listed or Eligible Historic Property
- Proposed Station
- National Historic Landmark
- Area of Potential Effects

Map Attachment D: Area of Potential Effects and Historic Properties

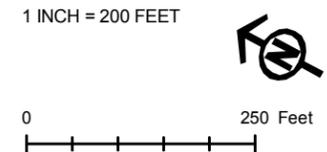


KEY

- 1-18 Washington Boulevard Historic District NRHP-Listed
- 1-24 Lower Woodward Avenue Historic District NRHP-Listed
- 1-25 Grand Circus Park Historic District NRHP-Listed
- 1-26 Central United Methodist Church NRHP-Listed
- 1-27 Francis Palms Building and State Theater NRHP-Listed
- 1-28 Fox Theatre Building National Historic Landmark NRHP-Listed
- 1-29 St. John's Episcopal Church NRHP-Listed



WOODWARD LIGHT RAIL



Guideway Alignment - Design Option 2
 Proposed Station

NRHP-Listed or Eligible Historic Property
 National Historic Landmark
 Area of Potential Effects

Map Attachment D: Area of Potential Effects and Historic Properties

Downtown Detroit to I-75/Fisher Freeway
 Design Option 2 - Sheet 3 (Map 4 of 4)

Downtown Design Option 2

See Map Attachment D

Between Downtown Detroit and I-75/Fisher Freeway, Design Option 2 includes one-way guideways circulating on Washington Boulevard and Larned, Randolph, and Congress streets at this option's southernmost point. From Washington Boulevard, the eastbound, one-way alignment turns east into Larned Street's southernmost lane and continues east to Randolph Street where it turns north into that street's center median. The alignment then turns west and into Congress Street's southernmost lane and continues west; as it crosses Woodward Avenue, the westbound alignment shifts south and into Congress Street's southernmost lane. The alignment continues west to Washington Boulevard where it turns north and converges to a two-way, median-running alignment. Design Option 2 stations in this area include two side-platform LRT stations on both Larned and Congress streets. Cobo Center stations are located just east of Washington Boulevard along Larned Street's southernmost lane (eastbound) and along Congress Street's southernmost lane (westbound). Woodward stations are located just east of Woodward Avenue along Larned Street's southernmost lane (eastbound) and along Congress Street's southernmost lane (westbound).

Continuing north along Washington Boulevard as a two-way, median-running guideway, the alignment turns east onto State Street and then north onto Woodward Avenue. The two-way, median-running guideway continues to the Park Avenue/Witherell Street intersection at Grand Circus Park where it converts to a two-way, curb-running guideway. The alignment continues along Woodward Avenue to I-75/Fisher Freeway and points north. Design Option 2 stations in this area include center-platform stations on Washington Boulevard between Michigan Avenue and State Street (Rosa Parks Transit Center/Washington Boulevard) and on Woodward Avenue between State Street/Gratiot Avenue and Grand River Avenue (State/Gratiot). Split, side-platform stations are located along Woodward Avenue between Park Avenue/Witherell Street and Adams Avenue (Adams/Grand Circus Park) and between Montcalm Street and I-75/Fisher Freeway (Foxtown/Stadium).

The Design Option 2 alignment would incorporate the overhead contact system (OCS), including electrification, support wires, and support poles. No traction power substations are proposed between Downtown Detroit and I-75/Fisher Freeway.

LRT station design would be based on stakeholder input, adjacent land use, and/or building forms and materials. Typical one-way, side-platform LRT stations would be 14-inches high, approximately 140 feet long, and from 10 feet, 6 inches to 12 feet wide. Platforms would require access ramps from 14 to 24 feet long, depending on site conditions. Station shelters would be approximately 70 feet long and 10 to 14 feet tall; each station would also include an approximately 10-foot-tall and 10-foot-wide, roof-mounted, square billboard structure. Additional station components would include railings, light fixtures, benches, ticket vending equipment, information cases, and litter receptacles. Typical two-way, center-platform LRT stations would comprise the same features, but platforms would be 18 to 24 feet wide.

By comparison to Design Option 1, Design Option 2 LRT stations would include smaller station platforms (approximately 140 feet long compared to 180 to 200 feet long) and shelters (approximately 70 feet long compared to 100 feet long). Design Option 2 stations would also incorporate roof-mounted billboard structures that are absent from Design Option 1 stations.

Final LRT station design would be approached on a specific, case-by-case basis based on station location, physical context, public involvement, and any applicable local ordinances,

including historic preservation ordinances mandating design review for structures in local historic districts.

The following table (Figure 42) summarizes effects determinations for Design Option 2. Detailed assessments and viewshed photographs of each historic property follow. In cases where no component of the project would be visible from the historic property and a determination of no effect has been made no viewshed photographs are included.

Figure 42 – Effects Determinations for Design Option 2

Name	Design Option 2
Detroit Financial District Historic District <i>Listed 2009</i>	AE
Guardian Building National Historic Landmark <i>Listed 1989</i>	NE
Coleman A. Young Municipal Center <i>Determined eligible 2010</i>	NA
Wayne County Building <i>Listed 1975</i>	NA
Lawyers Building <i>Listed 1982</i>	NA
130 Cadillac Square <i>Determined eligible 2010</i>	NA
Vinton Building <i>Listed 1983</i>	NA
State Savings Bank <i>Listed 1982</i>	NA
Detroit Club <i>Listed 2004</i>	NE
Gabriel Richard Building <i>Determined eligible 2010</i>	AE
Washington Boulevard Historic District <i>Listed 1982</i>	AE
Capitol Park Historic District <i>Listed 1999</i>	NA
Michigan Soldiers' and Sailors' Monument <i>Listed 1984</i>	NE
Lower Woodward Avenue Historic District <i>Listed 1999</i>	NA
Grand Circus Park Historic District <i>Listed 1982</i>	AE
Central United Methodist Church <i>Listed 1983</i>	AE
Francis Palms Building and State Theater <i>Listed 1982</i>	NE
Fox Theatre Building National Historic Landmark <i>Listed 1985</i>	NA
St. John's Episcopal Church <i>Listed 1982</i>	NA

Detroit Financial District Historic District

(See Map Attachment D; see Figures 43-47)

The Detroit Financial District Historic District comprises the historic office building and financial core of Detroit. The district contains thirty-six buildings, all but one constructed between 1900 and 1964. The majority of buildings in the district are in the Neoclassical style, but the Renaissance Revival, Romanesque Revival, Commercial, Art Deco, and International styles are also represented. The district was listed in the NRHP under Criterion A for serving as the financial center of the city since 1900; under Criterion B for its direct associations with important Detroit and Michigan businessmen, such as Simon J. and William H. Murphy, Arthur H. Buhl, and Edward and John B. Ford; and under Criterion C for including some of the state's premier examples of both large and small office buildings.

Within the Detroit Financial District Historic District, project implementation under Design Option 2 would include construction of guideway alignments and the corresponding OCS within and near the historic district, one LRT station within the district, and three LRT stations near the district. Within and near the district, the proposed guideway alignment and the OCS would be located within Washington Boulevard's central lanes or within that roadway's westernmost lane and would circulate around a one-way loop, including Larned Street's southernmost lanes, Randolph Street's median, and Congress Street's southernmost lanes. Within the district, a side-platform LRT station would be located along the south edge of Congress Street just east of Washington Boulevard. Near the district, a side-platform station would be located along the south edge of Larned Street, also just east of Washington Boulevard. Two additional stations along the south edges of Larned and Congress streets just east of Woodward Avenue are also located near the district.

No physical impacts to contributing properties within the Detroit Financial District Historic District would occur under Design Option 2. All construction activity would take place within existing rights-of-way; no project activity is proposed within the legal parcels of any contributing property. Rights-of-way within the district that would be affected by proposed LRT construction contain surface streets and reconstructed sidewalks and curbing; these features do not contribute to the historic district's significance. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur under Design Option 2.

Project implementation under Design Option 2 would alter the Detroit Financial District Historic District's setting because it would adversely affect the immediate historic setting of contributing resources within the district.

Changes to the district's setting in and near this area include the construction of large, non-historic buildings and the installation of an elevated guideway for the Detroit People Mover automated transit system. Within the district's NRHP boundary, the elevated People Mover guideway traverses Larned Street and crosses Woodward Avenue just south of the proposed LRT station location. Based on the urban setting and the size and scale of most buildings within the district, construction of embedded guideway in surface streets and installation of the OCS along the alignment within and near the district would represent a minor change to the district's and contributing properties' settings. These elements would not obscure any views within, to, or from the historic district.

However, the side-platform station proposed along the south edge of Congress Street and just east of Washington Boulevard (Cobo Center westbound station) would be located immediately north of two contributing properties within the district, the Marquette Building (243 West Congress Street) and the Bankers Trust Co. Building (205 West Congress Street), and just

south of two additional contributing properties, the Detroit Bank & Trust Tower (211 West Fort Street) and the U.S. Mortgage Bond Building (607 Shelby Street). This station would incorporate a 10- to 14-foot-tall, 100-foot-wide station shelter, including a roof-mounted billboard structure, that may partially or wholly front the Marquette Building's and the Bankers Trust Co. Building's north elevations. The shelter's proximity to the buildings would alter historically significant views to and from the contributing resources; in particular, views to Bankers Trust Co. Building's highly articulated north elevation would be obscured, resulting in an adverse effect.

The remaining LRT stations are located near, but not within, the historic district. Each is located across a surface street from the district's NRHP boundary and any contributing resources. These stations do not obscure any historically significant views to, from, or within the district.

Because project implementation would alter the visual setting for contributing properties within the Detroit Financial District Historic District, implementation of Design Option 2 would have an adverse effect to the property's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

Although an adverse effect to the property's setting would occur, project activity would not alter the district's feeling as a grouping of important, large and small, architecturally distinguished office buildings or its association with the financial history of Detroit, prominent former businessmen, and the various architectural styles represented. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT would have an **adverse effect** to the Detroit Financial District Historic District under Design Option 2.



Figure 43

Facing west along Larned Street to Cobo Convention and Exhibition Center (at center) from Shelby Street



Figure 44

Facing southeast along Larned Street to Guardian Building (at left) and Michigan Consolidated Gas Building (at right)



Figure 45

Facing east along Congress Street to Bates Street from southeast corner of Vinton Building (at left)



Figure 46

Facing southeast along Congress Street to contributing buildings from State Savings Bank's southeast corner (at left)



Figure 47

Facing west along Congress Street to contributing buildings from State Savings Bank's southwest corner at Shelby Street