

Guardian Building National Historic Landmark

(See Map Attachment D; see Figures 48-49)

The Guardian Building National Historic Landmark is a monolithic forty-story, ceramic tile and brick-clad, steel-frame, skyscraper; it is an excellent example of the Art Deco style and is richly embellished with ornament indicative of that style. The property was listed in the NRHP under Criterion C as a significant example of Art Deco and skyscraper architecture designed by architect Wirt C. Rowland of the architectural firm Smith, Hinchman, and Grylls. It was designated as a National Historic Landmark in 1989.

Near the Guardian Building National Historic Landmark, project implementation under Design Option 2 would include installation of guideway alignments in Congress Street's southernmost lane 15 feet north of the property and in Larned Street's southernmost lane approximately 40 feet south of the property. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignments.

No physical impacts to the Guardian 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.

Although the proposed guideway alignment and OCS would be visible from some portions of the Guardian Building National Historic Landmark, these facilities represent a minor alteration to the property's visual urban setting. No historic views to or from the building would be obscured. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information, no auditory, vibratory, or atmospheric impacts were identified for these properties. Therefore, project implementation would have no 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 an excellent example of the Art Deco-style skyscraper or its association with that architectural style, architect Wirt C. Rowland, or the architectural firm Smith, Hinchman, and Grylls. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 2.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Guardian Building National Historic Landmark under Design Option 2.



Figure 48

Facing southeast along Larned Street to Guardian Building National Historic Landmark (at left) and Michigan Consolidated Gas Building (at right) from Griswold Street



Figure 49

Facing north along Griswold Street to Congress Street from Guardian Building National Historic Landmark's southwest corner (at right)

Coleman A. Young Municipal Center

(See Map Attachment D; see Figures 50-52)

The Coleman A. Young Municipal Center is a Neo-Formalist-style building complex composed of two principal masses: a twenty-story, vertically oriented Courts Tower and a fourteen-story, horizontally oriented Administration Tower. The property was determined eligible for the NRHP under Criteria A and C for its association with post-World War II development in Downtown Detroit and as a landmark example of the Neo-Formalist style in the city.

Near the Coleman A. Young Municipal Center, project implementation under Design Option 2 would include construction of the guideway alignment in the southernmost lane of Larned Street and construction of the OCS and a LRT station, including a near-grade platform and shelter structure, along the south side of Larned Street. The proposed guideway would be located approximately 10 feet north of the property's NRHP boundary, and the proposed OCS would be located immediately north of the property's NRHP boundary and 50 feet north of the building's north elevation. The proposed station would be located near the property's northwest corner and also immediately north of its NRHP boundary and 50 feet from the building's north elevation.

No physical impacts to the Coleman A. Young Municipal Center 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 under Design Option 2.

Although the proposed guideway, OCS, and LRT station would be visible from portions of the Coleman A. Young Municipal Center, no historically significant views are present within the property's setting; therefore, the station would not obstruct or obscure important viewsheds. The proposed guideway would be embedded at-grade in the southernmost lane of Larned Street, and the proposed OCS and LRT station would be located just north of the property's NRHP boundary and 50 feet from the building's north elevation. The size and scale of the proposed OCS and LRT station would represent a minor alteration to the property's setting. More substantial, recent changes diminish the property's integrity of setting in this area and include the construction of large, non-historic structures to the property's north, including a multi-story building and a multi-story parking deck, and the installation of an elevated guideway for the Detroit People Mover automated transit system. The Detroit People Mover guideway is located immediately north of and adjacent to the property's northern parcel boundary and to the NRHP boundary; the guideway would substantially screen views from the Coleman A. Young Municipal Center to the proposed LRT components. In addition, based on current information, no auditory, vibratory, or atmospheric impacts have been identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting under Design Option 2.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as a mid-twentieth-century, Neo-Formalist-style building complex or its association with that architectural style and with post-World War II development in Downtown Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 2.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Coleman A. Young Municipal Center under Design Option 2.



Figure 50

Facing northwest along Larned Street to Woodward Avenue from Coleman A. Young Municipal Center's north elevation



Figure 51

Facing north across Woodward Avenue to parking garage on Larned Street from Coleman A. Young Municipal Center's north elevation



Figure 52

Facing northeast along Larned Street to parking garage (at left, center) from Coleman A. Young Municipal Center's north elevation

Wayne County Building

(See Map Attachment D; see Figures 53-54)

The Wayne County Building is a five-story, granite and sandstone, Beaux-Arts-style building distinguished by a 247-foot central tower and numerous ornate sculptures and carvings. The property was listed in the NRHP under Criterion A for its significance in the political history of Detroit, and under Criterion C as a significant example of Beaux Arts architecture.

Near the Wayne County Building, project implementation under Design Option 2 would include installation of the guideway alignment and OCS along the median and in the rights-of-way of Randolph and Congress streets and construction of a side-platform station in the median of Randolph Street between Larned and Congress streets. The embedded guideway and OCS would be located approximately 80 feet southwest of the property's southwest corner and NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignments. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would be located approximately 145 feet from the property's southwest corner and NRHP boundary.

No physical impacts to the Wayne County Building 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.

Although the proposed guideway, OCS, and LRT station would be visible from the Wayne County Building under Design Option 2, these project facilities represent a minor alteration to the property's visual urban setting. All three components would be located south of the property's historic boundary, along Randolph and Congress streets. Substantial, recent changes to the property's southern setting include the construction of large, non-historic parking garages at the southeast and southwest corners of Randolph and Congress streets. Therefore, no historic views to or from the Wayne County Building would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for these properties. 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 Beaux Arts style building, or its association with that architectural style or the political history of Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 2.

Based on this evaluation, the Woodward Avenue LRT Design Option 2 would have **no adverse effect** to the Wayne County Building.



Figure 53

Facing west to Cadillac Square (at right), 130 Cadillac Square (at center), and Congress Street (at left) from Wayne County Building's southwest corner



Figure 54

Facing southeast along Randolph Street to Congress Street and Randolph Street intersection from Wayne County Building's southwest corner

Lawyers Building

(See Map Attachment D; see Figure 55)

The Lawyers Building is a ten-story office building executed in the Commercial Style and characterized by its three-part vertical block form and Victorian-era and Art Deco ornamentation. The property was listed in the NRHP under Criterion A for its social and commercial significance, under Criterion B for its association with Detroit real estate developer John J. Barlum, and under Criterion C as an excellent example of a Commercial Style high-rise office building.

Near the Lawyers Building, project implementation under Design Option 2 would include installation of the guideway alignment along the center and in the rights-of-way of Randolph and Congress streets, approximately 210 feet from the property's southeast corner and NRHP boundary, and construction of a side-platform LRT station in the existing median and rights-of-way of Randolph Street between Larned and Congress streets. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would be located approximately 300 feet from the property's southwest corner and NRHP boundary.

No physical impacts to the Lawyers Building 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.

Although the proposed guideway, OCS, and LRT station would be visible from the Lawyers Building under Design Option 2, these project facilities represent a minor alteration to the property's visual setting. All three components would be located south of the property along Randolph and Congress streets. Substantial, recent changes to the property's southern setting include the construction of large, non-historic parking garages at the southeast and southwest corners of Randolph and Congress streets. These changes have diminished the property's integrity of setting. Therefore, no historically significant views to or from the Lawyers Building would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for these properties. 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 Commercial Style office building, or its association with that building type, developer John J. Barlum, or the property's social and commercial significance. 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 2 would have **no adverse effect** to the Lawyers Building.



Figure 55

Facing south along Randolph Street from Lawyers Building's southeast corner

130 Cadillac Square

(See Map Attachment D; see Figures 56-57)

130 Cadillac Square is an early twentieth-century, four-story commercial building with a distinctive triangular footprint and characteristics and features suggestive of the Renaissance Revival style. It was determined eligible under Criterion C as a rare and good example of a triangular-shaped, late nineteenth-century commercial building in Detroit.

Near 130 Cadillac Square, project implementation under Design Option 2 would include construction of the guideway alignment in the southernmost lane of Congress Street and construction of the OCS along the south side of Congress Street. The proposed guideway would be located approximately 40 feet south of the property's NRHP boundary, and the proposed OCS would be located across Congress Street and approximately 50 feet south of the property's NRHP boundary and the building's southern, rear elevation.

No physical impacts to 130 Cadillac Square 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 under Design Option 2.

Although the proposed guideway and OCS would be visible from the rear portions of 130 Cadillac Square, no historically significant views within the property's setting would be obstructed or obscured. The proposed guideway would be embedded in the southernmost lane of Congress Street, and the proposed OCS would be located approximately 50 feet south of the property's NRHP boundary and the building's south, rear elevation. The proposed guideway and OCS would represent minor alterations to the property's setting. No historically significant views to or from the building would be obscured. More substantial, recent changes to the property's southern setting include the construction of large, non-historic structures to the property's south, including a multi-story building and a multi-story parking deck; these changes have depleted the property's integrity of setting. In addition, based on current information, no auditory, vibratory, or atmospheric impacts have been identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting under Design Option 2.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century commercial building with a distinctive triangular footprint and characteristics of the Renaissance Revival style or alter its association with that architectural style. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 2.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to 130 Cadillac Square under Design Option 2.



Figure 56

Facing east along Congress Street to Randolph Street from 130 Cadillac Square's southeast corner



Figure 57

Facing west along Congress Street to Bates Street from 130 Cadillac Square's south elevation (at right)

Vinton Building

(See Map Attachment D; see Figures 58-60)

The Vinton Building is an early twentieth-century, classically inspired, twelve-story, steel-frame commercial building designed by local architect Albert Kahn in 1917. The building was listed in the NRHP under Criteria A and C for its association with the locally prominent construction firm, the Vinton Company and as a significant example of the work of architect Albert Kahn.

Near the Vinton Building, project implementation under Design Option 2 would include construction of the guideway alignment, OCS, and a LRT station along the south side of Congress Street. The guideway would be located approximately 40 feet south of the property's NRHP boundary. The OCS, consisting of support poles and wires, would be located along the guideway alignment and in the right-of-way of Congress Street, approximately 40 feet south of the property's NRHP boundary. The proposed station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would be located along the south curb and in the right-of-way of Congress Street east of Woodward Avenue and approximately 50 feet south of the building's south, side elevation and NRHP boundary.

No physical impacts to the Vinton Building 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.

Although the proposed guideway, OCS, and LRT station would be visible from the south, side elevation of the Vinton Building, no historically significant views within the property's setting would be obstructed or obscured. The proposed guideway, OCS, and LRT station would be located south of the building, across Congress Street and adjacent to a non-historic high-rise office building. Although the proposed elements would represent an alteration to the property's urban setting in this area, no views from or to the property's south, side elevation were identified as historically significant. Substantial changes to the property's setting include the construction of large, non-historic structures, including the high-rise building directly south and a multi-story parking deck to the southeast; these previous changes have diminished the Vinton Building's integrity of setting, which can no longer be considered a character-defining element of the historic property. No proximate views to or from the Vinton Building would be obstructed or obscured by implementation of the Woodward Avenue LRT under Design Option 2. 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 an early twentieth-century, steel-frame office building or its association with that building type, the Vinton Company, and architect Albert Kahn. 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 Design Option 2 would have **no adverse effect** to the Vinton Building.



Figure 58

Facing northeast along Congress Street from south, side elevation of Vinton Building (at right)



Figure 59

Facing southwest along Congress Street from south, side elevation of Vinton Building (at right)



Figure 60

Facing south across Congress Street from south, side elevation of Vinton Building

State Savings Bank

(See Map Attachment D; see Figures 61-62)

The State Savings Bank is a two-story, late nineteenth-century commercial building designed by the firm of McKim, Mead & White in the Beaux Arts style. The property was listed in the NRHP under Criteria A and C for its importance to Detroit's financial industry and for exemplifying the Beaux Arts-style work of McKim, Mead & White.

Near the State Savings Bank, project implementation under Design Option 2 would include installation of a guideway alignment and OCS in the southernmost lane of Congress Street, and construction of a side-platform LRT station west of the property and along that street. The guideway would be embedded in the southernmost lane of Congress Street, approximately 40 feet from the property's south NRHP boundary. The OCS, consisting of support poles and wires, would be located along the alignment and in the right-of-way of Congress Street, approximately 40 feet from the property's south NRHP boundary. The nearest proposed station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would be located along the south curb and in the existing right-of-way of Congress Street west of Shelby Street, approximately 150 feet from the property's southwest corner and NRHP boundary.

No physical impacts to the State Savings Bank 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, OCS, and LRT station would be visible from portions of the west, side elevation and south, rear elevation of the State Savings Bank, no historically significant views within the property's setting would be obstructed or obscured. The property is located within the NRHP boundary of the Detroit Financial District Historic District and additional properties to the southwest, including the Bankers Trust Company Building and the Marquette Building, contribute to the district's significance and relate to the State Savings Bank as a collection of financial institutions. The proposed guideway and OCS would be located adjacent to these buildings along Congress Street and would be visible from the State Savings Bank's west, rear elevation and south, side elevation. However, the proposed guideway and OCS would represent minor alterations to the property's urban setting. The proposed LRT station would be located on the south side of Congress Street adjacent to a parking lot and not proximate to the property's NRHP boundary or viewshed. Therefore, no significant views to or from the State Savings Bank would be obstructed or obscured by implementation of the Woodward Avenue LRT under Design Option 2. In addition, no auditory, vibratory, or atmospheric impacts were identified for the 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 Beaux Art-style example of the work of McKim, Mead & White or its association with that architectural style, the McKim, Mead & White firm, or Detroit's financial history. 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 Design Option 2 would have **no adverse effect** to the State Savings Bank.



Figure 61

Facing southwest along Congress Street to contributing buildings in Detroit Financial District Historic District from State Savings Bank's southwest corner at Shelby Street



Figure 62

Facing southeast along Congress Street to contributing buildings in Detroit Financial District Historic District from State Savings Bank's southeast corner

Detroit Club

(See Map Attachment D; see Figures 63-64)

The Detroit Club is a four-and-one-half story, sandstone and red-brick building influenced by the Second Renaissance Revival and Richardsonian Romanesque styles. The property was listed in the NRHP under Criterion A for its significance in the social history of Detroit and under Criterion C as a significant example of clubhouse architecture.

Near the Detroit Club, project implementation under Design Option 2 would be limited to installation of the guideway alignment along the center and in the rights-of-way of Washington Boulevard. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignments, approximately 175 feet from the property's east, rear elevation and NRHP boundary.

No physical impacts to the Detroit Club 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.

Although the proposed guideway and OCS would be visible from the Detroit Club's east, rear elevation and portions of the south side elevation under Design Option 2, these project facilities would represent a minor alteration to the property's visual setting. Significant alterations to the Detroit Club's southeastern setting include the previous construction of a non-historic high-rise office building at the southwest corner of Washington Boulevard and Fort Street. No historically significant views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for these properties. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a significant example of clubhouse architecture, or its association with that architectural type or the social history of 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 2 would have **no effect** to the Detroit Club.



Figure 63
Facing east along Fort Street from Detroit Club's southeast corner



Figure 64
Facing northeast to Washington Boulevard from Detroit Club's southeast corner

Gabriel Richard Building

(See Map Attachment D; see Figures 65-66)

The Gabriel Richard Building is an early twentieth-century, ten-story, steel-frame office building executed in the Commercial Style by the firm of Marshall & Fox. The building's style is expressed by its brick and terra-cotta cladding, large plate-glass windows, and classical design elements. The property was determined eligible to the NRHP under Criterion C as a good example of the Commercial Style and the work of Marshall & Fox.

Near the Gabriel Richard Building, project implementation under Design Option 2 would include installation of guideway alignments and OCS, and construction of a center-platform LRT station along the median of Washington Boulevard. The OCS, consisting of support poles and wires, would be located in the existing median and right-of-way of Washington Boulevard, approximately 80 feet east of the property's NRHP boundary. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would also be constructed in the existing median, between State Street and Michigan Avenue, approximately 150 feet from the property's northeast corner and NRHP boundary.

No physical impacts to the Gabriel Richard Building 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.

Project implementation under Design Option 2 would adversely affect the Gabriel Richard Building's setting. The property's facade is oriented northeast, toward the commercial streetscape of Washington Boulevard. Although the guideway and OCS would be visible from some portion of the property, these project elements represent a minor alteration to the property's urban setting. However, the proposed LRT station would be located in the median of Washington Boulevard, approximately 70 feet west of the Book Cadillac Building. The Book Cadillac Building, located on the southeast corner of Washington Boulevard and Michigan Avenue, is a contributing resource to the Washington Boulevard Historic District and a significant component of the Gabriel Richard Building's historic viewshed. Views to and from the Book Cadillac Building would be partially obstructed and obscured by the proposed LRT station. No auditory, vibratory, or atmospheric impacts were identified for this property. However, implementation of the Woodward Avenue LRT under Design Option 2 would obstruct historically significant views to and from the Gabriel Richard Building within its historic setting and would therefore result in an adverse effect to the property's integrity of setting.

Although alterations to the Gabriel Richard Building's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, Commercial Style office building or its association with that building type or the firm of Marshall & Fox. 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 Design Option 2 would have an **adverse effect** to the Gabriel Richard Building.



Figure 65

Facing northeast across Michigan Avenue to Washington Boulevard and Book Cadillac Building (at right) from Gabriel Richard Building's northeast corner



Figure 66

Facing southeast along Washington Boulevard from Gabriel Richard Building's east elevation (at right)

Washington Boulevard Historic District

(See Map Attachment D; see Figures 67-69)

The Washington Boulevard Historic District extends three blocks along Washington Boulevard. Composed of twelve contributing buildings, from two to thirty-six stories in height, the district illustrates a range of architectural styles that include Art Deco, Beaux Arts, Chicago, Romanesque Revival, and Tudor Gothic. The district was listed in the NRHP under Criterion A for its significance as a planned community development and its association with the City Beautiful Movement, and under Criterion C as an intact, early twentieth-century commercial streetscape.

Within the Washington Boulevard Historic District, project implementation under Design Option 2 would include installation of a guideway and OCS and construction of a center-platform LRT station within the median of Washington Boulevard. The guideway and the OCS, consisting of support poles and wires, would be installed and embedded along the boulevard's center, replacing the existing median. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would also be constructed on the existing median between State Street and Michigan Avenue.

Rights-of-way within the district that would be affected by LRT construction under Design Option 2 primarily contain non-historic reconstructed boulevards, sidewalks, trees, and roadway shoulders; these features do not contribute to the historic district's significance because the boulevards were removed and replaced with a pedestrian mall in the 1970s and reconstructed as boulevards in 2004. The current boulevards are not reconstructions of the original boulevards and differ significantly from the original designs.

However, project implementation under Design Option 2 would have a physical impact to the Macomb Monument, located on the median of Washington Boulevard near Michigan Avenue. While the original National Register documentation does not list the monument as a contributing resource to the Washington Boulevard Historic District, it is located within the district boundaries and has been historically located at this point since the original boulevards' construction in the 1920s. The Macomb Monument was never moved and remained in place during the above-referenced reconstructions. Construction of the LRT station under Design Option 2 would result in the removal of the Macomb Monument from this location. Therefore, project implementation would result in an adverse effect to the Macomb Monument's integrity of location, design, materials, and workmanship.

Project implementation would also adversely affect the Washington Boulevard Historic District's setting. Although the proposed guideway and OCS would be visible from some portion of properties within the district's boundaries, these facilities represent a minor alteration to the district's urban setting. However, the proposed LRT station would be located in the median of the boulevard, approximately 70 feet west of the Book Cadillac Building, which is a contributing resource to the Washington Boulevard Historic District. The station would represent a substantial intrusion to the open setting of this portion of the historic district and would diminish the integrity of adjacent buildings' settings and their relationships to each other. Views to and from contributing properties would be obstructed or obscured by the proposed LRT station. No auditory, vibratory, or atmospheric impacts were identified for this property. However, implementation of the Woodward Avenue LRT under Design Option 2 would obstruct historically significant views within the Washington Boulevard Historic district and would therefore result in an adverse effect to the district's integrity of setting.

Alterations to the property's setting would occur and project activity would alter the district's feeling as an early twentieth-century commercial district resulting in an adverse effect. The project would not impact the district's association with the historic commercial development of Downtown Detroit. Therefore, project implementation would have no adverse effect to the property's integrity of association.

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



Figure 67

Facing southeast along Washington Boulevard to Book Cadillac Building (at left) and Michigan Avenue from State Street



Figure 68

Facing north along Washington Boulevard to Macomb Monument (at center) and contributing buildings in Washington Boulevard Historic District from Michigan Avenue



Figure 69

Facing west across Washington Boulevard to Macomb Monument (at right) from Book Cadillac Building in Washington Boulevard Historic District

Capitol Park Historic District

(See Map Attachment D; see Figures 70-71)

The Capitol Park Historic District is a large, triangular area located between Griswold Street, State Street, and Grand River Avenue. The district consists of seventeen late nineteenth-century and early twentieth-century commercial buildings, executed in a variety of styles, and a landscaped open space containing one historical marker and one monument. The district was listed in the NRHP under Criterion A for its significance in the commercial history of Detroit, and under Criterion C and Criteria Consideration F for its collection of late nineteenth and early twentieth century architecture and commemoration of Michigan's first state governor, Stevens T. Mason.

Near the Capitol Park Historic District, project implementation under Design Option 2 would be limited to installation of the guideway alignment along State Street's southernmost lane. The OCS, consisting of support poles and wires, would be installed along the alignment, in State Street's right-of-way.

No physical impacts to the Capitol Park 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 district, the system represents a minor alteration to the district's urban visual setting. However, the project is introducing new elements into the district's historic setting. No views to or from the contributing properties would be obscured. Because no views would be obscured, no visual effects to the district were identified. 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 Capitol Park Historic District's integrity of setting.

Furthermore, although an alteration to the property's setting would occur, no project activity would alter the property's feeling as a collection of late nineteenth-century and early twentieth-century commercial buildings surrounding a park space, or its association with various architectural types and styles or the commercial history of Detroit. 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 **no effect** to the Capitol Park Historic District.



Figure 70

Facing east along State Street to Woodward Avenue from Griswold Street in Capitol Park Historic District



Figure 71

Facing west along State Street to Washington Boulevard from Griswold Street in Capitol Park Historic District

Michigan Soldiers' and Sailors' Monument

(See Map Attachment D)

The Michigan Soldiers' and Sailors' Monument is a commemorative Civil War monument designed by sculptor Randolph Rogers and located in the southeast corner of Campus Martius Park. The massive, granite monument incorporates Neoclassical-style design elements including idealized bronze statues, simple entablatures, and Greek-inspired ornament. The monument was listed in the NRHP under Criterion C and Criteria Consideration F as an excellent example of Neoclassical-style commemorative architecture and the work of Randolph Rogers.

Under Design Option 2, no project activity is proposed near the Michigan Soldiers' and Sailors' Monument.

No physical impacts to the Michigan Soldiers' and Sailors' Monument would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the monument or its NRHP boundary. Therefore, no effects to the monument's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the Michigan Soldiers' and Sailors' Monument. Therefore, no views to or from the monument would be obscured. Because no views would be obscured, no visual effects to the monument were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the monument. Therefore, project implementation would have no effect to the monument's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the monuments' integrity of feeling as a Neoclassical-style, commemorative Civil War monument or its association with that style, type of monument, or sculptor Randolph Rogers were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 2 would have **no effect** to the Michigan Soldiers' and Sailors' Monument.

Lower Woodward Avenue Historic District
(See Map Attachment D; see Figures 72-74)

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 1807 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 and near the Lower Woodward Avenue Historic District, project implementation under Design Option 2 would include installation of the guideway alignments and OCS within the historic district between Grand River Avenue and John R Street, and construction of a center-platform LRT station along Woodward Avenue just southeast of the district. The embedded guideway and the OCS, consisting of support poles and wires, would be installed along the median of Woodward Avenue within the existing right-of-way. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure would be also constructed within Woodward Avenue's median between Grand River Avenue and State Street just outside the district.

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 contributing properties within the Lower Woodward Avenue Historic District, these project facilities represent a minor alteration to the district's urban setting and would not obstruct or obscure any historically significant views.

The proposed LRT station would be located just east of and be visible from the block of contributing commercial buildings located on the west side of Woodward Avenue between Grand River Avenue and State Street; currently, these buildings overlook an underground parking structure with a concrete-paved parking lot at grade located just east of Woodward Avenue. No historically significant views from these buildings to the east are present.

Although the LRT station would be visible from these buildings, the station's size and scale would represent a minor alteration to the district's setting as these buildings currently overlook an underground parking structure in this area. The view west to the commercial buildings' facades' first stories and the view east from the buildings' facades would be obstructed by the LRT station platform's station shelter, which incorporates a roof-mounted billboard structure; however, a comparison of the contributing buildings to that of the shelter structure reveals a significant difference in size and scale that represents a comparatively inconsequential visual effect to the property. No significant views to or from the district would be obscured, and no visual impacts 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 adverse effect to its integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth and early twentieth-century commercial streetscape or its association with the architectural styles contained within. The project would have no adverse effect on the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 2 would have **no adverse effect** to the Lower Woodward Avenue Historic District.



Figure 72

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

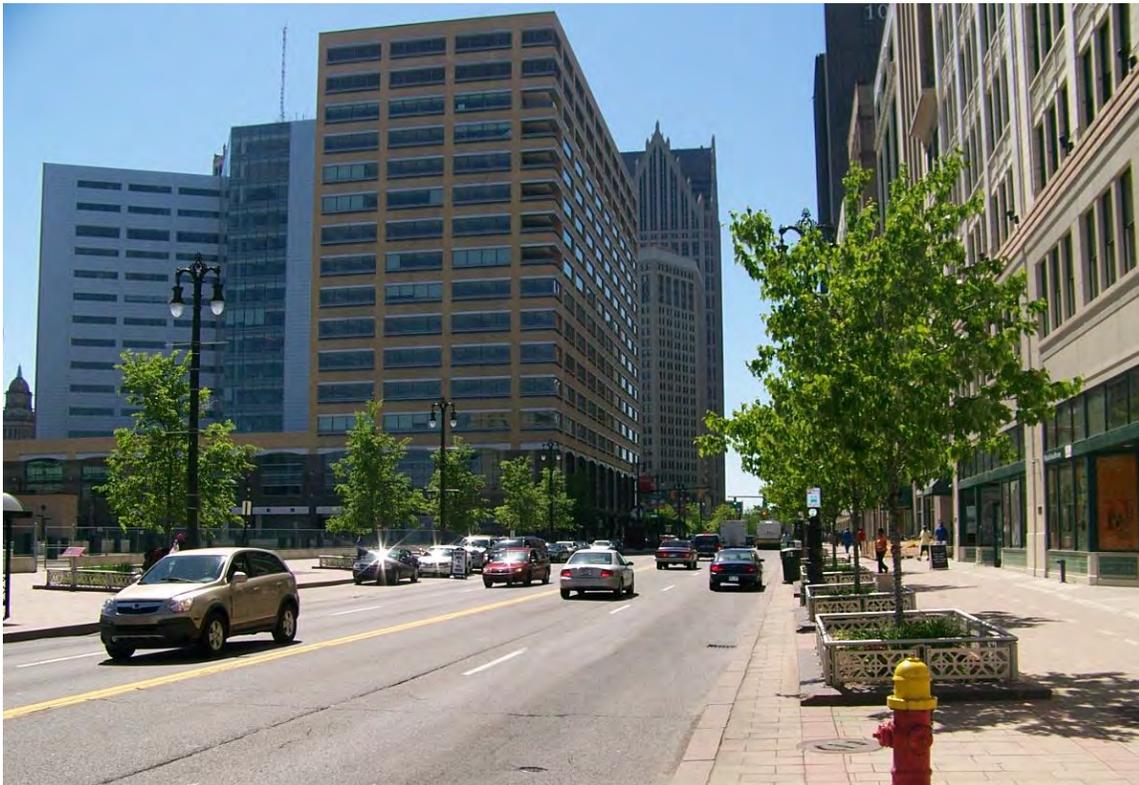


Figure 73

Facing south along Woodward Avenue to Lower Woodward Avenue Historic District's contributing buildings (at right) between State Street and Grand River Avenue from Grand River Avenue



Figure 74

Facing northwest along Woodward Avenue to Lower Woodward Avenue Historic District's contributing buildings (at left) between State Street and Grand River Avenue from State Street

Grand Circus Park Historic District

(See Map Attachment D; see Figures 75-78)

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 2 would include installation of the guideway alignment and OCS along Woodward Avenue and construction of two side-platform LRT stations along that street between Park and East Adams avenues. The curb-running guideway would be located along Woodward Avenue's eastern and western edges and in its right-of-way. The OCS, consisting of support poles and wires, would be installed along the alignment, also in roadway rights-of-way. The proposed stations, consisting of near-grade platforms and station shelters with roof-mounted billboard structures, would be located along Woodward Avenue's eastern and western curbs and in its existing right-of-way, adjacent to either side of Grand Circus Park.

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 the LRT guideway, OCS, and station construction contain non-historic sidewalks, tree wells, and reconstructed roadways; these features do not contribute to the historic district's significance. Therefore, no effects to the property's integrity of location, materials, and workmanship would occur.

Project implementation would adversely affect the Grand Circus Park Historic District's design. The proposed guideway and OCS would be visible from some contributing buildings within the district's boundaries; however, the impacts to the park itself are significant. Previously built modern structures containing staircases to an underground parking facility are present and currently intrude on the park's design and greenspace. The project would introduce additional incompatible elements into the park's axial design and interrupt the design intent of the space. As a result, the project would result in a cumulative adverse effect to the park's integrity of design and to the Grand Circus Park Historic District.

No auditory, vibratory, or atmospheric impacts were identified for the district. However, 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. The introduction of incompatible built elements into an area of the historic district dedicated to greenspace would diminish the integrity of setting of the park and the historic district. The proposed stations are located adjacent to Grand Circus Park and would obscure views of the park areas from Woodward Avenue. While the previous construction of the enclosed staircases and the demolition of contributing buildings are not related to the project, the station construction would result in a cumulative adverse effect to the Grand Circus Park Historic District's integrity of setting.

Although an adverse effect to the property's setting would occur, no project activity would alter the district's feeling as a collection of high-style, nineteenth- and twentieth-century commercial buildings, or its association with the various architectural styles contained in the district or Detroit's social history. 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 Design Option 2 would have an **adverse effect** to the Grand Circus Park Historic District.



Figure 75

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



Figure 76

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



Figure 77
Facing east across Woodward Avenue to east side of Grand Circus Park



Figure 78
Facing southwest along Woodward Avenue from Grand Circus Park

Central United Methodist Church

(See Map Attachment D; see Figures 79-80)

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 the Central United Methodist Church, project implementation under Design Option 2 would include installation of guideway alignments and the OCS along Woodward Avenue, and construction of two side-platform stations along that street between Park and East Adams avenues. The embedded, curb-running guideway would be located along Woodward Avenue's eastern and western edges and in its right-of-way. The OCS, consisting of support poles and wires, would be installed along the alignment, also in the street's right-of-way. The southbound LRT station would be located approximately 160 feet south of the building's southwest corner and NRHP boundary; the northbound LRT station would be located approximately 250 feet southwest of the building's southwest 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 would represent a minor alteration to the district's urban setting. The proposed LRT stations would be located adjacent to Grand Circus Park, south of the property. Substantial previous modifications to the property's setting include the demolition of buildings to the property's north and east, and the construction of a large stadium, Comerica Park, to the property's east. The remaining vestiges of the church's historic setting and its significant views will be diminished by the proposed station construction within Grand Circus Park, resulting in a loss of integrity of setting and a cumulative adverse effect. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 2 would have an 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 2 would have an **adverse effect** to the Central United Methodist Church.



Figure 79

Facing southwest along Woodward Avenue to Grand Circus Park Historic District from Central United Methodist Church's southwest corner



Figure 80

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

Francis Palms Building and State Theater

(See Map Attachment D; see Figures 81-83)

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.

Near the Francis Palms Building and State Theater, project implementation under Design Option 2 would include construction of guideway alignments and the OCS along Woodward Avenue. The embedded, curb-running guideway would be located near Woodward Avenue's eastern and western edges and in its right-of-way; the southbound guideway would be approximately 60 feet east of the property's NRHP boundary. The OCS, consisting of support poles and wires, would be installed along the alignment and in the right-of-way.

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 some portions of the Francis Palms Building and State Theater, these project facilities would represent a minor alteration to the property's substantially altered urban setting. No views to or from the building would be obscured. Because no views would be obscured, 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 under Design Option 2 would have no effect to the Francis Palms Building and State Theater's integrity of setting.

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 style. Therefore, 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 2 would have **no effect** to the Francis Palms Building and State Theater.



Figure 81

Facing southeast along Woodward Avenue to Central United Methodist Church (at left) and Grand Circus Park Historic District (at center) from Francis Palms Building and State Theater's southeast corner (at right)



Figure 82

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



Figure 83

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

Fox Theatre Building National Historic Landmark

(See Map Attachment D; see Figures 84-86)

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 under Design Option 2 would include construction of guideway alignments and two side-platform LRT stations along Woodward Avenue. The embedded, curb-running guideway would be located near Woodward Avenue's eastern and western edges and in its right-of-way; the southbound guideway would be approximately 55 feet east of the property's NRHP boundary. The proposed OCS, consisting of support poles and wires, would be installed along the alignment. The nearest proposed LRT stations, including two near-grade platforms, each with station shelters including roof-mounted billboard structures, would be located just north of the property along Woodward Avenue. The southbound station would be approximately 80 feet northeast of the property's NRHP boundary, and the northbound station would be approximately 115 feet northeast of the property's 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 this area, 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 historic property, these facilities represent a minor alteration to the property's urban setting. No views to or from the building would be obscured. The nearest proposed LRT stations would be located just north of the property along Woodward Avenue and in front of St. John's Episcopal Church. Although the proposed LRT station structures would be visible from the historic property, their size and scale would represent a minor alteration to the property's setting and would not obstruct any views to or from the building. Views from the Fox Theatre Building to and from St. John's Episcopal Church would be partially obstructed by the east platform's station shelter; however, a comparison of the buildings 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 historically significant views to or from the property were identified. Because no historically significant views would be obscured, no visual effects to this property were identified under Design Option 2. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 2 would have no adverse effect to the Fox Theatre Building National Historic Landmark's 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 will have no effect on the Fox Theatre Building National Historic Landmark's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 2 would have **no adverse effect** to the Fox Theatre Building National Historic Landmark.



Figure 84

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



Figure 85

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



Figure 86

Facing northeast along Woodward Avenue to St. John's Episcopal Church (at center) from Fox Theatre Building National Historic Landmark's east-facing facade

St. John's Episcopal Church

(See Map Attachment D; see Figures 87-88)

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 under Design Option 2 would include construction of guideway alignments and two side-platform LRT stations along Woodward Avenue. The guideway would be located near Woodward Avenue's outer edges and in its right-of-way, approximately 50 feet west of the property's NRHP boundary. The proposed OCS, consisting of support poles and wires, would be installed along the alignment and in roadway rights-of-way. The proposed LRT stations would consist of two, near-grade platforms, each with station shelters with roof-mounted billboard structures, located on the eastern and western sides of Woodward Avenue between Montcalm Street and I-75/Fisher Freeway; the stations are located approximately 15 feet and 90 feet west of the property's NRHP boundary, respectively.

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 portions of the historic property, these project facilities represent a minor alteration to its visual setting. Further, although the proposed LRT station structures would also be visible from the historic property, their size and scale would represent a minor alteration to the property's setting. The proposed northbound station location is located just south of the property and in front of its adjacent, non-historic parking lot, and the southbound station is located directly opposite and adjacent a non-historic property across Woodward Avenue. Because St. John's Episcopal Church does not retain integrity of setting, no significant views to or from the property were identified, and no visual impacts to this 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 the property'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 or its association with that architectural style.

Based on this evaluation, the Woodward Avenue LRT Design Option 2 would have **no adverse effect** to St. John's Episcopal Church.



Figure 87

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



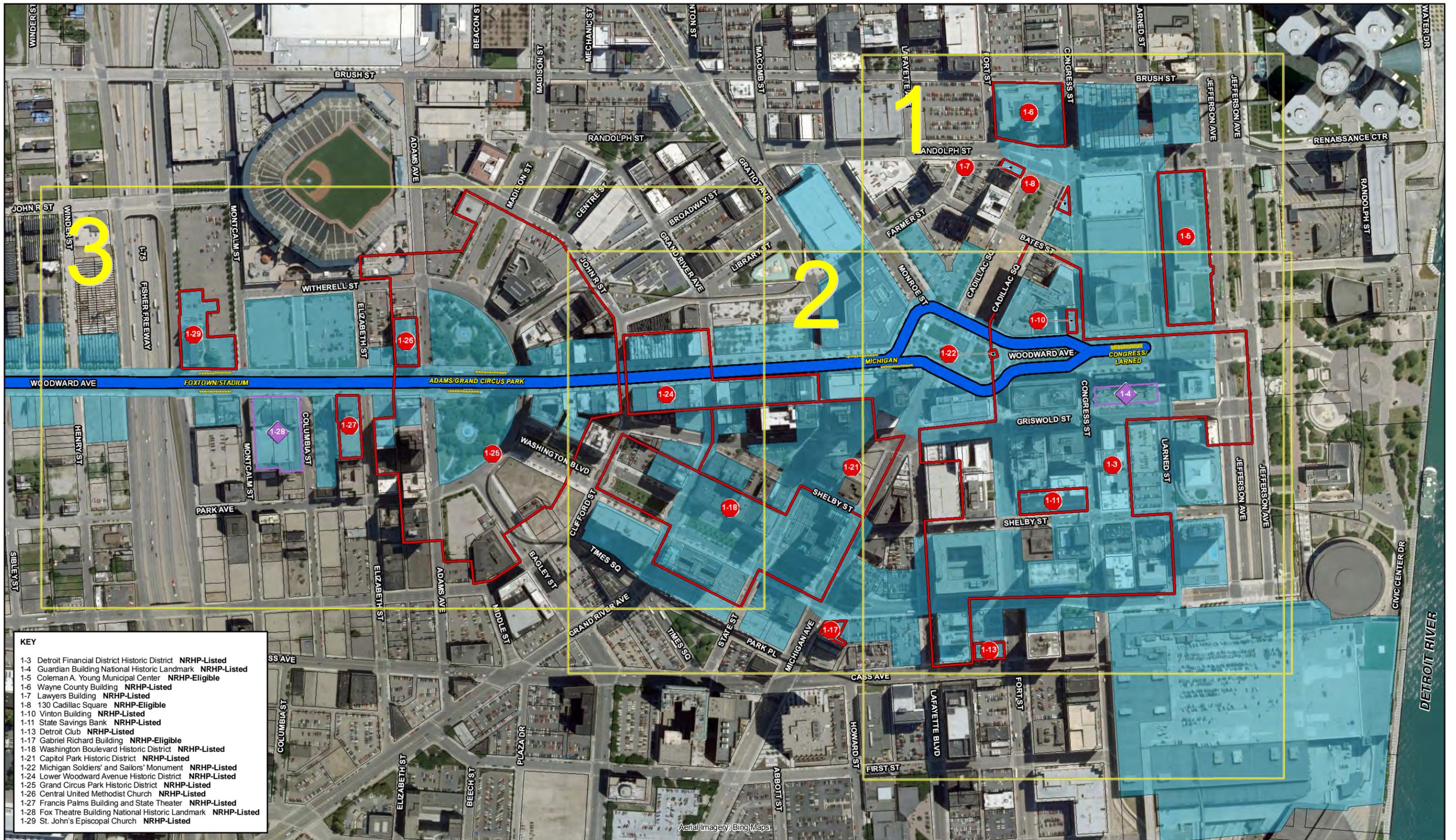
Figure 88

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 E
Determinations of Effect
Downtown Design Option 3

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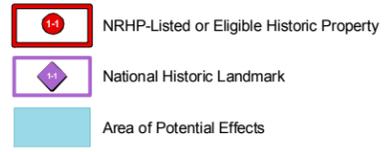
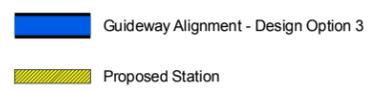
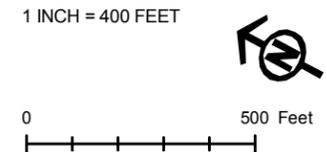


KEY

- 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**



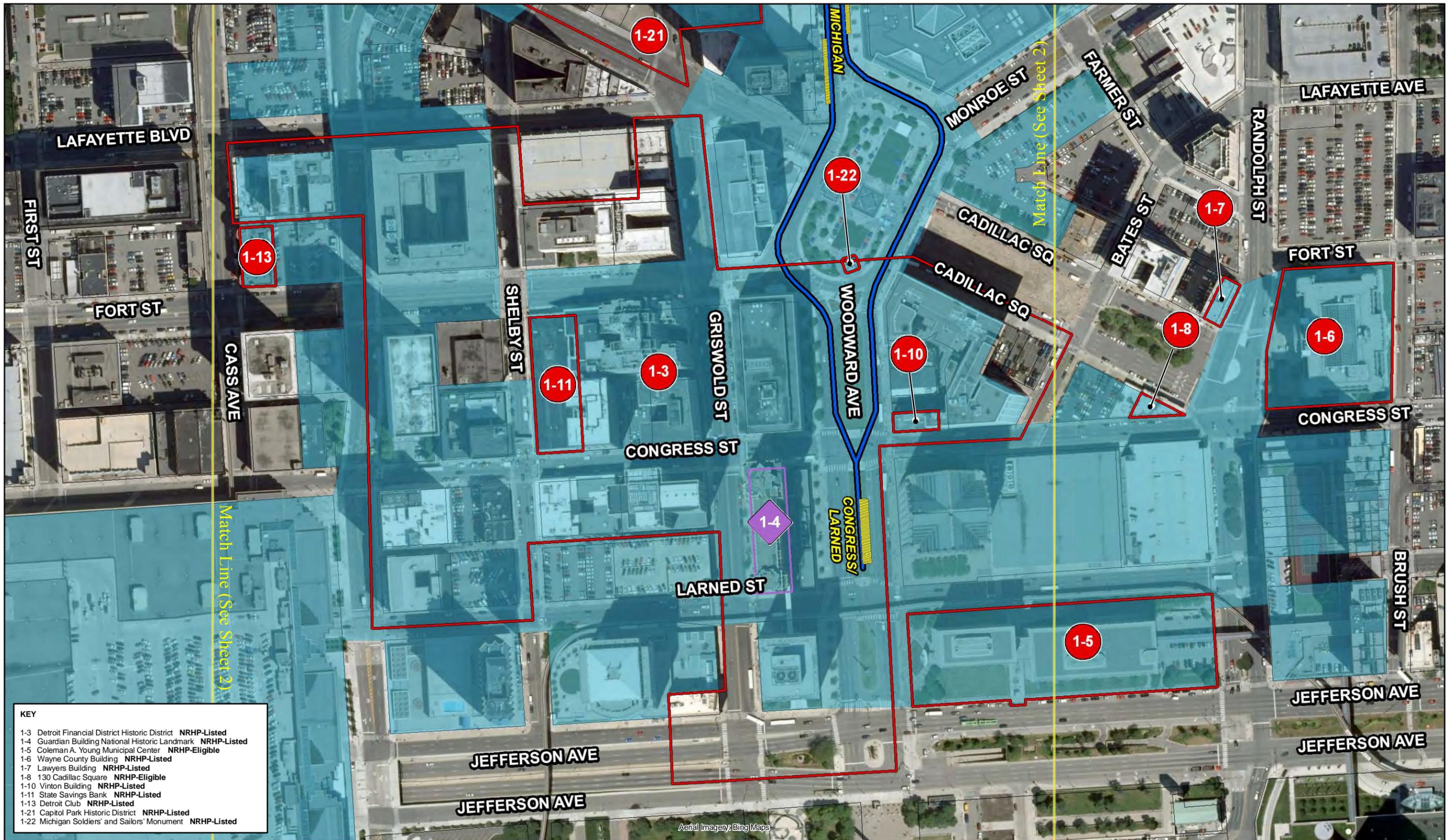
WOODWARD LIGHT RAIL



Area of Potential Effects (light blue shading)

Map Attachment E: Area of Potential Effects and Historic Properties

Downtown Detroit to I-75/Fisher Freeway Design Option 3 - Sheet Index (Map 1 of 4)



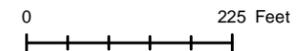
KEY

- 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

1 INCH = 200 FEET

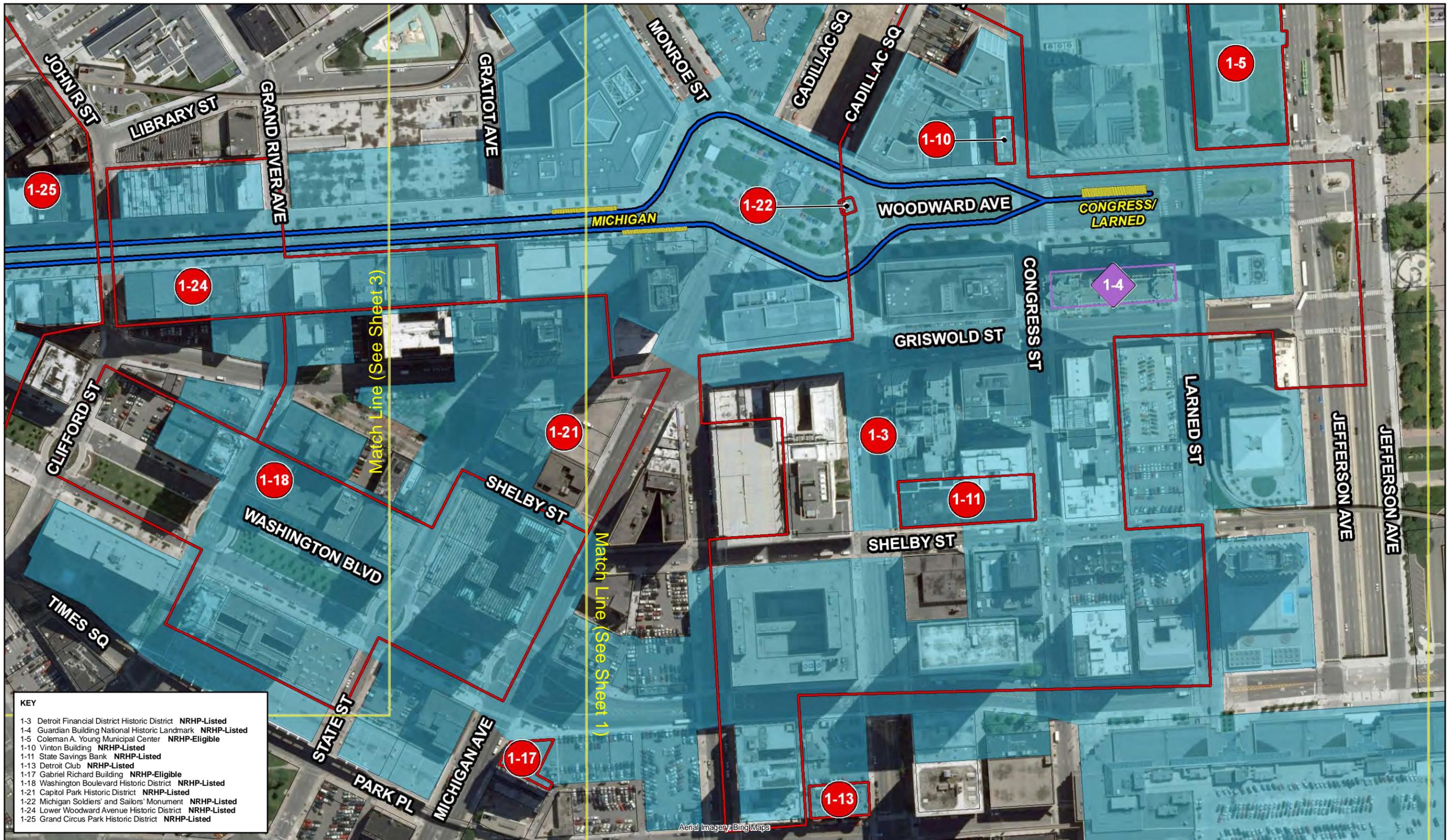


- Guideway Alignment - Design Option 3
- Proposed Station

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

Map Attachment E: Area of Potential Effects and Historic Properties

Downtown Detroit to I-75/Fisher Freeway
Design Option 3 - Sheet 1 (Map 2 of 4)

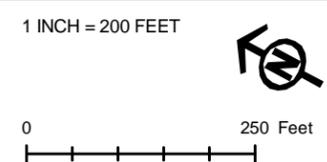


KEY

- 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
- 1-10 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

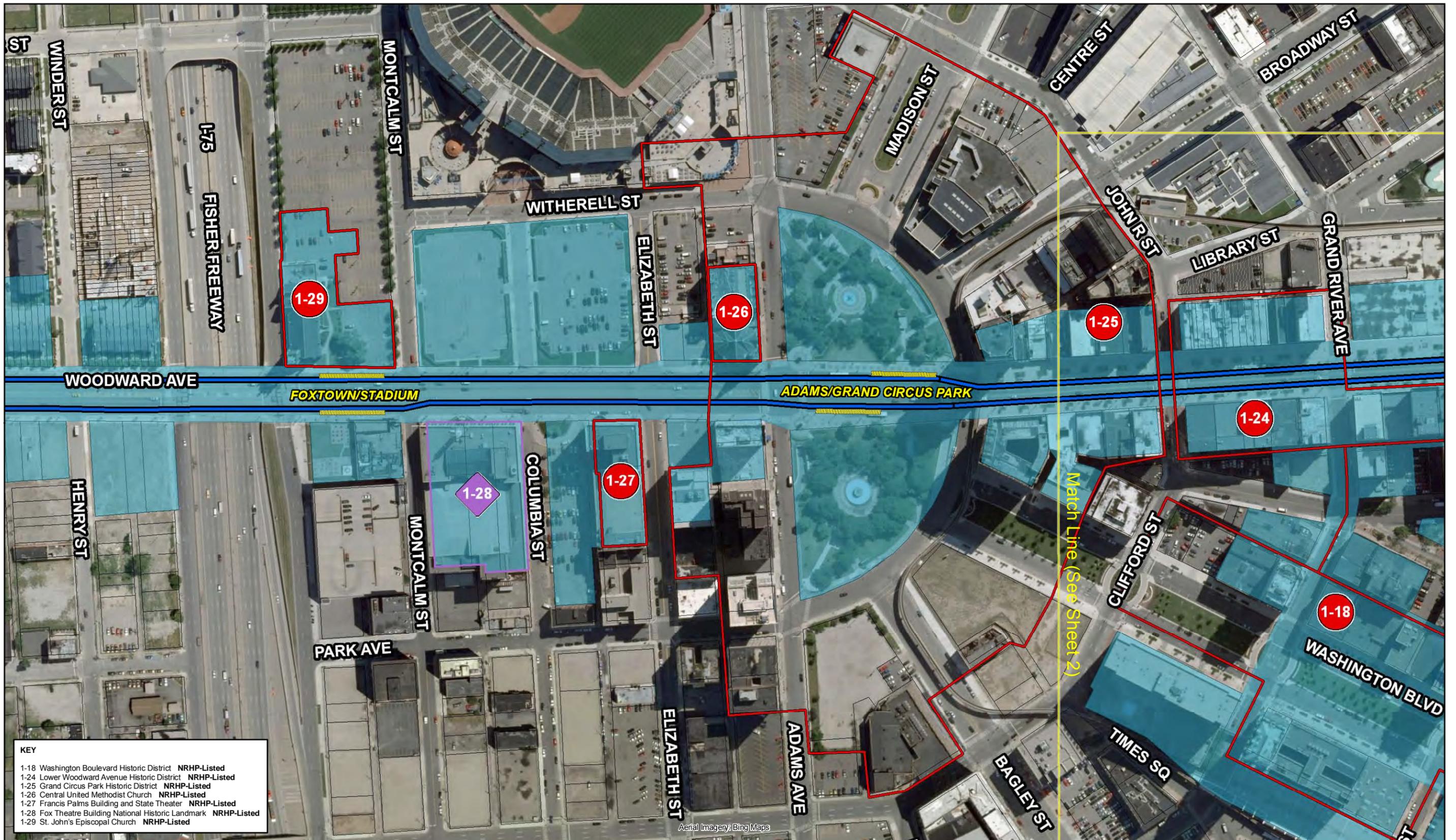


WOODWARD LIGHT RAIL



- Guideway Alignment - Design Option 3
- Proposed Station
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

Map Attachment E: Area of Potential Effects and Historic Properties

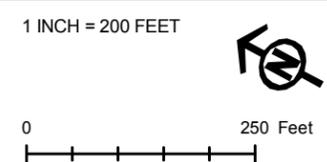


KEY

- 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 3

Proposed Station

NRHP-Listed or Eligible Historic Property

National Historic Landmark

Area of Potential Effects

Map Attachment E: Area of Potential Effects and Historic Properties

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

Downtown Design Option 3

See Map Attachment E

Between Downtown Detroit and I-75/Fisher Freeway, Design Option 3 includes a curb-running guideway along Woodward Avenue from Larned Street to I-75/Fisher Freeway and points north. Design Option 3 stations in this area include a center-platform station between Larned Street and Congress Street (Congress/Larned) and split, side-platform stations between Michigan Avenue/Monroe Street and State Street (Michigan); 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 3 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.

Design Option 3 LRT stations would conform to the same concept as Design Option 2. By comparison to Design Option 1, Design Option 3 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 3 stations would also incorporate roof-mounted billboard structures that are absent from Design Option 1 stations.

Final LRT station design would be completed on a specific, case-by-case basis based on station location, physical context, public input, and any applicable local ordinances, including historic preservation ordinances mandating design review for structures in local historic districts.

The project as planned for Design Option 3 would not be visible from select historic properties within the APE. In cases where no components of the project would be visible from the historic property and a determination of no effect has been made, no viewshed photographs are included because there is no potential for direct or indirect effects. No changes to the integrity of location, design, setting, materials, workmanship, feeling, and association were assessed.

The following table (Figure 89) summarizes effects determinations for Design Option 3. 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 89 - Effects Determinations for Design Option 3

Name	Design Option 3
Detroit Financial District Historic District <i>Listed 2009</i>	NA
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>	NE
Lawyers Building <i>Listed 1982</i>	NE
130 Cadillac Square <i>Determined eligible 2010</i>	NE
Vinton Building <i>Listed 1983</i>	NA
State Savings Bank <i>Listed 1982</i>	NE
Detroit Club <i>Listed 2004</i>	NE
Gabriel Richard Building <i>Determined eligible 2010</i>	NE
Washington Boulevard Historic District <i>Listed 1982</i>	NE
Capitol Park Historic District <i>Listed 1999</i>	NE
Michigan Soldiers' and Sailors' Monument <i>Listed 1984</i>	NA
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 E; see Figures 90-92)

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 3 would include construction of the guideway alignment, the corresponding OCS, and one side-platform LRT station. The proposed guideway and OCS would be located within and along Woodward Avenue's central boulevard. The LRT station, including near-grade platform and station shelter with a roof-mounted billboard structure, would be located within the boulevard between Larned and Congress streets. All proposed construction would occur within Woodward Avenue's existing right-of-way.

No physical impacts to contributing properties within the Detroit Financial District Historic District would occur under Design Option 3. 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 non-historic surface streets and boulevards; these features do not contribute to the historic district's significance and were not identified as contributing elements within the district. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur under Design Option 3.

Project implementation would not adversely affect the Detroit Financial District Historic District's setting. 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. Although the proposed guideway, OCS, and LRT station would be visible from some contributing buildings within the district's boundaries, these facilities represent a minor alteration to the district's urban setting. The embedded guideway and the OCS would be located within Woodward Avenue's right-of-way and would not obscure any historically significant views within the historic district. No contributing properties are located near the proposed LRT station; it is adjacent to non-historic office buildings. The station would not obstruct or obscure historically significant views. Given the size and scale of the district and contributing resources along Woodward Avenue, the proposed project features represent a minor alteration to the district's urban setting. In addition, no auditory, vibratory, or atmospheric impacts were identified for the district. Therefore, project implementation under Design Option 3 would have no adverse effect to the district's integrity of setting.

Furthermore, project implementation under Design Option 3 would not alter the property'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 **no adverse effect** to the Detroit Financial District Historic District under Design Option 3.



Figure 90

Facing southwest along Woodward Avenue to Michigan Consolidated Gas Building (at right) from Congress Street



Figure 91

Facing northwest along Woodward Avenue to Michigan Soldiers' and Sailors' Monument (at center) from Congress Street



Figure 92

Facing south along Woodward Avenue to Guardian Building (at right), Michigan Consolidated Gas Building (at right, center), and Vinton Building (at left) from Michigan Soldiers' and Sailors' Monument

Guardian Building National Historic Landmark

(See Map Attachment E; see Figure 93)

The Guardian Building National Historic Landmark is a monolithic forty-story, ceramic tile and brick-clad, steel-frame, skyscraper; it is an excellent example of the Art Deco style and is richly embellished with ornament indicative of that style. The property was listed in the NRHP under Criterion C as a significant example of Art Deco and skyscraper architecture designed by architect Wirt C. Rowland of the architectural firm Smith, Hinchman, and Grylls. It was designated as a National Historic Landmark in 1989.

Near the Guardian Building National Historic Landmark, project implementation under Design Option 3 would include construction of a center-platform LRT station in that street's median between Larned and Congress streets. The station would be located approximately 140 feet east of the property's NRHP boundary and the building's east elevation. The Guardian Building National Historic Landmark is separated from Woodward Avenue by a mid-rise office building, but the LRT station would be visible from the east elevation's upper stories.

No physical impacts to the Guardian 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.

Although the proposed guideway, OCS, and LRT station would be visible from some portions of the Guardian Building National Historic Landmark, no work would occur near the National Historic Landmark or within or adjacent to its historic boundaries. These facilities represent a minor alteration to the property's greater urban visual setting. No views to or from the building would be obscured. Because no views would be obscured, no visual effects to the property were identified. Furthermore, based on current information, no auditory, vibratory, or atmospheric impacts were identified for these properties. Therefore, project implementation would have no effect to the property's integrity of setting.

Although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling an excellent example of the Art Deco-style skyscraper or its association with that architectural style, architect Wirt C. Rowland, or the architectural firm Smith, Hinchman, and Grylls. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 3.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Guardian Building National Historic Landmark under Design Option 3.



Figure 93

Facing southwest along Woodward Avenue to Guardian Building National Historic Landmark (at right) and Michigan Consolidated Gas Building (at right, center) from Congress Street

Coleman A. Young Municipal Center

(See Map Attachment E; see Figure 94)

The Coleman A. Young Municipal Center is a Neo-Formalist-style building complex composed of two principal masses: a twenty-story, vertically oriented Courts Tower and a fourteen-story, horizontally oriented Administration Tower. The property was determined eligible for the NRHP under Criteria A and C for its association with post-World War II development in Downtown Detroit and as a landmark example of the Neo-Formalist style in the city.

Near the Coleman A. Young Municipal Center, project implementation under Design Option 3 would include construction of a LRT station, including a near-grade platform and station shelter with a roof-mounted billboard structure, within the median of Woodward Avenue. The proposed station would be located near the property's northwest corner, approximately 125 feet northwest of its NRHP boundary and 185 feet from the building's northwest corner.

No physical impacts to the Coleman A. Young Municipal Center 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 under Design Option 3.

Although the proposed LRT station would be visible from portions of the Coleman A. Young Municipal Center property, no historically significant views within the property's setting would be obstructed or obscured. The proposed LRT station would be located 125 feet northwest of the property's NRHP boundary and 185 feet from the building's northwest corner. The size and scale of the proposed LRT station would represent a minor alteration to the property's setting. More substantial, recent changes to the property's setting in this area include the construction of non-historic Comerica Bank Tower to the property's north and the installation of an elevated guideway for the Detroit People Mover automated transit system. The Detroit People Mover guideway is located immediately north of and adjacent to the property's northern parcel boundary and NRHP boundary. In addition, based on current information, no auditory, vibratory, or atmospheric impacts have been identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting under Design Option 3.

Furthermore, although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as a mid-twentieth-century, Neo-Formalist-style building complex or its association with that architectural style and with post-World War II development in Downtown Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 3.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Coleman A. Young Municipal Center under Design Option 3.



Figure 94

Facing northwest along Larned Street to Woodward Avenue from Coleman A. Young Municipal Center's north elevation

Wayne County Building
(See Map Attachment E)

The Wayne County Building is a five-story, granite and sandstone, Beaux Arts-style building distinguished by a 247-foot central tower and numerous ornate sculptures and carvings. The property was listed in the NRHP under Criterion A for its significance in the political history of Detroit and under Criterion C as a significant example of Beaux Arts architecture.

Under Design Option 3, no project activity is proposed near the Wayne County Building.

No physical impacts to the Wayne County Building would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the Wayne County Building. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as a nineteenth-century Beaux Arts-style building or its association with that architectural style or the political history of Detroit were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Wayne County Building.

Lawyers Building

(See Map Attachment E)

The Lawyers Building is a ten-story office building executed in the Commercial Style and characterized by its three-part vertical block form and Victorian-era and Art Deco ornamentation. The property was determined eligible for the NRHP under Criterion A for its social and commercial significance, under Criterion B for its association with Detroit real estate developer John J. Barlum, and under Criterion C as an excellent example of a Commercial Style high-rise office building.

Under Design Option 3, no project activity is proposed near the Lawyers Building.

No physical impacts to the Lawyers Building would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the Lawyers Building. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as a Commercial Style office building, or its association with that building type, developer John J. Barlum, or the property's social and commercial significance were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Lawyers Building.

130 Cadillac Square

(See Map Attachment E)

130 Cadillac Square is an early twentieth-century, four-story commercial building with a distinctive triangular footprint and characteristics and features suggestive of the Renaissance Revival style. It was determined eligible under Criterion C as a rare and good example of a triangular-shaped, late nineteenth-century commercial building in Detroit.

Under Design Option 3, no project activity is proposed near 130 Cadillac Square.

No physical impacts to 130 Cadillac Square would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from 130 Cadillac Square. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as an early twentieth-century commercial building with a distinctive triangular footprint and characteristics of the Renaissance Revival style or its association with that architectural style were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to 130 Cadillac Square.

Vinton Building

(See Map Attachment E; see Figures 95-96)

The Vinton Building is an early twentieth-century, classically inspired, twelve-story, steel-frame commercial building designed by local architect Albert Kahn in 1917. The building was listed in the NRHP under Criteria A and C for its association with the locally prominent construction firm, the Vinton Company, and as a significant example of the work of Albert Kahn.

Near the Vinton Building, project implementation under Design Option 3 would include construction of the guideway alignment, OCS, and a side-platform LRT station along Woodward Avenue. The embedded guideway would be located in Woodward Avenue, approximately 40 feet west of the property's NRHP boundary. The OCS, consisting of support poles and wires, would be installed along the alignment and in the roadway right-of-way. The proposed LRT station, consisting of a near-grade platform and station shelter with a roof-mounted billboard structure, would be located in the median of Woodward Avenue between Larned and Congress streets, approximately 150 feet south of the building's southeast corner and NRHP boundary.

No physical impacts to the Vinton Building 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, OCS, and LRT station would be visible from the facade and south, side elevation of the Vinton Building, no historically significant views within the property's setting would be obstructed or obscured. The proposed guideway and OCS would be embedded and installed along Woodward Avenue in front of and 40 feet west of the property. The proposed station would be located 150 feet south of the building, in the median of Woodward Avenue, and adjacent to non-historic office buildings. Although the proposed guideway, OCS, and LRT station would represent a minor alteration to the property's setting in this area, no views from or to the property's facade or south, side elevation were identified as historically significant. Substantial changes to the property's setting in this area include the construction of large, non-historic buildings to its south and west; these previous changes have diminished the Vinton Building's integrity of setting. No proximate views to or from the Vinton Building would be obstructed or obscured by implementation of the Woodward Avenue LRT under Design Option 3. 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 an early twentieth-century, steel-frame office building or its association with that building type, the Vinton Company, and architect Albert Kahn. 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 3 would have **no adverse effect** to the Vinton Building.



Figure 95

Facing southwest along Congress Street to Woodward Avenue from east, side elevation of Vinton Building (at right)



Figure 96

Facing northwest along Woodward Avenue from Vinton Building's west-facing facade

State Savings Bank

(See Map Attachment E)

The State Savings Bank is a two-story, late nineteenth-century, commercial building designed by the firm of McKim, Mead & White in the Beaux Arts style. The property was listed in the NRHP under Criteria A and C for its importance to Detroit's financial industry and for exemplifying the Beaux Arts-style work of McKim, Mead & White.

Under Design Option 3, no project activity is proposed near the State Savings Bank.

No physical impacts to the State Savings Bank would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the State Savings Bank. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as a Beaux Art-style example of the work of McKim, Mead & White or its association with that architectural style, the McKim, Mead & White firm, or Detroit's financial history were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the State Savings Bank.

Detroit Club

(See Map Attachment E)

The Detroit Club is a four-and-one-half story, sandstone and red-brick building influenced by the Second Renaissance Revival and Richardsonian Romanesque styles. The property was listed in the NRHP under Criterion A for its significance in the social history of Detroit and under Criterion C as a significant example of clubhouse architecture.

Under Design Option 3, no project activity is proposed near the Detroit Club.

No physical impacts to the Detroit Club would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the Detroit Club. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as a significant example of clubhouse architecture, or its association with that building type or the social history of Detroit were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Detroit Club.

Gabriel Richard Building
(See Map Attachment E)

The Gabriel Richard Building is an early twentieth century, ten-story, steel-frame office building executed in the Commercial Style by the firm of Marshall & Fox. The building's style is expressed by its brick and terra-cotta cladding, large plate-glass windows, and classical design elements. The property was determined eligible to the NRHP under Criterion C as a good example of the Commercial Style and the work of Marshall & Fox.

Under Design Option 3, no project activity is proposed near the Gabriel Richard Building.

No physical impacts to the Gabriel Richard Building would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to the property or its NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from the Gabriel Richard Building. Therefore, no views to or from the property would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the property's integrity of feeling as an early twentieth-century, Commercial Style office building or its association with that building type or the firm of Marshall & Fox were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Gabriel Richard Building.

Washington Boulevard Historic District

(See Map Attachment E)

The Washington Boulevard Historic District extends three blocks along Washington Boulevard. Composed of twelve contributing buildings, from two to thirty-six stories in height, the district illustrates a range of architectural styles that include Art Deco, Beaux Arts, Chicago, Romanesque, and Tudor Gothic. The district was listed in the NRHP under Criterion A for its significance as a planned community development and its association with the City Beautiful Movement, and under Criterion C as an intact, early twentieth-century commercial streetscape.

Under Design Option 3, no project activity is proposed near the Washington Boulevard Historic District.

No physical impacts to the Washington Boulevard Historic District would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to individual properties within the district or the district's NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from properties within the Washington Boulevard Historic District. Therefore, no views to or from properties within the district would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the district. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the district's feeling as an early twentieth-century commercial district or its association with the historic commercial development of Downtown Detroit were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Washington Boulevard Historic District.

Capitol Park Historic District

(See Map Attachment E)

The Capitol Park Historic District is a large, triangular area located between Griswold Street, State Street, and Grand River Avenue. The district consists of seventeen late nineteenth-century, and early twentieth-century commercial buildings, executed in a variety of styles, and a landscaped open space containing one historical marker and one monument. The district was listed in the NRHP under Criterion A for its significance in the commercial history of Detroit, and under Criterion C and Criteria Consideration F for its collection of late nineteenth and early twentieth-century architecture and commemoration of Michigan's first state governor, Stevens T. Mason.

Under Design Option 3, no project activity is proposed near the Capitol Park Historic District.

No physical impacts to the Capitol Park Historic District would occur, as no portion of the proposed guideway, OCS, and LRT stations would be proximate to individual properties within the district or the district's NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

No portion of the proposed guideway, OCS, or LRT stations would be visible from properties within the Capitol Park Historic District. Therefore, no views to or from properties within the district would be obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the district. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the district's feeling as a collection of late nineteenth-century and early twentieth-century commercial buildings surrounding a park space, or its association with various architectural types and styles or the commercial history of Detroit were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to the Capitol Park Historic District.

Michigan Soldiers' and Sailors' Monument

(See Map Attachment E; see Figures 97-98)

The Michigan Soldiers' and Sailors' Monument is a commemorative Civil War monument designed by sculptor Randolph Rogers and located in the southeast corner of Campus Martius Park. The massive, granite monument incorporates Neoclassical-style design elements including idealized bronze statues, simple entablatures, and Greek-inspired ornament. The monument was listed in the NRHP under Criterion C and Criteria Consideration F as an excellent example of Neoclassical-style commemorative architecture and the work of Randolph Rogers.

Near the monument, project implementation under Design Option 3 would be limited to the installation of the guideway alignments and the OCS along the Woodward Avenue's eastern and western edges. The OCS would be installed along the alignment, in roadway right-of-way, and consist of support poles and wires.

No physical impacts to the Michigan Soldiers' and Sailors' Monument 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 Michigan Soldiers' and Sailors' Monument under Design Option 3, these project facilities represent a minor alteration to the monument's urban settings. Significant, recent modifications to the monument's setting include the construction of high-rise office buildings to the monument's north, east, and west; the reconstruction of Campus Martius Park; and the relocation of the monument within the park. These changes have diminished the monument's integrity of setting, which can no longer be considered a character-defining element of the historic property. No views to or from the monument would be obscured, and no visual effects to the monument were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for the monument. Therefore, project implementation would have no adverse effect to the monument's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, no effects to the monuments' integrity of feeling as a Neoclassical-style, commemorative Civil War monument or its association with that style, type of monument, or sculptor Randolph Rogers were identified.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no adverse effect** to the Michigan Soldiers' and Sailors' Monument.



Figure 97

Facing south along Woodward Avenue to Congress Street from Michigan Soldiers' and Sailors' Monument



Figure 98

Facing north to Woodward Avenue from Michigan Soldiers' and Sailors' Monument

Lower Woodward Avenue Historic District

(See Map Attachment E; see Figures 99-100)

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 under Design Option 3 would include the installation of the guideway alignments and the OCS along Woodward Avenue. The embedded guideway would be located along Woodward Avenue's eastern and western edges and in existing rights-of-way. The OCS, consisting of support poles and wires, would be installed along the alignment and in the existing right-of-way. A pair of side-platform LRT stations would be located approximately 115 feet south of the district's NRHP boundary along Woodward Avenue.

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 the LRT guideway and OCS installation 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 contributing properties within the Lower Woodward Avenue Historic District, these project facilities represent a minor alteration to the district's urban setting and would not obstruct or obscure any historically significant views. The proposed LRT station would be located outside of the district and approximately 100 feet south of the district's NRHP boundary. No historically significant views were identified in this area; views from the district to the south encompass large, multi-story, non-historic buildings. No historically significant views to, from, or within the district would be obscured by any project facility, and no visual impacts 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 adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth and early twentieth-century commercial streetscape or its association with the architectural styles contained within. Therefore, the project would have no effect on the Lower Woodward Avenue Historic District's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no adverse effect** to the Lower Woodward Avenue Historic District.



Figure 99

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

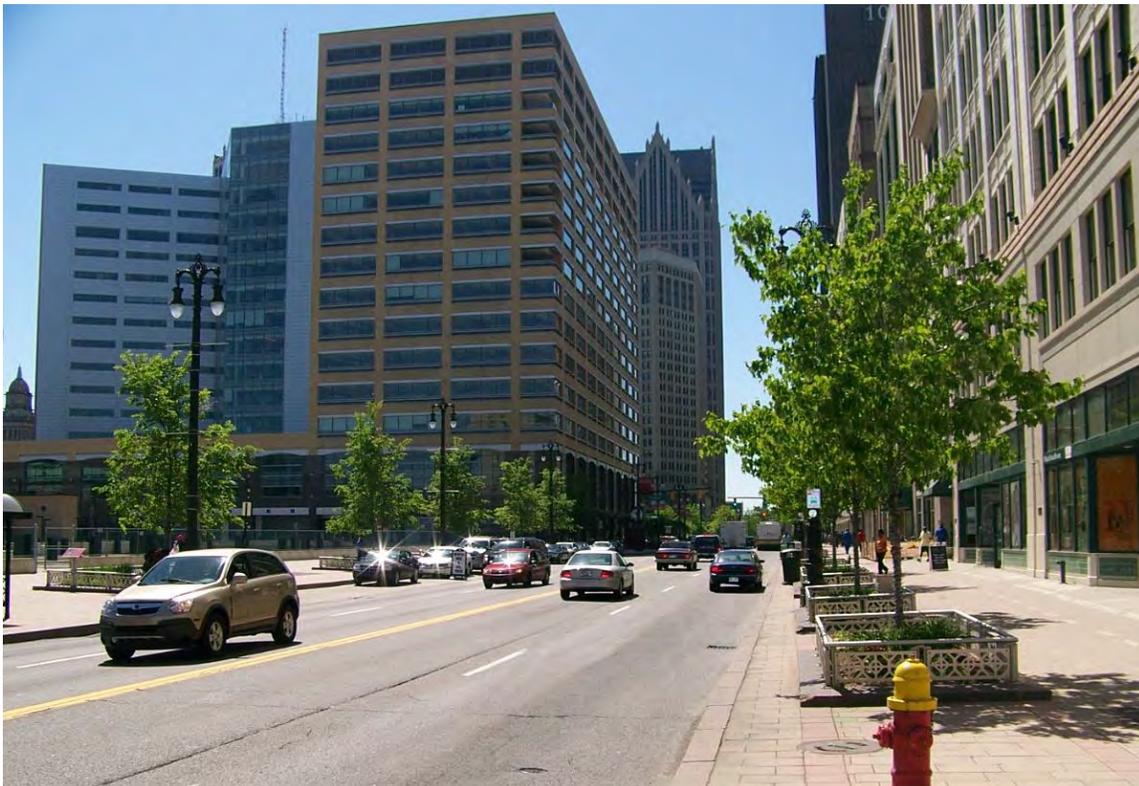


Figure 100

Facing south along Woodward Avenue to Lower Woodward Avenue Historic District's contributing buildings (at right) between State Street and Grand River Avenue

Grand Circus Park Historic District

(See Map Attachment E; see Figures 101-104)

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 3 would include installation of the guideway alignment and OCS along Woodward Avenue and construction of two side-platform LRT stations along that street between Park and East Adams avenues. The curb-running guideway would be located along Woodward Avenue's eastern and western edges and in its right-of-way. The OCS, consisting of support poles and wires, would be installed along the alignment and in roadway rights-of-way. The proposed stations, consisting of near-grade platforms and stations shelters with roof-mounted billboard structures, would be located along Woodward Avenues eastern and western curbs and in its existing right-of-way, adjacent to either side of Grand Circus Park.

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 the LRT guideway, OCS, and station construction contain non-historic sidewalks, tree wells, and reconstructed roadways; these features do not contribute to the historic district's significance. Therefore, no effects to the property's integrity of location, materials, and workmanship would occur.

Project implementation would adversely affect the Grand Circus Park Historic District's design. The proposed guideway and OCS would be visible from some contributing buildings within the district's boundaries; however, the impacts to the park itself are significant. Previously built modern structures containing staircases to an underground parking facility are present and currently intrude on the park's design and greenspace. The project would introduce additional incompatible elements into the park's axial design and interrupt the design intent of the space. As a result, the project would result in a cumulative adverse effect to the park's integrity of design and to the Grand Circus Park Historic District.

No auditory, vibratory, or atmospheric impacts were identified for the district. However, 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. The introduction of incompatible built elements into an area of the historic district dedicated to greenspace would diminish the integrity of setting of the park and the historic district. The proposed stations, located adjacent to Grand Circus Park, would obscure views of the park areas from Woodward Avenue. While the previous construction of the enclosed staircases and the demolition of contributing buildings are not related to the project, the station construction would result in a cumulative adverse effect to the Grand Circus Park Historic District's integrity of setting.

Although an adverse effect to the property's setting would occur, no project activity would alter the district's feeling as a collection of high-style, nineteenth- and twentieth-century commercial buildings, or its association with the various architectural styles contained in the district or Detroit's social history. 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 Design Option 3 would have **adverse effect** to the Grand Circus Park Historic District.



Figure 101

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



Figure 102

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



Figure 103
Facing east across Woodward Avenue to east side of Grand Circus Park



Figure 104
Facing southwest along Woodward Avenue from Grand Circus Park

Central United Methodist Church

(See Map Attachment E; see Figures 105-106)

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 the Central United Methodist Church, project implementation under Design Option 3 would include installation of guideway alignments and the OCS along Woodward Avenue, and construction of two side-platform stations along that street between Park and East Adams avenues. The embedded, curb-running guideway would be located along Woodward Avenues eastern and western edges and in its right-of-way. The OCS, consisting of support poles and wires, would be installed along the alignment, also in the street's right-of-way. The southbound LRT station would be located approximately 160 feet south of the building's southwest corner and NRHP boundary; the northbound LRT station would be located approximately 250 feet southwest of the building's southwest 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 would represent a minor alteration to the district's urban setting. The proposed LRT stations would be located adjacent to Grand Circus Park, south of the property. Substantial previous modifications to the property's setting include the demolition of buildings to the property's north and east, and the construction of a large stadium, Comerica Park, to the property's east. The remaining vestiges of the church's historic setting and its significant views will be diminished by the proposed station construction within Grand Circus Park, resulting in a loss of integrity of setting and a cumulative adverse effect. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 3 would have an 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 3 would have an **adverse effect** to the Central United Methodist Church.



Figure 105

Facing southwest along Woodward Avenue to Grand Circus Park Historic District from southwest corner



Figure 106

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

Francis Palms Building and State Theater

(See Map Attachment E; see Figures 107-109)

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.

Near the Francis Palms Building and State Theater, project implementation under Design Option 3 would include construction of guideway alignments and the OCS along Woodward Avenue. The embedded, curb-running guideway would be located near Woodward Avenue's eastern and western edges and in its right-of-way; the southbound guideway would be approximately 60 feet east of the property's NRHP boundary. The OCS, consisting of support poles and wires, would be installed along the alignment and in the right-of-way.

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 some portions of the Francis Palms Building and State Theater, these project facilities would represent a minor alteration to the property's substantially altered urban setting. No views to or from the building would be obscured. Because no views would be obscured, 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 under Design Option 3 would have no effect to the Francis Palms Building and State Theater's integrity of setting.

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 style. Therefore, 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 3 would have **no effect** to the Francis Palms Building and State Theater.



Figure 107

Facing southeast along Woodward Avenue to Central United Methodist Church (at left) and Grand Circus Park Historic District (at center) from Francis Palms Building and State Theater's southeast corner (at right)



Figure 108

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



Figure 109

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 E; see Figures 110-112)

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 under Design Option 3 would include construction of guideway alignments and two side-platform LRT stations along Woodward Avenue. The embedded, curb-running guideway would be located near Woodward Avenue's eastern and western edges and in its right-of-way; the southbound guideway would be approximately 55 feet east of the property's NRHP boundary. The proposed OCS, consisting of support poles and wires, would be installed along the alignment. The nearest proposed LRT stations, including two near-grade platforms, each with station shelters including roof-mounted billboard structures, would be located just north of the property along Woodward Avenue. The southbound station would be approximately 80 feet northeast of the property's NRHP boundary, and the northbound station would be approximately 115 feet northeast of the property's 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 this area, 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 historic property, these facilities represent a minor alteration to the property's urban setting. No views to or from the building would be obscured. The nearest proposed LRT stations would be located just north of the property along Woodward Avenue and in front of St. John's Episcopal Church. Although the proposed LRT station structures would be visible from the historic property, their size and scale would represent a minor alteration to the property's setting and would not obstruct any views to or from the building. Views from the Fox Theatre to and from St. John's Episcopal Church would be partially obstructed by the east platform's station shelter; however, a comparison of the buildings 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 historically significant views to or from the property were identified. Because no historically significant views would be obscured, no visual effects to this property were identified under Design Option 3. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 3 would have no adverse effect to the Fox Theatre Building National Historic Landmark's 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 will have no effect on the Fox Theatre Building National Historic Landmark integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no adverse effect** to the Fox Theatre Building National Historic Landmark.



Figure 110

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



Figure 111

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



Figure 112

Facing northeast along Woodward Avenue to St. John's Episcopal Church (at center) from Fox Theatre Building National Historic Landmark's east-facing facade (at left)

St. John's Episcopal Church

(See Map Attachment E; see Figures 113-114)

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 under Design Option 3 would include construction of guideway alignments and two side-platform LRT stations along Woodward Avenue. The guideway would be located near Woodward Avenue's outer edges and in its right-of-way, approximately 50 feet west of the property's NRHP boundary. The proposed OCS, consisting of support poles and wires, would be installed along the alignment and in roadway rights-of-way. The proposed LRT stations would consist of two, near-grade platforms, each with station shelters with roof-mounted billboard structures, located on the eastern and western sides of Woodward Avenue between Montcalm Street and I-75/Fisher Freeway; the stations are located approximately 15 feet and 90 feet west of the property's NRHP boundary, respectively.

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 portions of the historic property, these project facilities represent a minor alteration to its visual setting. Further, although the proposed LRT station structures would also be visible from the historic property, their size and scale would represent a minor alteration to the property's setting. The proposed northbound station location is located just south of the property and in front of its adjacent, non-historic parking lot, and the southbound station is located directly opposite and adjacent a non-historic property across Woodward Avenue. Because St. John's Episcopal Church does not retain integrity of setting, no significant views to or from the property were identified, and no visual impacts to this 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 the property'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 or its association with that architectural style.

Based on this evaluation, the Woodward Avenue LRT Design Option 3 would have **no effect** to St. John's Episcopal Church.



Figure 113

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



Figure 114

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

Attachment F
Summary of Effects Determinations

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Attachment F – Summary of Effects Determinations

Between Downtown Detroit and I-75/Fisher Freeway, the Woodward Avenue LRT would be a street-running system located within existing roadways and roadway rights-of-way; this project planning approach minimizes direct physical impacts to historic properties. Within this portion of the APE, only the Macomb Monument, a contributing resource to the Washington Boulevard Historic District, is directly affected by the proposed project (under Design Option 2). Within this section of the project corridor, no station locations are proposed within the NRHP boundaries of individual historic properties or within the parcels of contributing properties within historic districts. Furthermore, no auditory, vibratory, or atmospheric, impacts to any historic properties were identified. Potential project impacts to historic properties in and between Downtown Detroit and I-75/Fisher Freeway are generally limited to changes to historic properties' visual settings.

The following table (Figure 115) and maps (Map Attachment F) summarize effects to each property under Downtown Design Options 1, 2, and 3.

Project implementation under Design Option 1 would result in four Adverse Effects, twelve findings of No Adverse Effect, and three findings of No Effect.

Project implementation under Design Option 2 would result in five Adverse Effects, ten findings of No Adverse Effect, and four findings of No Effect.

Project implementation under Design Option 3 would result in two Adverse Effects, seven findings of No Adverse Effect, and ten findings of No Effect.

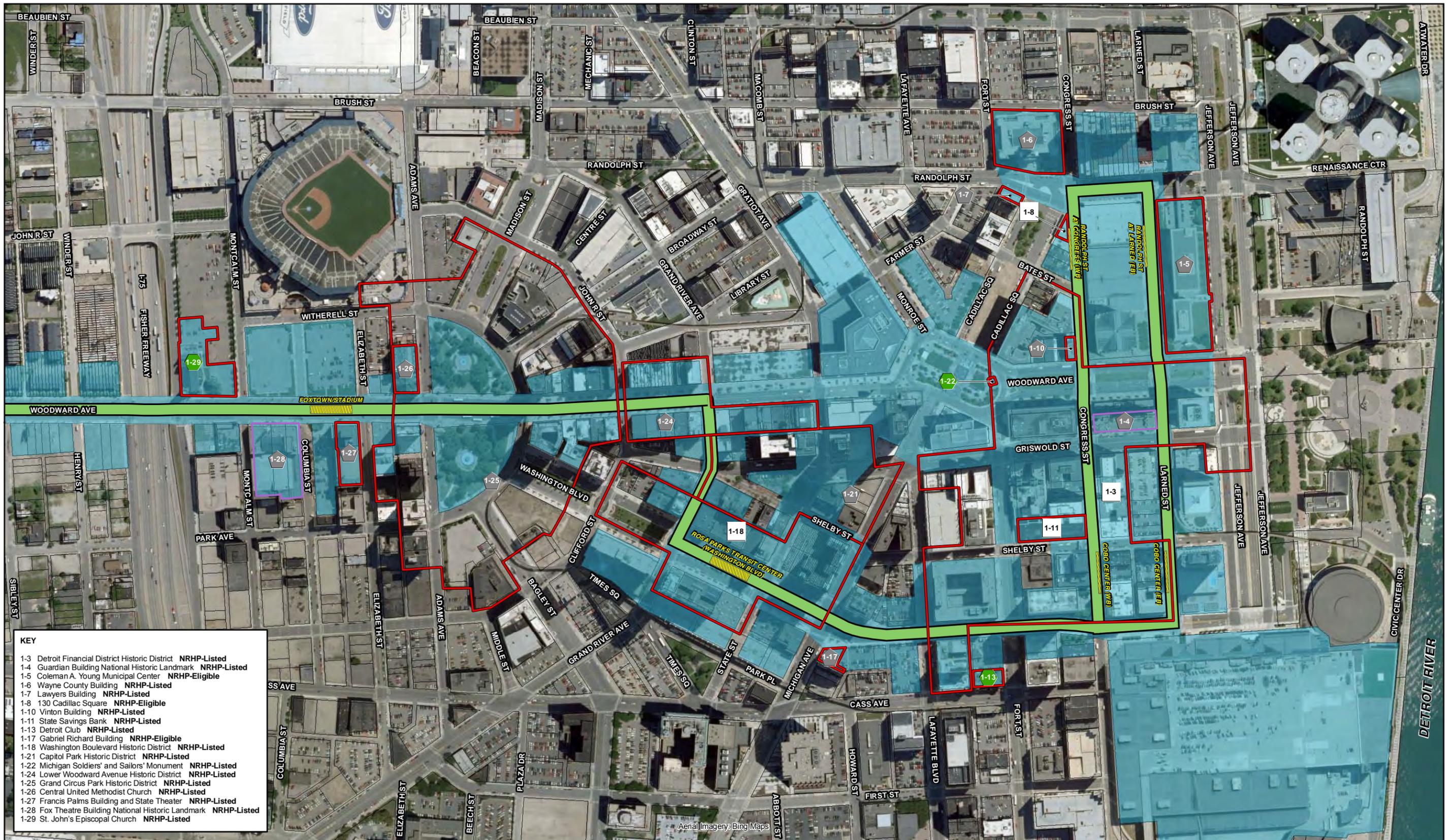
Although each historic property has been considered individually to allow for an accurate effects assessment, an overall finding of Adverse Effect has been determined for the Woodward Avenue LRT project between Downtown Detroit and I-75/Fisher Freeway. Additional effects assessments for remaining historic properties within the project's APE will be completed as part of forthcoming documentation.

Figure 115– Summary of Effects Determinations
 AE = Adverse Effect; NA = No Adverse Effect; NE = No Effect

Name	Design Option 1	Design Option 2	Design Option 3
Detroit Financial District Historic District <i>Listed 2009</i>	AE	AE	NA
Guardian Building National Historic Landmark <i>Listed 1989</i>	NA	NE	NE
Coleman A. Young Municipal Center <i>Determined eligible 2010*</i>	NA	NA	NA
Wayne County Building <i>Listed 1975</i>	NA	NA	NE
Lawyers Building <i>Listed 1982</i>	NA	NA	NE
130 Cadillac Square <i>Determined eligible 2010*</i>	AE	NA	NE
Vinton Building <i>Listed 1983</i>	NA	NA	NA

Name	Design Option 1	Design Option 2	Design Option 3
State Savings Bank <i>Listed 1982</i>	AE	NA	NE
Detroit Club <i>Listed 2004</i>	NE	NE	NE
Gabriel Richard Building <i>Determined eligible 2010*</i>	NA	AE	NE
Washington Boulevard Historic District <i>Listed 1982</i>	AE	AE	NE
Capitol Park Historic District <i>Listed 1999</i>	NA	NA	NE
Michigan Soldiers' and Sailors' Monument <i>Listed 1984</i>	NE	NE	NA
Lower Woodward Avenue Historic District <i>Listed 1999</i>	NA	NA	NA
Grand Circus Park Historic District <i>Listed 1982</i>	NA	AE	AE
Central United Methodist Church <i>Listed 1983</i>	NA	AE	AE
Francis Palms Building and State Theater <i>Listed 1982</i>	NA	NE	NE
Fox Theatre Building National Historic Landmark <i>Listed 1985</i>	NA	NA	NA
St. John's Episcopal Church <i>Listed 1982</i>	NE	NA	NA

* Determinations of eligibility are pending SHPO concurrence.

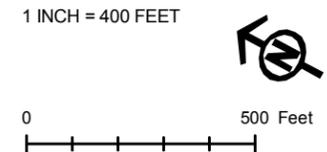


KEY

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



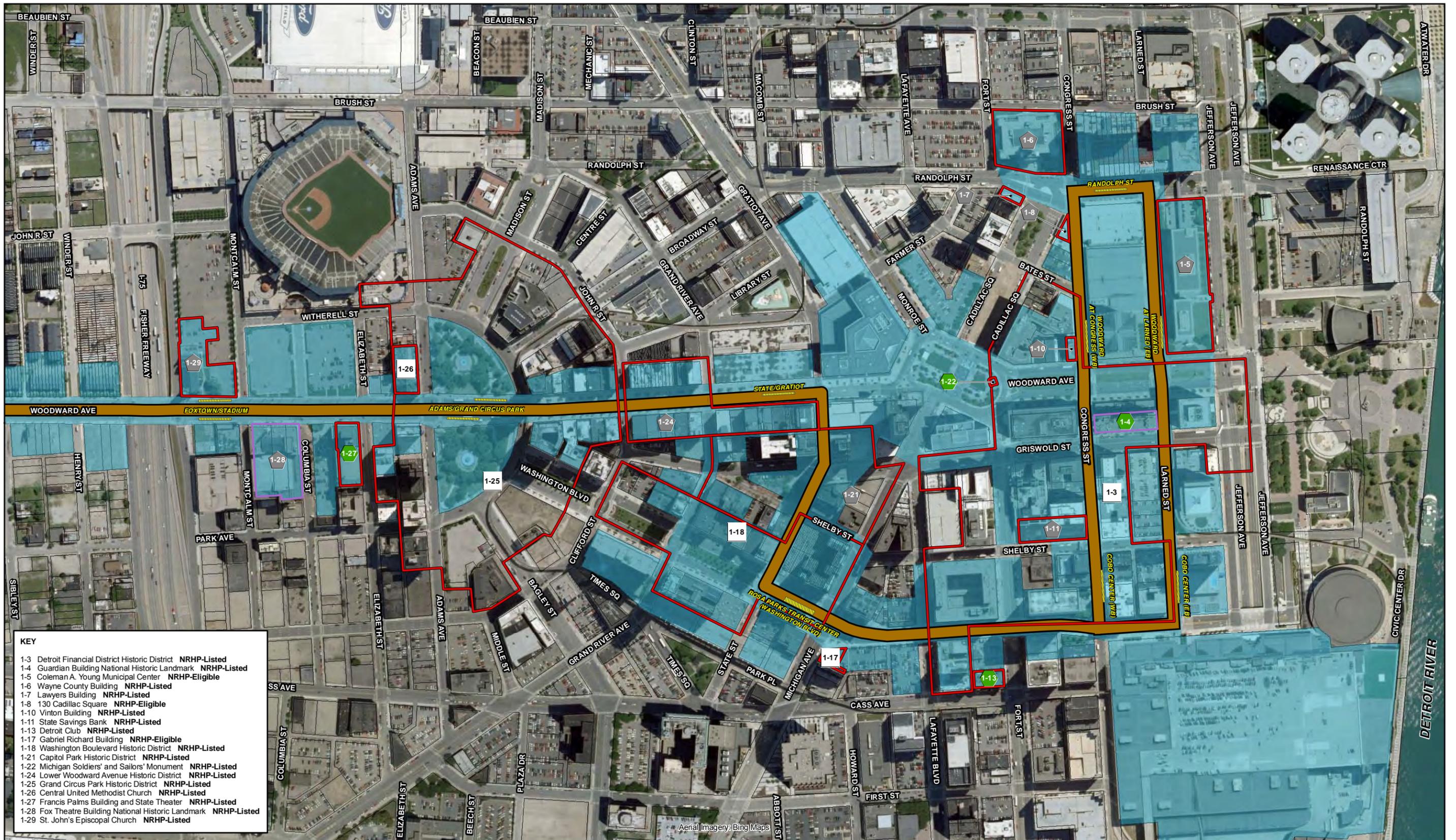
WOODWARD LIGHT RAIL



	Guideway Alignment - Design Option 1		National Historic Landmark		Adverse Effect
	Proposed Station		NRHP-Listed or Eligible Historic Property		No Adverse Effect
	Area of Potential Effects		No Effect		

Map Attachment F: Effects Determinations

Downtown Detroit to I-75/Fisher Freeway Design Option 1

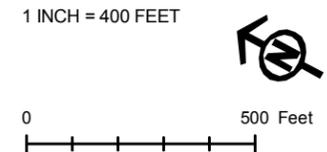


KEY

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



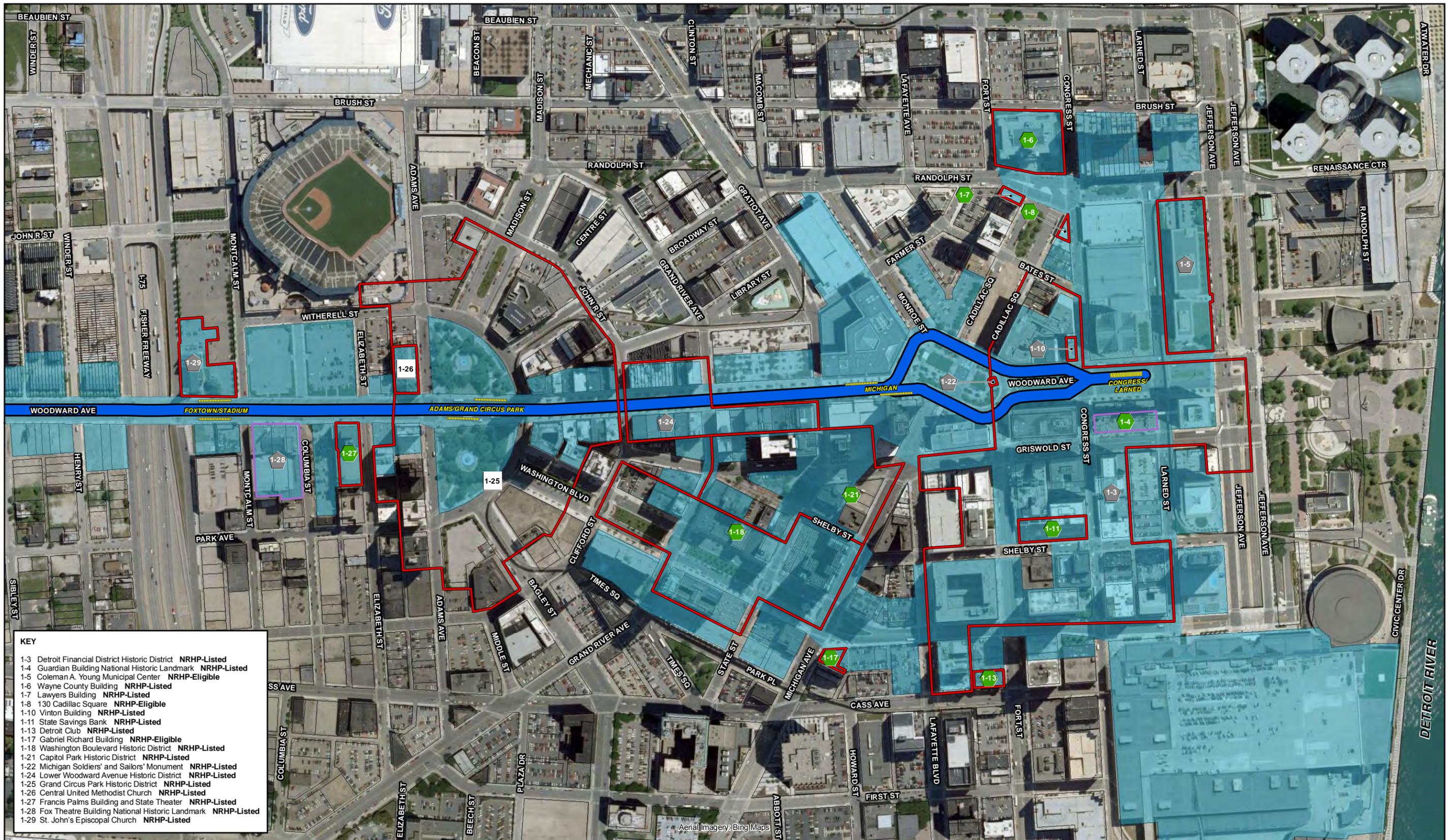
WOODWARD LIGHT RAIL



Guideway Alignment - Design Option 2	National Historic Landmark	Adverse Effect
Proposed Station	NRHP-Listed or Eligible Historic Property	No Adverse Effect
Area of Potential Effects	No Effect	

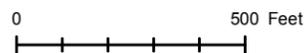
Map Attachment F: Effects Determinations

Downtown Detroit to I-75/Fisher Freeway Design Option 2



WOODWARD LIGHT RAIL

1 INCH = 400 FEET



Guideway Alignment - Design Option 3
 Proposed Station

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

Adverse Effect
 No Adverse Effect
 No Effect

Map Attachment F: Effects Determinations

Downtown Detroit to I-75/Fisher Freeway
Design Option 3