

Application for Section 106 Review

ER# 08-462

Phased Section 106 Submittal
Supplemental Report I

WOODWARD AVENUE LIGHT RAIL TRANSIT PROJECT

Detroit, Michigan

February 2011



U.S. Department
of Transportation
**Federal Transit
Administration**



City of Detroit
Department of Transportation

WOODWARD LIGHT RAIL

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STATE HISTORIC PRESERVATION OFFICE
Application for Section 106 Review

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Submit one copy for each project for which review is requested. This application is required. Please type. Applications must be complete for review to begin. Incomplete applications will be sent back to the applicant without comment. Send only the information and attachments requested on this application. Materials submitted for review cannot be returned. Due to limited resources we are unable to accept this application electronically.

I. GENERAL INFORMATION

THIS IS A NEW SUBMITTAL THIS IS MORE INFORMATION RELATING TO ER# 08-462

- a. Project Name: Woodward Avenue Light Rail Transit Project - Phased Sec. 106 Submittal; see Attachment A.
- b. Project Address (if available): Generally Woodward Avenue from Downtown Detroit to Michigan State Fairgrounds/8 Mile Road.
- c. Municipal Unit: Detroit and Highland Park County: Wayne
- d. Federal Agency, Contact Name and Mailing Address (If you do not know the federal agency involved in your project please contact the party requiring you to apply for Section 106 review, not the SHPO, for this information.): Tricia Harr, AICP, Environmental Protection Specialist, Federal Transit Administration, 1200 New Jersey Avenue SE, E43-105, Washington, DC, 20590; 202-366-0486 or tricia.harr@dot.gov
- e. State Agency (if applicable), Contact Name and Mailing Address: N/A
- f. Consultant or Applicant Contact Information (if applicable) *including mailing address*: Tim Roseboom, Project Manager, Detroit Department of Transportation, 1301 East Warren, Detroit, MI, 48207; 313-833-1196 or timros@detroitmi.gov

II. GROUND DISTURBING ACTIVITY (INCLUDING EXCAVATION, GRADING, TREE REMOVALS, UTILITY INSTALLATION, ETC.)

DOES THIS PROJECT INVOLVE GROUND-DISTURBING ACTIVITY? YES NO (If no, proceed to section III.)

Exact project location must be submitted on a USGS Quad map (portions, photocopies of portions, and electronic USGS maps are acceptable as long as the location is clearly marked).

- a. USGS Quad Map Name: Detroit and Highland Park, Attachment B.
- b. Township: T2S Range: R12E Section: N/A
- c. Description of width, length and depth of proposed ground disturbing activity: See Attachment A.
- d. Previous land use and disturbances: See Attachment A.
- e. Current land use and conditions: See Attachment A.
- f. Does the landowner know of any archaeological resources found on the property? YES NO
Please describe:

III. PROJECT WORK DESCRIPTION AND AREA OF POTENTIAL EFFECTS (APE)

Note: Every project has an APE.

- a. Provide a detailed written description of the project (plans, specifications, Environmental Impact Statements (EIS), Environmental Assessments (EA), etc. **cannot** be substituted for the written description): See Attachment A.
- b. Provide a localized map indicating the location of the project; road names must be included and legible.
- c. On the above-mentioned map, identify the APE.
- d. Provide a written description of the APE (physical, visual, auditory, and sociocultural), the steps taken to identify the APE, and the justification for the boundaries chosen. See Attachment A.

IV. IDENTIFICATION OF HISTORIC PROPERTIES

- a. List and date **all** properties 50 years of age or older located in the APE. If the property is located within a National Register eligible, listed or local district it is only necessary to identify the district: See Attachments A and D.
 - b. Describe the steps taken to identify whether or not any **historic** properties exist in the APE and include the level of effort made to carry out such steps: See Attachment A.
 - c. Based on the information contained in "b", please choose one:
 - Historic Properties Present in the APE
 - No Historic Properties Present in the APE
 - d. Describe the condition, previous disturbance to, and history of any historic properties located in the APE: See Attachments A and D.
-

V. PHOTOGRAPHS

Note: All photographs must be keyed to a localized map.

- a. Provide photographs of the site itself.
 - b. Provide photographs of all properties 50 years of age or older located in the APE (faxed or photocopied photographs are not acceptable).
-

VI. DETERMINATION OF EFFECT

- No historic properties affected based on [36 CFR § 800.4(d)(1)], please provide the basis for this determination.
- No Adverse Effect [36 CFR § 800.5(b)] on historic properties, explain why the criteria of adverse effect, 36 CFR Part 800.5(a)(1), were found not applicable.
- Adverse Effect [36 CFR § 800.5(d)(2)] on historic properties, explain why the criteria of adverse effect, [36 CFR Part 800.5(a)(1)], were found applicable.

***Please print and mail completed form and required information to:
State Historic Preservation Office, Environmental Review Office, Michigan Historical Center, 702
W. Kalamazoo Street, P.O. Box 30740, Lansing, MI 48909-8240***

Attachment A
Additional Information for
Application for Section 106 Review

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Attachment A – Additional Information for Application for Section 106 Review

Section I. General Information

NOTE: A phased historic property identification effort and effects assessment was deemed appropriate for the Woodward Avenue Light Rail Transit (LRT) Project and coordinated with the State Historic Preservation Office (SHPO) (see response to Section IV, Part A). Eight phased historic resources identification reports and effects assessment reports were submitted for SHPO review between September 2010 and November 2010. These reports identified historic properties (i.e., properties listed in or determined eligible for the National Register of Historic Places (NRHP)), and assessed project effects to historic properties located in the project's Area of Potential Effects (APE) along Woodward Avenue between Downtown Detroit and the project's northern terminus near the Michigan State Fairgrounds.

The enclosed survey data forms and effects assessments comprise a supplemental technical report to the previously submitted phased historic resources identification reports and assessment of effects reports. This supplemental report was developed in response to SHPO comments regarding select NRHP determinations of eligibility that did not indicate concurrence with the eligibility findings in the previously submitted reports and/or suggested additional information was required to concur with determinations. During a Federal Transit Administration (FTA) conference call with SHPO staff on January 13, 2011, to discuss and finalize the determinations of eligibility in question, an agreement was reached between FTA and the SHPO regarding the NRHP eligibility status of these properties. In addition, a supplemental technical report, including revised survey data forms to convey these changes, along with corresponding effects evaluations, was deemed appropriate. One adverse effect, to the Woodward-West Palmer-Cass-West Kirby Historic District, was identified. Based on prior correspondence with SHPO staff, the SHPO concurred that the Woodward Avenue LRT Project would not adversely affect any of the remaining historic properties documented in this supplemental report.

As applicable, specific information included in this supplemental report updates or supersedes information presented in the previously submitted technical reports; all other information from the previously submitted reports remains valid.

Per the SHPO's request, additional determinations of eligibility and assessments of effect related to revised or updated project information as described in this report are included in a separate addendum report, Supplemental Report II, that has been concurrently submitted for SHPO review.

Section II. Ground Disturbing Activity

c. Describe the proposed dimensions of ground disturbing activity. Plans and specifications should not be substituted here. Example: 4 feet wide, 20 feet long, 2 feet deep.

The Woodward Avenue LRT Project would extend approximately 8.7 miles from Downtown Detroit near the Detroit River north to the project's northern terminus, located approximately 200 feet south of M-102/8 Mile Road, generally along Woodward Avenue. The total project length, including circulation in Downtown Detroit, would be 9.5 linear miles. The majority of the project corridor falls within the City of Detroit, with approximately two miles (from Webb Street to McNichols Street) located within the City of Highland Park. All rail line construction, including

the guideway, tracks, rails, overhead contact system (OCS) poles, and stations, would occur within existing roadway rights-of-way and within travel lanes and/or median areas/sidewalks. The width and depth of ground disturbance would vary from approximately 28 to 48 feet wide and from 0 to 3 feet deep.

Potential vehicle storage and maintenance facility (VSMF) sites have been identified. These areas, along with appropriate adjacent parcels, have been included in the APE. VSMF design would be site-specific and include a yard and various industrial buildings. Specific information regarding the width and depth of disturbance for VSMF construction is not currently available.

New project information indicates the proposed locations of traction power substations (TPSS) and construction staging areas, as well as a refinement to the Michigan State Fairgrounds station location (see Attachment C). TPSS facilities would be approximately 60 by 25 feet. Construction staging areas would vary in size but be limited to temporary project equipment storage. Construction at the revised Michigan State Fairgrounds station location, including the guideway, tracks, rails, OCS poles, pedestrian bridge, and stations, would primarily occur within existing roadway rights-of-way and within median areas, travel lanes, and sidewalks. The precise size of the associated park-and-ride facility, which has been relocated north of the Michigan State Fairgrounds, has not been determined. Specific information regarding the width and depth of disturbance for TPSS sites, construction staging areas, and the proposed park-and-ride facility, is not currently available.

This report addresses potential effects to aboveground historic properties; archaeological reports will address potential effects to below-ground historic properties.

d. Describe the previous use of the land. Was it farm land, an industrial site, a homestead, etc.? Was there a utility corridor placed on the property, were sewer and waterlines placed there 10 years ago, etc.?

Woodward Avenue

Originally a Native American trail, Woodward Avenue became the main thoroughfare for the City of Detroit and eventually stretched twenty-seven miles from the Detroit River in urban Downtown Detroit through rural and later suburban areas northwest of the city to the City of Bloomfield Hills. In 1863, horse-drawn rail car lines were installed along four major Downtown Detroit roads, including Woodward Avenue from Jefferson Avenue to Alexandrine Street. Electric streetcar service replaced horse-drawn rail cars in late 1892.

In 1908, the world's first mile of concrete roadway was built on Woodward Avenue between 6 Mile and 7 Mile roads. The entire twenty-seven-mile length of Woodward Avenue was paved in 1916, and the nation's first three-color, four-way traffic light was installed in 1919 at the Woodward Avenue and Michigan Avenue intersection. After many legal disputes, Woodward Avenue was widened from 66 feet to 120 feet in 1936. The widening resulted in the demolition, relocation, or renovation of numerous buildings along the road. Streetcar operations along Woodward Avenue ended in April 1956. Today, the Detroit People Mover, a 2.9-mile elevated light rail system, provides local service between buildings and neighborhoods in Downtown Detroit.

Downtown Detroit and Midtown Area

The historic core from which the rest of the city later developed extended from the Detroit River to what is now the I-75/Fisher Freeway. Through the nineteenth and twentieth centuries, the city steadily expanded northward with farmland giving way to residential neighborhoods,

commercial buildings, factories, universities, and municipal and cultural institutions. This area contains numerous office towers, churches, theaters, and smaller commercial buildings constructed in a variety of architectural styles, including Art Deco, Beaux Arts, Chicago Style, Gothic Revival, Romanesque Revival, and modern styles. The stretch of Woodward Avenue from Grand Circus Park to Mack Avenue was known as Piety Hill due to the numerous churches located in that area. In the early twentieth century, the construction of the Italian Renaissance-style Detroit Public Library, the Beaux Arts-style Detroit Institute of Arts, and portions of the Wayne State University campus created Detroit's Cultural Center in the Midtown area. Midtown encompasses the area located approximately between the north end of Downtown Detroit and the New Center area near the Woodward Avenue and Grand Boulevard intersection. The Cultural Center was later expanded in the mid-twentieth century with the construction of the Prairie-style Detroit Historical Museum and other cultural institutions.

New Center Area

New Center developed in the 1920s in response to the increase in automotive factories and industries in the area. This development and the creation of a small commercial and business core led to extensive residential development of the surrounding areas that housed workers associated with New Center's factories and commercial enterprises. A three-block commercial district developed on Woodward Avenue; it includes two- and three-story brick commercial buildings in the Neoclassical and Art Deco styles. The General Motors Corporation and the Fisher family, prominent local real estate developers, constructed Neoclassical-style and Art Deco-style skyscrapers along Grand Boulevard to the west of Woodward Avenue and the New Center commercial district.

North of New Center, the neighborhoods of Virginia Park, Arden Park, and Boston-Edison developed in the early twentieth century as enclaves for the middle class, upper middle class, and the wealthy. The neighborhoods feature a mix of houses and mansions, including Prairie, Craftsman, and English Revival architectural styles.

Highland Park

Along Woodward Avenue, the City of Highland Park stretches from Webb Street to McNichols Road. Highland Park incorporated as a village in 1889 and as a city in 1918. The location of the Highland Park Ford Plant along Woodward Avenue spurred the development of the community from a small farming village to an urban industrial center. Commercial buildings, apartment buildings, and church buildings on Woodward Avenue were constructed in the Gothic Revival, Beaux Arts, Renaissance Revival, and Craftsman styles; they vary in height from two to eight stories, depending on the building type. Residential neighborhoods located approximately one block east and west of Woodward Avenue commonly include the American Foursquare and bungalow forms in the Craftsman, Prairie, and English Revival styles. In 1944, the world's first limited-access urban expressway, the Davison Freeway (now M-8 and recently reconstructed), was opened through the city center. The closure of the Highland Park Ford Plant in the late 1950s contributed to population and economic declines in the city.

Palmer Park Area

The City of Detroit jurisdiction resumes north of McNichols Road and includes Palmer Park and the Palmer Woods neighborhood. Palmer Park is a large 270-acre public park and golf course deeded to the city in 1893. Constructed prior to World War II, the apartment buildings south of Palmer Park include the Egyptian, Spanish, Mediterranean, Venetian, Tudor, and Moorish revival styles, and the Art Moderne and International styles. North of Palmer Park is the Palmer Woods neighborhood that developed from farmland in the 1920s as an upper-class neighborhood of large Tudor Revival-style homes. North of Palmer Park and the Palmer Woods

neighborhood are the Evergreen and Woodlawn cemeteries, which date to 1905 and 1895, respectively. The sprawling Michigan State Fairgrounds are located on the east side of Woodward Avenue between West State Fair Avenue and 8 Mile Road. Organized in Detroit in 1849, the fairgrounds were moved to their present location in 1905. The main fairground buildings were constructed in the Neoclassical style typical of fair architecture in the early twentieth century. Various buildings within the complex also represent Greek Revival, Arts and Crafts, and modern styles.

e. Describe the current use and condition of the property.

The Woodward Avenue LRT Project traverses a diverse area containing commercial, institutional, civic, recreational, industrial, and residential uses. Woodward Avenue remains a major thoroughfare from the Detroit River and the Central Business District of Downtown Detroit north to 8 Mile Road. Throughout the proposed project corridor along Woodward Avenue, commercial, institutional, and industrial land use is most common, with sprawling residential areas frequently located beyond development immediately fronting Woodward Avenue. Both modern redevelopment and vacant and cleared land are most common between the I-75/Fisher Freeway and the I-94/Ford Freeway. Despite some modern development, older buildings and neighborhoods are located throughout the corridor. Many historic buildings and neighborhoods along Woodward Avenue have been listed in the NRHP and/or have been locally designated as historic by the appropriate local municipality or by the State of Michigan.

Between Downtown Detroit and the I-75/Fisher Freeway, which is the southernmost portion of the study area, the APE encompasses the densely developed Downtown Detroit area and includes many of Detroit's most prominent historic sites, civic buildings, and cultural attractions, including Campus Martius Park, the Fox Theatre, major league sports arenas, and the Cobo Convention and Exhibition Center. Buildings in Downtown Detroit are predominately skyscrapers interspersed with smaller commercial buildings.

Between I-75/Fisher Freeway and Grand Boulevard, which is the middle, southern portion of the study area, the APE encompasses Detroit's Midtown area and a portion of the New Center area. The Midtown area includes the Wayne State University campus, the Medical Center, and the Cultural Center and contains many prominent historic sites, such as the Detroit Institute of Arts and the Detroit Public Library, as well as commercial, residential, and civic buildings. The New Center area includes a mix of commercial and industrial buildings related to the growth of the automobile industry in Detroit.

Between Grand Boulevard and M-8/Davison Freeway, which is the middle, northern section of the study area, the APE encompasses portions of Detroit's New Center area and the City of Highland Park. The New Center area includes a mix of commercial, civic, and residential buildings, including the historic Virginia Park residential neighborhood. North of the New Center Area, other prominent sites include the historic Boston-Edison and Arden Park-East Boston neighborhoods. The City of Highland Park also includes a mix of commercial, residential, and civic buildings, including the historic Highland Heights-Stevens Subdivision neighborhood, the McGregor Library, and the City of Highland Park Robert B. Blackwell Municipal Building.

Between M-8/Davison Freeway and the project's northern terminus south of M-102/8 Mile Road, the northernmost portion of the study area, the APE encompasses a portion of the City of Highland Park (between M-8/Davison Freeway and McNichols Road) and the City of Detroit (between McNichols Road and M-102/8 Mile Road). The City of Highland Park includes a mix of commercial, industrial, residential, and civic buildings, such as the City of Highland Park

Municipal Buildings Historic District, and prominent historic properties, such as the Highland Park Ford Plant National Historic Landmark. North of Highland Park, the City of Detroit resumes and includes a mix of commercial and residential buildings and recreation sites, such as Palmer Park and the Palmer Park Golf Course. Other prominent sites include the Michigan State Fairgrounds, the Palmer Woods Historic District, and Woodlawn Cemetery.

Section III. Project Work Description and APE

a. Provide a detailed written description of the project.

The Woodward Avenue LRT Project would consist of an approximately 9.5-mile fixed guideway LRT system located primarily along the Woodward Avenue corridor in Detroit and Highland Park, Michigan (see Attachment C). The project alignment would extend from Downtown Detroit to its northern terminus, located approximately 1,200 feet south of M-102/8 Mile Road and proximate to the Michigan State Fairgrounds. The proposed system would use steel-wheel LRT vehicles with a typical train consisting of two cars. The system would generally be street running.

Three design options are being considered. Within Downtown Detroit, the guideway would be installed in existing streets with the light rail train sharing the roadway with vehicular traffic. Each design option follows a unique alignment through the downtown area. North of the downtown area and south of Custer Street, the LRT would be located on the Woodward Avenue corridor, either in the median or along the rightmost travel lane in both the northbound and southbound directions. From Custer Street to the alignment's northern terminus, located approximately 1,200 feet south of M-102/8 Mile Road and proximate to the Michigan State Fairgrounds, the three design options are identical. In this area, the alignment would generally be located in the median of Woodward Avenue.

Design Alternatives

Three design alternatives, A1, B2, and B3 (formerly referred to as Design Options 1, 2, and 3, respectively) are being considered (see Attachments B and C).

Design Alternative A1

This design option provides circulation within portions of the downtown area. A loop would include one-way guideway alignments using Larned, Randolph, and Congress streets via Washington Boulevard. In the downtown loop, the guideway would be installed in the existing street with the light rail train sharing the roadway with existing traffic. A two-way guideway would follow Washington Boulevard north to Grand River Avenue and would be located in the median. At Grand River Avenue, the alignment would turn east along that street and then turn north onto Woodward Avenue. Along Grand River Avenue, Washington Boulevard, and the downtown loop, the guideway would be installed in the existing street with the light rail train sharing the roadway with vehicular traffic.

From Grand River Avenue to the alignment's northern terminus, Design Alternative A1 would be located in the median of Woodward Avenue, separate from vehicular traffic.

Design Alternative B2

This design option generally follows the same streets along a slightly different alignment in the downtown area as Design Alternative A1; however, from Washington Boulevard, it is routed to the east along State Street before turning north onto Woodward Avenue.

From State Street north to Custer Street, Design Alternative B2 would be located along the right-most travel lane of Woodward Avenue in both the northbound and southbound directions.

From Custer Street to the alignment's northern terminus, Design Alternative B2 would be located in the median of Woodward Avenue, separate from vehicular traffic.

Design Alternative B3

This option is located within Woodward Avenue along its entire route. It would originate in the downtown area between Larned and Congress streets. Just north of this point, the guideway would circumnavigate Campus Martius Park.

From Campus Martius Park to Custer Street, the guideway would be located along the right-most travel lane of Woodward Avenue in both the northbound and southbound directions.

From Custer Street to the alignment's northern terminus, Design Alternative B3 would be located in the median of Woodward Avenue, separate from vehicular traffic.

Project Elements and Facilities

The proposed LRT system would require the construction of several supporting project elements and facilities, including trackwork, a traction electrification system, TPSSs, VSMF sites, and LRT stations. A brief description of each follows.

Trackwork: The light rail system would run on a guideway comprised of steel tracks at a standard gauge of 4 feet, 8.5 inches. The guideway would be located exclusively within existing road rights-of-way, except near the VSMF (site unconfirmed at this time). Portions of the guideway would be exclusive to light rail operations; however, some areas would circulate in vehicular traffic. The guideway would generally be embedded in the pavement. However, north of Merton Road/Dakota Avenue, and within the area considered in this submittal, the guideway would be placed on ballast within Woodward Avenue's grassed median.

Traction Electrification System: A simple catenary system would be used for the traction power contact system. The OCS would consist of support poles and wires providing electrification to the light rail vehicles. These features would be located along the proposed route and situated in existing road rights-of-way.

Traction Power Substations: Spaced along the proposed route at approximately one-mile intervals, these substations would supply power to the LRT system. The typical TPSS would be a one-story, rectangular, approximately 60 by 25-foot building requiring vehicular access and a relatively small site (35 by 70 feet). The substations would incorporate context-sensitive materials to blend the building into the existing streetscape. Additionally, measures to screen the TPSS to minimize potential visual impact may be employed. At this time, nine preliminary locations for the substations have been determined. The OCS would connect to the TPSS and include overhead wires and support poles.

Vehicle Storage and Maintenance Facility: A facility would be required to store and maintain the light rail vehicles. Typical functions at this location would include vehicle storage, paint booth, lifts, pits, wheel truing, wash bays, and associated administrative functions. It is expected that the site selected would be: 1) no less than five acres in size; 2) close to the transit alignment; and 3) located in an area consistent in land use and zoning. Selection of a preferred site is ongoing. Three potential sites for this facility have been identified.

LRT Stations: Major features of the LRT stations would be the platforms and shelters. The platform length is derived from the length of the LRT vehicles, and with the two-car trains proposed for the Woodward Avenue LRT Project, a typical near-grade platform for proposed LRT stations between Grand Boulevard and M-8/Davison Freeway would be 200 feet (two 90-foot vehicles plus approximately 20 feet for loading space and milling area). The platforms would have access ramps (up to 24 feet long) and landing areas (up to 6 feet) to provide pedestrian access to the platforms. Given the various site conditions at stations along the proposed route, total station length would vary from 180 to 260 feet. Typical width would be 18 to 24 feet for double-sided platforms, and approximately 12 feet for single-sided platforms; typical platform height would be 14 inches to accommodate the proposed low-floor LRT vehicles. Stations proposed as part of Design Alternatives B2 and B3 would have roof-mounted billboards atop each station.

Station shelters may be designed with a signature look and/or be context-sensitive to the respective setting at each site. Station shelters protect waiting passengers from the elements and can include special features such as passenger displays, sound systems, lighting, and heating elements. Other facilities and station furniture would include ticket vending and security equipment, schedule and area information cases, railings, benches, and litter receptacles.

The station locations between Downtown Detroit and I-75/Fisher Freeway are summarized below:

LRT Station Locations between Downtown Detroit and I-75/Fisher Freeway

Station	w/Design Alternative A1	w/Design Alternative B2	w/Design Alternative B3
Cobo Center: E (Larned at Washington Blvd.) and W (Congress at Washington)	X	X	
Woodward: E (Larned at Woodward) and W (Congress at Woodward)		X	X*
Randolph St.: E (Larned at Randolph) and W (Congress at Randolph)	X		
Randolph Street		X	
Rosa Parks Transit Center (Washington Blvd.)	X	X	
State/Gratiot		X	
Michigan			X
Adams/Grand Circus Park		X	X

Station	w/Design Alternative A1	w/Design Alternative B2	w/Design Alternative B3
Foxtown/Stadium	X	X	X
Total Stations	4	7	4

*Located directly on Woodward Avenue between Larned and Congress streets

The station locations between I-75/Fisher Freeway and Grand Boulevard are summarized below:

LRT Station Locations between I-75/Fisher Freeway and Grand Boulevard

Station	w/Design Alternative A1	w/Design Alternatives B2 and B3
Temple Street		X
MLK Boulevard/ Mack Avenue	X	X
Canfield Street		X
Warren Avenue	X	X
Ferry Street		X
Piquette Street/ Amtrak Station	X	X
Grand Boulevard	X	X
Total Stations	4	7

Three station locations are proposed along Woodward Avenue between Grand Boulevard and M-8/Davison Freeway: at Hazelwood Street/Holbrook Street, Calvert Street, and Glendale Street.

Four station locations are proposed along Woodward Avenue between M-8/Davison Freeway and the project's northern terminus: just north of Manchester Street (approximately 75 feet north of intersection), just north of McNichols Street (approximately 65 feet north of intersection), just north of 7 Mile Road (approximately 50 feet north of intersection), and just south of the project's northern terminus and proximate to the Michigan State Fairgrounds (approximately 1,300 feet north of the West State Fair Avenue intersection).

Of note, per project refinement, the Michigan State Fairgrounds station location has been changed. The station would now be approximately 900 feet north of the location indicated in previously submitted reports. The station would incorporate a pedestrian overpass over Woodward Avenue's northbound lanes; the overpass would be located at the station platform's north end and include elevators and staircases. A park-and-ride facility associated with the Michigan State Fairgrounds station and previously proposed for location within the fairgrounds

is now proposed to be located within vacant lots not associated with the fairgrounds. The park-and-ride facility would be located north of the fairgrounds.

Construction Staging Areas: During construction of the LRT, several small sites would be required for the temporary storage of construction materials and equipment and would be located in the general vicinity of Woodward Avenue. Following construction of the LRT, the construction staging areas would be made available for other uses; the sites would not remain part of the system. Four construction staging areas have been initially identified. Two sites, located north of I-75 and west of Woodward Avenue, are approximately 0.9 and 1.6 acres in size, respectively. A third site, 1.6 acres in size, is proposed for the northeast corner of East Bethune Street and Woodward Avenue. A fourth site, 0.9 acre in size, is proposed in Highland Park at the southwest corner of Sears Street and Woodward Avenue. Each of these four parcels is presently undeveloped and vacant.

d. Provide a written description of the APE (physical, visual, auditory, and sociocultural), the steps taken to identify the APE, and the justification for the boundaries chosen.

The APE for the Woodward Avenue LRT Project encompasses roadways within which the LRT would be located, all properties flanking those roadways, and properties for which the LRT or its components would be a prominent visual feature (see Map Attachment C). For visual considerations, the APE encompasses properties that do not directly adjoin the project corridor, but are otherwise located proximate to it or to a project facility. For example, a building not adjoining but directly facing a Woodward Avenue LRT roadway at an intersection, or a building separated from the proposed project corridor by a vacant lot or parking lot would be included in the APE. Properties surrounding or in proximity to the three potential sites for the VSMF and for which that facility would be a prominent visual feature have also been included in the APE.

The APE was developed by using preliminary project plans in conjunction with field surveys of the project corridor and consultation with project noise and vibration specialists. Because no auditory or vibratory impacts are anticipated, the APE was developed to encompass potential visual and physical effects related to facility construction near the project corridor. To encompass effects in the immediate vicinity of the project alignment, all roadways within which the LRT would be located and flanking properties have been included in the APE. Additional consideration was given to viewshed impacts and effects to setting beyond these properties. Properties determined to be subject to a potential visual effect were identified and included in the APE; the methodology employed is described below. No potential traditional cultural properties have been identified. At this time, no changes to land use, traffic patterns, or public access are anticipated. Transit-oriented development (TOD) planning is in preliminary stages and will be evaluated for Section 106 purposes, if applicable and appropriate, when TOD projects are proposed.

During the field survey, project architectural historians who meet the Secretary of the Interior's Professional Qualification Standards reviewed the visual setting of properties that do not adjoin the project corridor but for which the project corridor is a visual component because of the lack of an intervening physical feature (for example, a property separated from the project corridor by a vacant lot). In general, the architectural historians determined that for such properties located within 250 feet of the proposed LRT guideway and OCS and/or a station, proposed project features would become a prominent component of the property's visual setting; therefore, such properties would be visually affected by project implementation. For such properties beyond 250 feet, the architectural historians determined that the LRT would not become a significant component of the property's visual setting; therefore, the Woodward Avenue LRT would not

visually affect such properties. Thus, properties that do not immediately adjoin the project corridor but for which the proposed Woodward Avenue LRT was determined to be a prominent visual component have been included in the APE. Following the selection of three potential sites for a proposed VSMF, the APE was expanded in these areas to accommodate surrounding and proximate properties for which the facility would constitute a substantial visual change.

The APE for the Woodward Avenue LRT Project was provided to the SHPO by letter from the Detroit Department of Transportation dated November 20, 2009; the SHPO concurred with the APE by letter dated January 13, 2010. The APE was later expanded to accommodate the VSMF sites; mapping showing APE revisions was submitted to the SHPO on September 17, 2010.

Due to additional project information and proposed refinements as described in Section III.a, the APE for the Woodward Avenue LRT has been expanded at select locations as applicable.

The project's TPSS sites were identified after the historic resource identification reports and assessment of effects reports were submitted for SHPO review. During FTA's January 13, 2011 conference call with SHPO staff to discuss NRHP determinations of eligibility, FTA indicated that all proposed TPSS locations are within the project's APE, but that the APE may require limited expansion at TPSS locations due to visual considerations. SHPO staff agreed that the project's prior APE standards and delineation approach, with which the SHPO concurred, be applied at TPSS locations. Therefore, where applicable, the APE was expanded in the vicinity of TPSS locations to include properties not already located within the APE and for which the TPSS was determined to be a prominent component of the property's visual setting, which, per the approach outlined in previously submitted reports, includes properties located within 250 feet of project facilities and that lack an intervening physical feature.

The APE was not expanded for visual considerations at construction staging areas, all of which are located within the current APE, due to the nature of the proposed temporary storage use. No permanent structures would be erected at these locations; visual impacts related to project activity in these areas would be minor and temporary. APE expansion is not necessary, as no properties would potentially be affected by the construction staging areas.

At the project's northern terminus and revised Michigan State Fairgrounds station location, the APE was extended to correspond with the alignment and station location revision using the project's established APE standards and delineation approach for the guideway, OCS, and station locations. In addition, parcels north of the fairgrounds along Woodward Avenue, approximately between the now-defunct Winchester and Alameda streets, were included to accommodate a potential park-and-ride facility associated with the Michigan State Fairgrounds station in this area. The precise location of the park-and-ride facility within this area has not been determined.

Section IV. Identification of Historic Properties

a. List and date all properties 50 years of age or older located in the APE.

See table in Attachment D. This submittal contains survey data forms containing changes in NRHP eligibility status, NRHP Criteria evaluation, and/or NRHP boundaries for twenty-three resources identified in the previously submitted historic resource identification reports. As indicated above, these revisions and updates are derived from comments received from the

SHPO and the consulting parties; FTA generally accepted SHPO's comments regarding select NRHP determinations of eligibility. Agreement was reached between FTA and the SHPO regarding the NRHP eligibility status for these properties during the Section 106 consultation, and these determinations are reflected in the attached survey data forms.

Two properties were previously determined NRHP eligible, but eligibility under additional NRHP Criteria was identified. These properties include the Coleman A. Young Municipal Center (Survey ID 1-5) and the Detroit Edison Company Cortland Street Substation (3-60).

Three additional historic districts were evaluated and determined eligible for listing. These include the Woodward-West Palmer-Cass-West Kirby Historic District (2-61), the New Center Area Historic District (3-74), and the West Goldengate-West Hildale-West Grixdale Historic District (4-124). Both historic districts encompass individual properties that were evaluated in previously submitted eligibility reports.

Two resources previously determined individually ineligible have been determined to be contributing resources to NRHP-listed or eligible historic districts. These properties include the Wellington Place Apartments (3-11), which has been determined to be a contributing property to the NRHP-eligible New Center Area Historic District (3-74), and 9512 Woodward Avenue (3-40) which has been determined to be a contributing property to the NRHP-listed Arden Park-East Boston Historic District (3-41). The NRHP-eligible City of Highland Park Municipal Buildings Historic District's (4-17) boundary has also been expanded to include additional portions of an associated boulevard.

The SHPO did not concur on the determinations for an additional sixteen resources that were previously evaluated as ineligible for listing in the NRHP. As a result of Section 106 consultation, FTA has accepted the SHPO's comments. Documentation for these sixteen resources has been revised to include determinations that these properties are eligible for listing in the NRHP based on the SHPO's comments. These additional properties are as follows: 8055 Woodward Avenue (3-10); 8855 Woodward Avenue (3-28); St. Rita Apartments (3-36); 11341 Woodward Avenue (3-46); Hotel Normandie (3-50); 11745 Woodward Avenue (3-52); Highland Park Theater (4-19); 30 Bartlett Street (4-30); Woodford Apartments (4-37); 18-20 Church Street (4-44); First Romanian Baptist Church (4-78); 17950 Woodward Avenue (4-81); 18750 Woodward Avenue (4-94); 18800 Woodward Avenue (4-95); Sydney Bogg Candy Factory and Store (4-101); and the Merrill Fountain (4-124).

Additionally, Woodward Avenue (4-121), previously determined eligible, was found to be eligible under Criterion A only in the areas of Community Planning and Development and Social History.

The above-referenced properties are listed in the table in Attachment D with corresponding survey data forms.

In summary, as a result of Section 106 consultation with the SHPO and consulting parties regarding determinations of eligibility presented in the previously submitted historic resources identification reports, nineteen previously identified properties have been determined eligible.

Of note, Cobo Hall was evaluated as a component of the previously evaluated, ineligible Cobo Convention and Exhibition Center (1-1). The SHPO concurred that Cobo Convention and Exhibition Center was not eligible but indicated that Cobo Arena may be individually eligible. However, because Cobo Arena is outside of the APE, FTA did not evaluate it individually and will not evaluate it further.

b. Describe the steps taken to identify whether or not any historic properties exist in the APE and include the level of effort made to carry out such steps.

Project architectural historians made several site visits to the project area and used public property records to identify all properties within the APE older than forty years of age. Properties forty years of age or older (rather than the standard fifty-year age limit) were evaluated to accommodate the Woodward Avenue LRT's construction schedule.

The status of NRHP-listed properties and districts located within the APE were reviewed using previous NRHP documentation to determine if any properties had changed to the extent that they were no longer eligible for the NRHP or that NRHP boundaries should be altered.

Background research was conducted for each property not previously evaluated for listing in the NRHP. Sources consulted included public records, secondary published sources, and primary sources. Historians wrote detailed architectural descriptions and historic context statements. The NRHP criteria of eligibility were applied to each property and a determination of NRHP eligibility was made. This information is documented in survey data forms for each property.

Section V. Photographs

See Attachment D.

Section VI. Determination of Effect

Evaluations included in Attachment E assess potential project effects to the NRHP-listed and eligible properties identified in Section IV.a above, except the Coleman A. Young Municipal Center (1-5), the Detroit Edison Company Cortland Street Substation (3-60), and Woodward Avenue (4-121). These properties were already determined eligible for the NRHP, no boundary revisions have been made, and no project refinements are present in their vicinities. Therefore, the previous assessments of no effect for the Coleman A. Young Municipal Center and Detroit Edison Company Cortland Street Substation and adverse effect for Woodward Avenue remain valid.

As previously described, as part of the consultation process with the SHPO and consulting parties, FTA revised documentation on sixteen historic properties, changed prior determinations of not eligible to eligible, identified three additional historic districts, and changed NRHP boundaries for two previously identified historic properties. As part of the Section 106 consultation process, one additional adverse effect, to the Woodward-West Palmer-Cass-West Kirby Historic District, was identified. Based on prior correspondence with SHPO staff, the SHPO concurred that the Woodward Avenue LRT Project would not adversely affect any of the remaining historic properties documented in this supplemental report. The effects determinations are summarized in Attachment E.

Methodology

Effects assessments were based on the criteria of adverse effect as defined in 36 CFR 800.5, "Assessment of adverse effects." According to this portion of the regulations, the criteria of adverse effect are defined as follows:

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

Examples of adverse effects are identified in 36 CFR 800.5 and include, but are not limited to, the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property that causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

NRHP bulletins do not address assessments of effects, as effects evaluations are related to the Section 106 process and not the Section 110 process in which the National Register guidance is more commonly used. However, crucial information on integrity assessments (used for eligibility determinations) provides information regarding what each aspect of integrity entails and how each aspect relates to the select National Register criteria for eligibility. As described above, retention of relevant aspects of integrity is critical to a property's significance under the NRHP Criteria for Evaluation. The National Register Bulletin *How to Apply the National Register Criteria for Evaluation* (NPS 1997) identifies the aspects of integrity and describes their relevance to the NRHP Criteria for Evaluation. The seven aspects of integrity are described in the bulletin as follows:

Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning,

engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

Design can also apply to districts, whether they are important primarily for historic association, architectural value, information potential, or a combination thereof. For districts significant primarily for historic association or architectural value, design concerns more than just the individual buildings or structures located within the boundaries. It also applies to the way in which buildings, sites, or structures are related.

Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space. Setting often reflects the basic physical conditions under which a property was built and the functions it was intended to serve. In addition, the way in which a property is positioned in its environment can reflect the designer's concept of nature and aesthetic preferences.

The physical features that constitute the setting of a historic property can be either natural or manmade, including such elements as: topographic features (a gorge or the crest of a hill); vegetation; simple manmade features (paths or fences); and relationships between buildings and other features or open space. These features and their relationships should be examined not only within the exact boundaries of the property, but also between the property and its *surroundings*. This is particularly important for districts.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place. A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and

reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character.

According to guidance found in *How to Apply the National Register Criteria for Evaluation*, different aspects of integrity may be more or less relevant dependent on why a specific historic property was listed in, or determined eligible for listing in, the NRHP. For example, a property that is significant for its historic association (Criteria A or B) is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). A property determined eligible under Criteria A or B ideally might retain some features of all aspects of integrity, although aspects such as design and workmanship might not be as important.

A property important for illustrating a particular architectural style or construction technique (Criterion C) must retain most of the physical features that constitute that style or technique. A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style. A property significant under Criterion C must retain those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association. Location and setting will be important for those properties whose design is a reflection of their immediate environment (such as designed landscapes).

For a historic district to retain integrity, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished. In addition, the relationships among the district's components must be substantially unchanged since the period of significance.

In some cases, select aspects of integrity are currently and substantially compromised by prior undertakings not related to the current project. These changes may have been made prior to determinations of eligibility or since these determinations were made.

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered for resources that fall into this category include proximity of the guideway to the historic property, the significance of viewsheds as indicated in prior documentation (including earlier documentation and more recent updates), and the overall importance of integrity of setting to the historic property's determination of eligibility. In most cases, installing the LRT guideway and OCS proximate to a historic property is not considered an adverse effect. In some cases, this finding is supported by the history of the area, where

streetcars were previously present during the periods of significance of many historic properties. Conversely, adverse effect determinations tended to result when proposed stations are located proximate to historic properties or within historic districts where integrity of setting remained intact. Generally, in these cases, the stations adversely affected integrity of setting or feeling and diminished the relationship among contributing resources within the district. Prior documentation for historic properties was reviewed to determine under which Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them.

During the current assessment of effects, information available for each historic property was reviewed to determine if the setting within and/or outside of the historic boundary, as well as viewsheds to and from each property, was historically significant and contributed to the property's eligibility. Using the same information, a determination was made regarding which aspects of integrity were most critical to a historic property's NRHP eligibility. Of note, over the course of the evaluation, it was determined that many of the historic properties did not retain integrity of setting as their historic urban surroundings have been altered over the course of time.

Preliminary noise and vibration analyses were also conducted along the transit corridor. At this time, no noise or vibration impacts to historic properties are anticipated. Results of any additional noise and vibration analyses will be reviewed to determine the potential for effects.

To determine project effects, architectural historians conducted site visits to each historic property and reviewed project plans, proposed station designs, and additional documentation. Following guidelines set forth in 36 CFR 800 and supported by information on integrity set forth in the National Register Bulletin *How to Apply the National Register Criteria for Evaluation*, the following findings were used to assess project effects to historic properties:

- **No Effect:** Per 36 CFR 800.4(d)(1), an undertaking may have no effect to historic properties present in the APE, and a finding of "No Effect" may be determined for an undertaking. This finding indicates that an undertaking would not alter any aspects of integrity for any historic properties. This rationale has been used to assess effects to historic properties within the APE for the guideway alignment.
- **No Adverse Effect:** Per 36 CFR 800.5(b), an undertaking may be determined to have "No Adverse Effect" to historic properties if the undertaking's effects do not meet the criteria of adverse effect as described above. If project implementation would alter a specific aspect of integrity for a historic property but the effect would not alter a characteristic that qualifies that resource for inclusion in the NRHP in a manner that diminishes the significant aspect of integrity, then the finding for that aspect of integrity is "No Adverse Effect."
- **Adverse Effect:** An adverse effect is determined if the undertaking would alter a characteristic that qualifies that contributing resource for inclusion in the NRHP in a manner that diminishes the significant aspect(s) of integrity.

Avoidance Alternatives, Planning to Minimize Effects, and Mitigation

Per 36 CFR 800.6, findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects. Throughout the course of the project, planners and design staff were made aware of the historic and architectural significance of the historic properties within the APE. Efforts have been successfully made to

avoid physical impacts to historic properties. For environmental and functional considerations, the proposed guideway alignment would be located within the existing roadway alignments, avoiding direct physical impacts to historic properties.

Preliminary design and engineering drawings indicating station locations under the three proposed design options and general station concepts were used to assess potential project effects. Based on the evaluations contained in this report, as well as project requirements and other planning and environmental constraints, project planners and designers will make all possible efforts to avoid and/or minimize adverse effects to historic properties. As feasible, such measures could include alignment shifts and/or station relocations.

To determine if any historic properties within the project's APE would be affected by the Woodward Avenue LRT Project, documentation was reviewed for all NRHP-listed and eligible properties within this portion of the APE; project plans were reviewed; and additional field visits were taken to each historic property. Using the criteria of adverse effect established in 36 CFR 800.5(a)(1) and guidance found in *How to Apply the National Register Criteria for Evaluation*, each historic property was evaluated to determine if implementation of the Woodward Avenue LRT Project would alter any historically significant characteristics or features of each historic property by diminishing relevant aspects of that property's historic integrity.

Indirect and cumulative effects to historic properties have also been considered; such effects may include reasonably foreseeable land use changes.

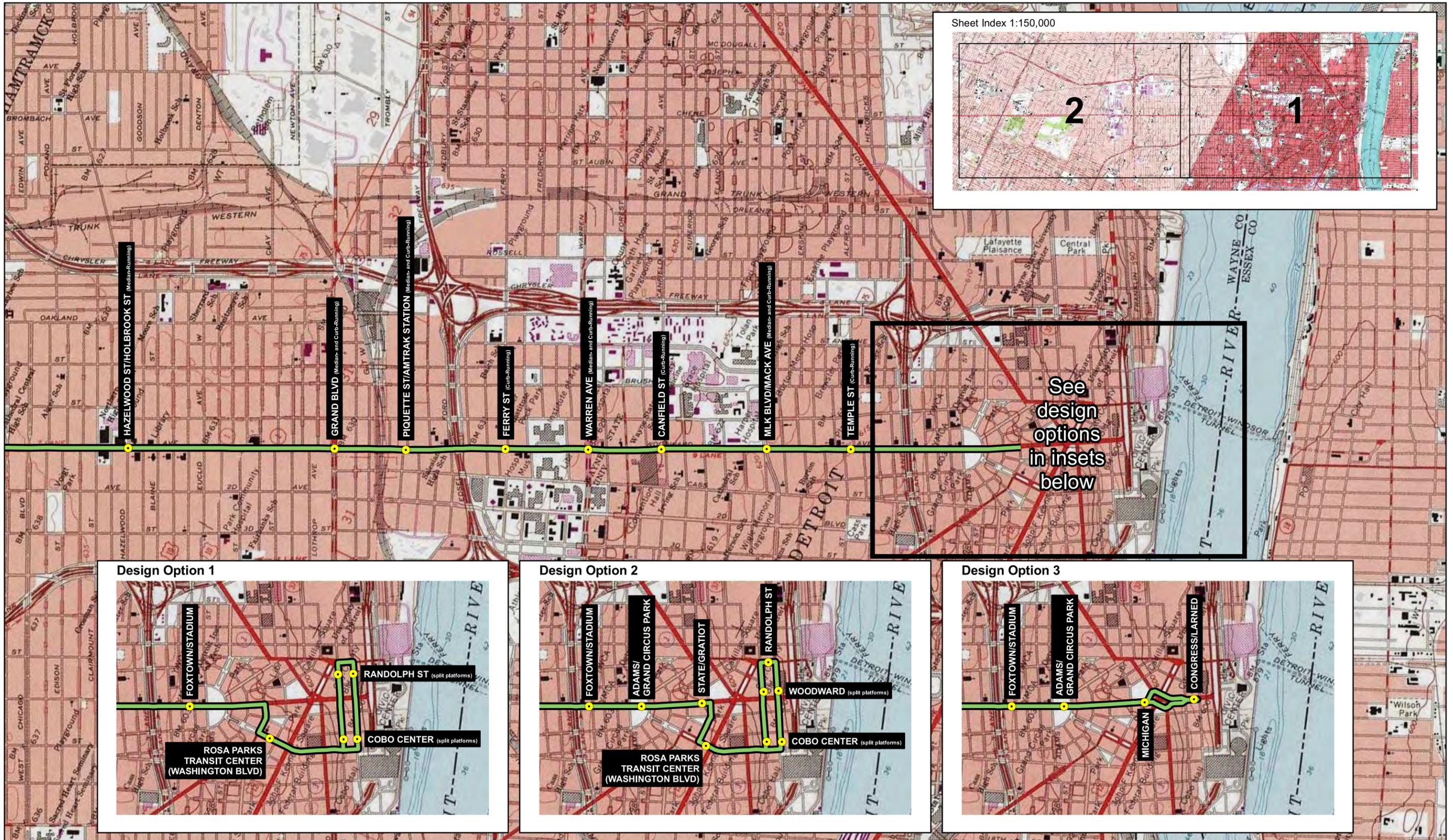
Future Project Refinement and/or Changes

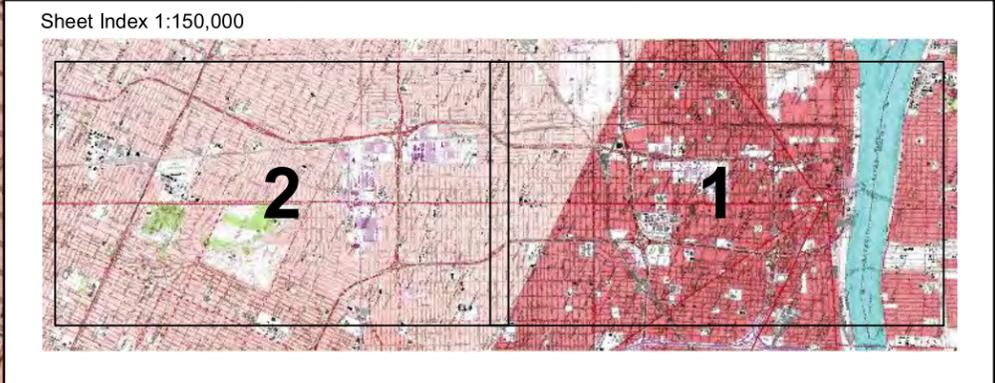
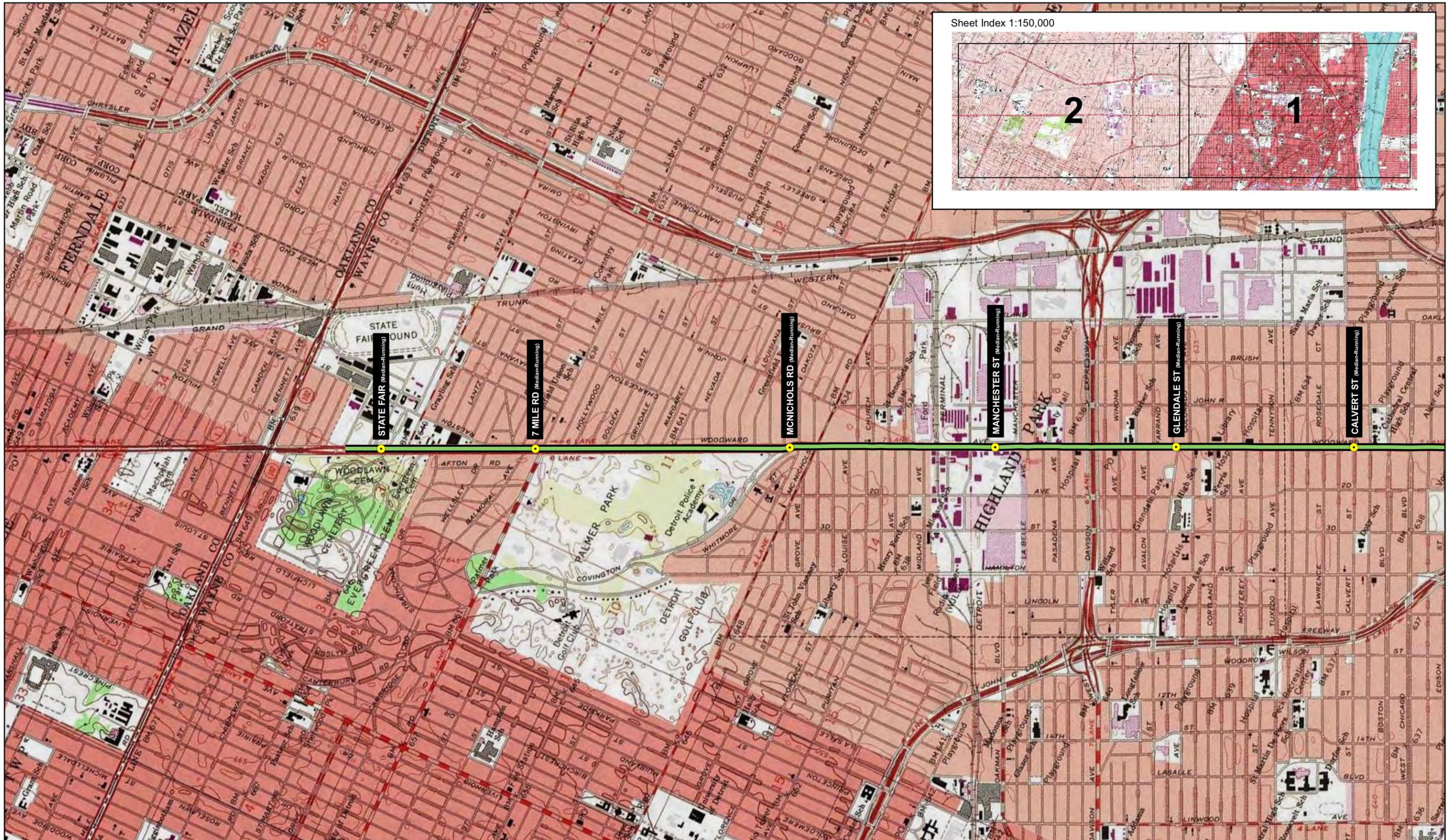
Future project refinements and/or changes that would affect determinations made in this report, including efforts to avoid and/or minimize identified adverse effects, will be coordinated with the SHPO through appropriate documentation (supplemental reports and/or technical memoranda). All such documentation will be provided to consulting parties for comment.

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Attachment B
Project Location Map

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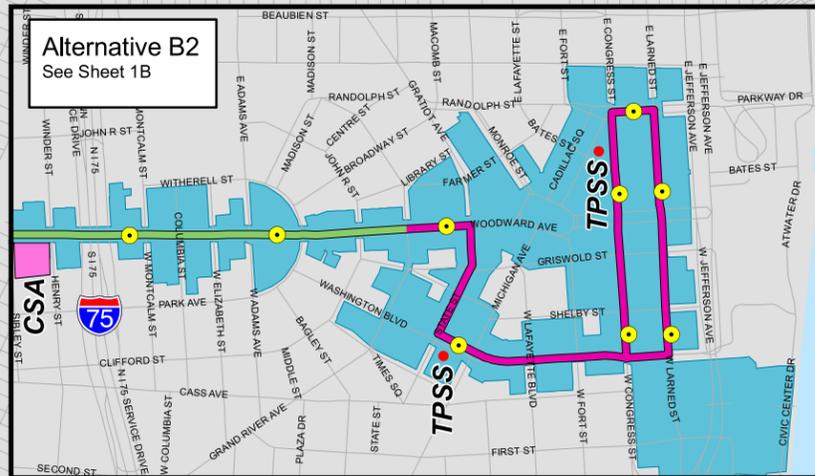
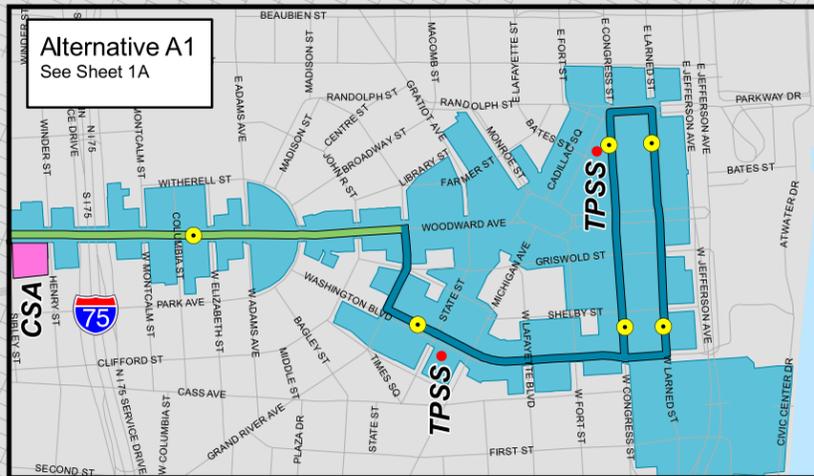
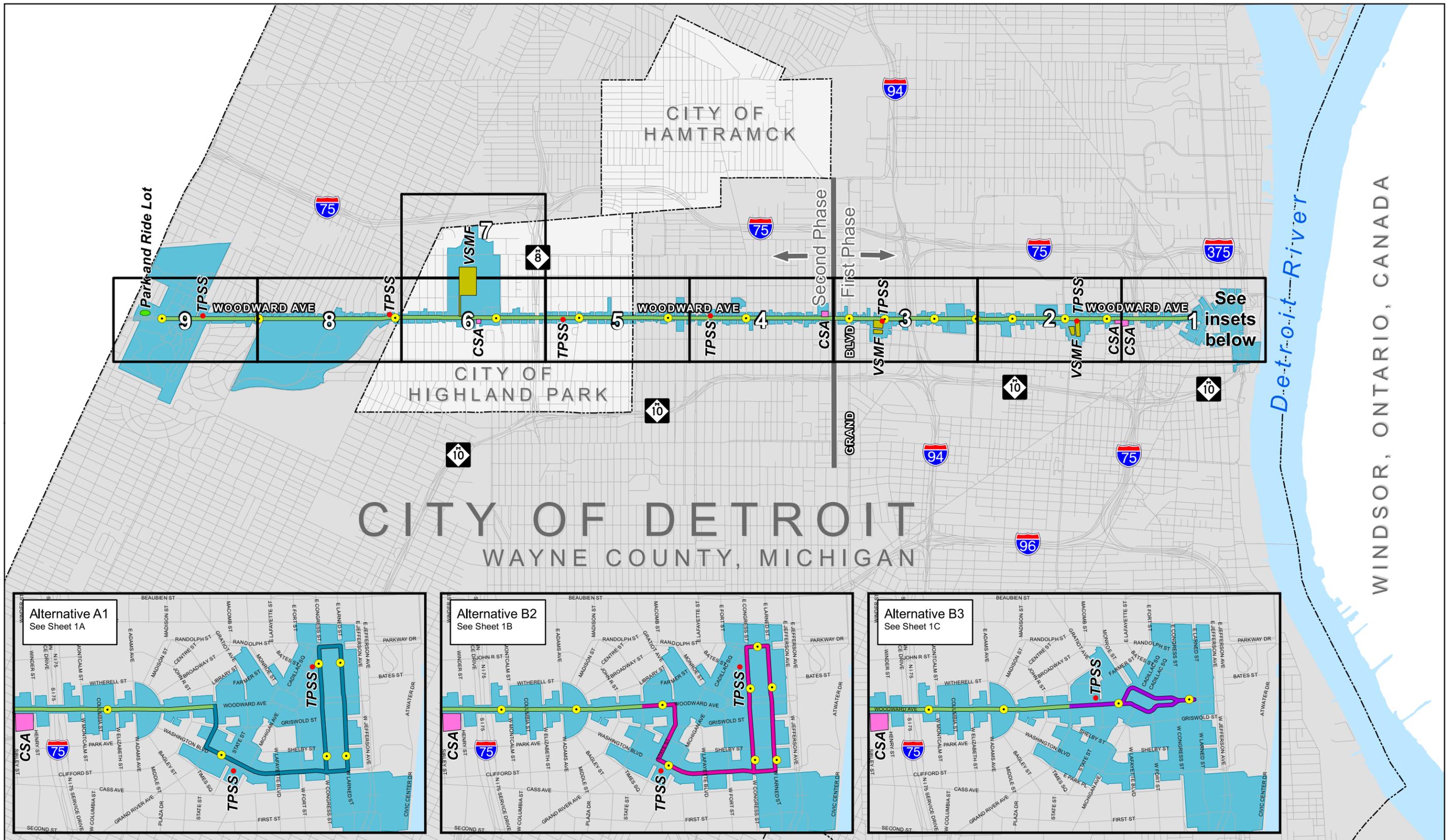




Attachment C

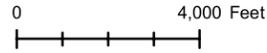
Area of Potential Effects and National Register of Historic
Places Eligibility Determinations Map

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WOODWARD LIGHT RAIL

1 INCH = 4,000 FEET



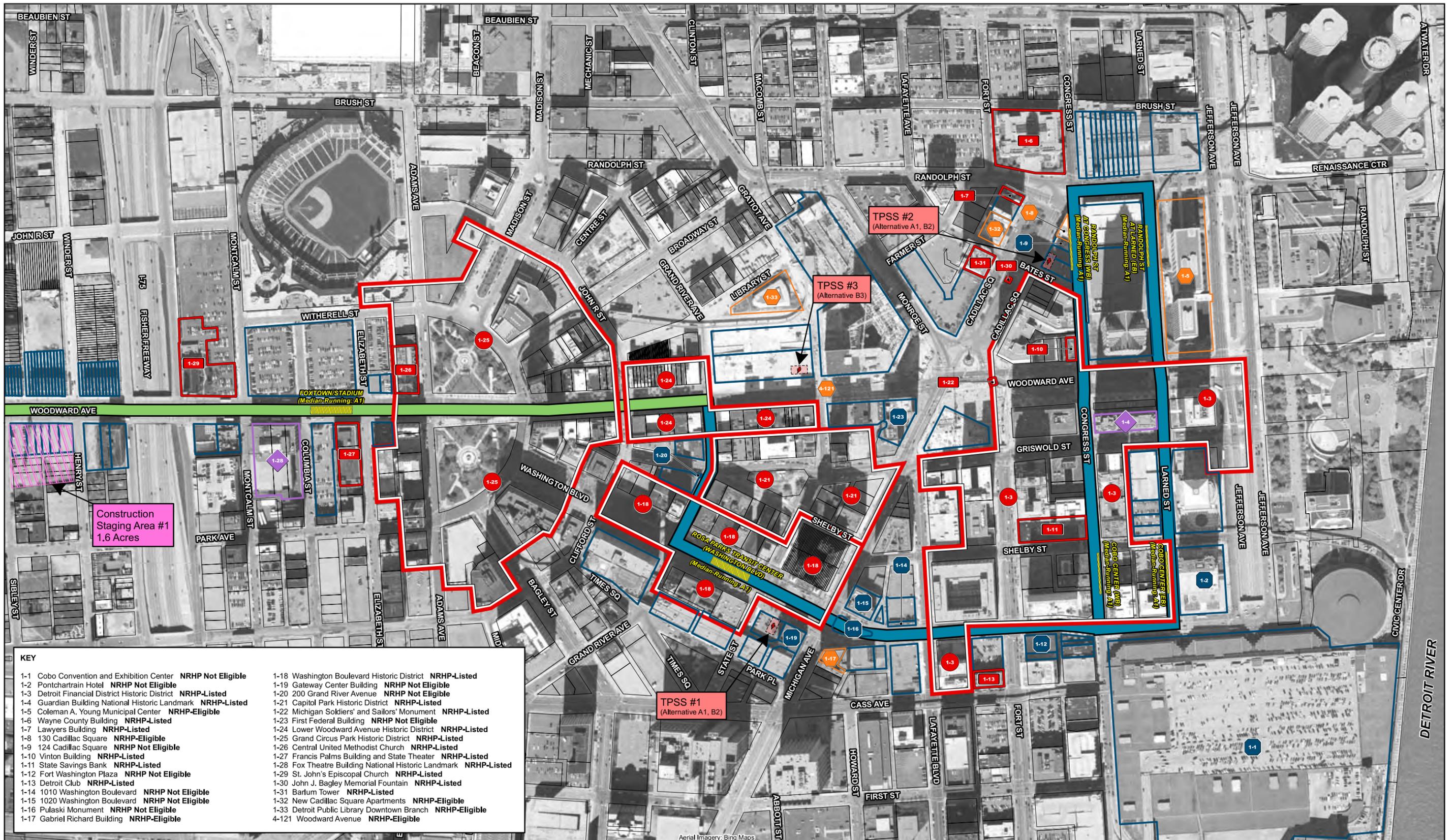
- Locally Preferred Alternative (LPA)
- Alternative A1
- Alternative B2
- Alternative B3
- Proposed Station
- Construction Staging Area (CSA)
- Park and Ride Lot
- Traction Power Substation (TPSS)
- Vehicle Storage Maintenance Facility (VSMF)

Area of Potential Effects (APE)

Note: These maps show the most current project information and Section 106 evaluations and assessments as of Feb 18, 2011. Note that Design Options 1, 2, and 3 are now referred to as Design Alternatives A1, B2, and B3, respectively.

Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations

Location Map and Sheet Index



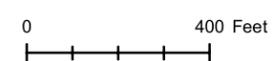
KEY

1-1 Cobo Convention and Exhibition Center NRHP Not Eligible	1-18 Washington Boulevard Historic District NRHP-Listed
1-2 Pontchartrain Hotel NRHP Not Eligible	1-19 Gateway Center Building NRHP Not Eligible
1-3 Detroit Financial District Historic District NRHP-Listed	1-20 200 Grand River Avenue NRHP Not Eligible
1-4 Guardian Building National Historic Landmark NRHP-Listed	1-21 Capitol Park Historic District NRHP-Listed
1-5 Coleman A. Young Municipal Center NRHP-Eligible	1-22 Michigan Soldiers' and Sailors' Monument NRHP-Listed
1-6 Wayne County Building NRHP-Listed	1-23 First Federal Building NRHP Not Eligible
1-7 Lawyers Building NRHP-Listed	1-24 Lower Woodward Avenue Historic District NRHP-Listed
1-8 130 Cadillac Square NRHP-Eligible	1-25 Grand Circus Park Historic District NRHP-Listed
1-9 124 Cadillac Square NRHP Not Eligible	1-26 Central United Methodist Church NRHP-Listed
1-10 Vinton Building NRHP-Listed	1-27 Francis Palms Building and State Theater NRHP-Listed
1-11 State Savings Bank NRHP-Listed	1-28 Fox Theatre Building National Historic Landmark NRHP-Listed
1-12 Fort Washington Plaza NRHP Not Eligible	1-29 St. John's Episcopal Church NRHP-Listed
1-13 Detroit Club NRHP-Listed	1-30 John J. Bagley Memorial Fountain NRHP-Listed
1-14 1010 Washington Boulevard NRHP Not Eligible	1-31 Barlum Tower NRHP-Listed
1-15 1020 Washington Boulevard NRHP Not Eligible	1-32 New Cadillac Square Apartments NRHP-Eligible
1-16 Pulaski Monument NRHP Not Eligible	1-33 Detroit Public Library Downtown Branch NRHP-Eligible
1-17 Gabriel Richard Building NRHP-Eligible	4-121 Woodward Avenue NRHP-Eligible



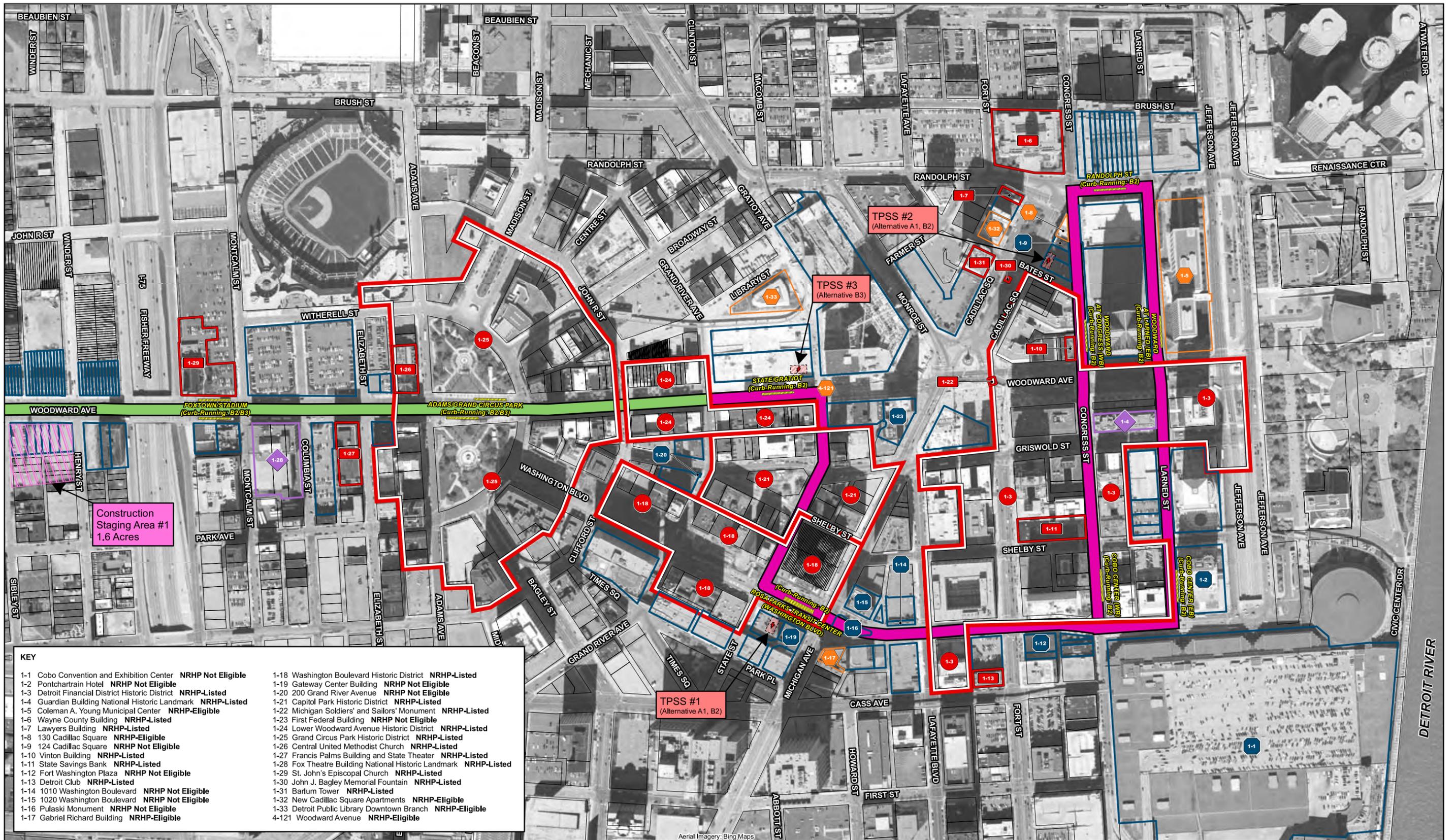
WOODWARD LIGHT RAIL

1 INCH = 400 FEET



Locally Preferred Alternative (LPA)	Construction Staging Area	NRHP-Listed Property	NRHP-Eligible Property
Alternative A1	Traction Power Substation (TPSS)	NRHP-Listed District	NRHP Not Eligible
Proposed Station	Park and Ride Lot	National Historic Landmark	Area of Potential Effects
Parcel	Vehicle Storage Maintenance Facility		

Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations



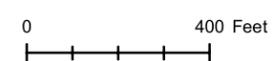
KEY

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1-5 Coleman A. Young Municipal Center NRHP-Eligible	1-22 Michigan Soldiers' and Sailors' Monument NRHP-Listed
1-6 Wayne County Building NRHP-Listed	1-23 First Federal Building NRHP Not Eligible
1-7 Lawyers Building NRHP-Listed	1-24 Lower Woodward Avenue Historic District NRHP-Listed
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1-15 1020 Washington Boulevard NRHP Not Eligible	1-32 New Cadillac Square Apartments NRHP-Eligible
1-16 Pulaski Monument NRHP Not Eligible	1-33 Detroit Public Library Downtown Branch NRHP-Eligible
1-17 Gabriel Richard Building NRHP-Eligible	4-121 Woodward Avenue NRHP-Eligible



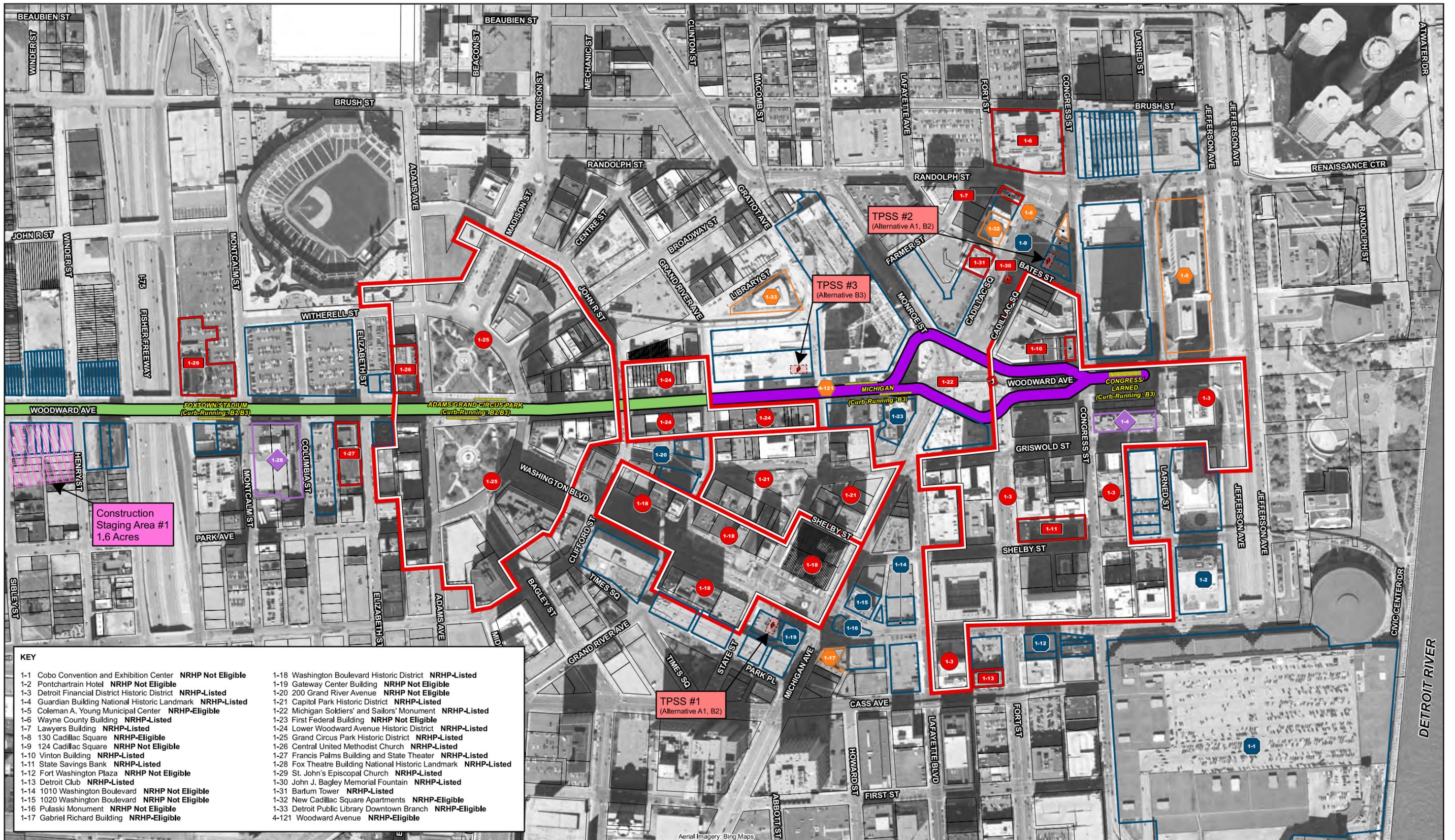
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1 INCH = 400 FEET



Locally Preferred Alternative (LPA)	Construction Staging Area	NRHP-Listed Property	NRHP-Eligible Property
Alternative B2	Traction Power Substation (TPSS)	NRHP-Listed District	NRHP Not Eligible
Proposed Station	Park and Ride Lot	National Historic Landmark	Area of Potential Effects
Parcel	Vehicle Storage Maintenance Facility		

Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations



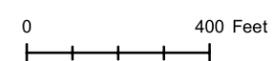
KEY

1-1 Cobo Convention and Exhibition Center NRHP Not Eligible	1-18 Washington Boulevard Historic District NRHP-Listed
1-2 Pontchartrain Hotel NRHP Not Eligible	1-19 Gateway Center Building NRHP Not Eligible
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1-4 Guardian Building National Historic Landmark NRHP-Listed	1-21 Capitol Park Historic District NRHP-Listed
1-5 Coleman A. Young Municipal Center NRHP-Eligible	1-22 Michigan Soldiers' and Sailors' Monument NRHP-Listed
1-6 Wayne County Building NRHP-Listed	1-23 First Federal Building NRHP Not Eligible
1-7 Lawyers Building NRHP-Listed	1-24 Lower Woodward Avenue Historic District NRHP-Listed
1-8 130 Cadillac Square NRHP-Eligible	1-25 Grand Circus Park Historic District NRHP-Listed
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1-17 Gabriel Richard Building NRHP-Eligible	4-121 Woodward Avenue NRHP-Eligible



WOODWARD LIGHT RAIL

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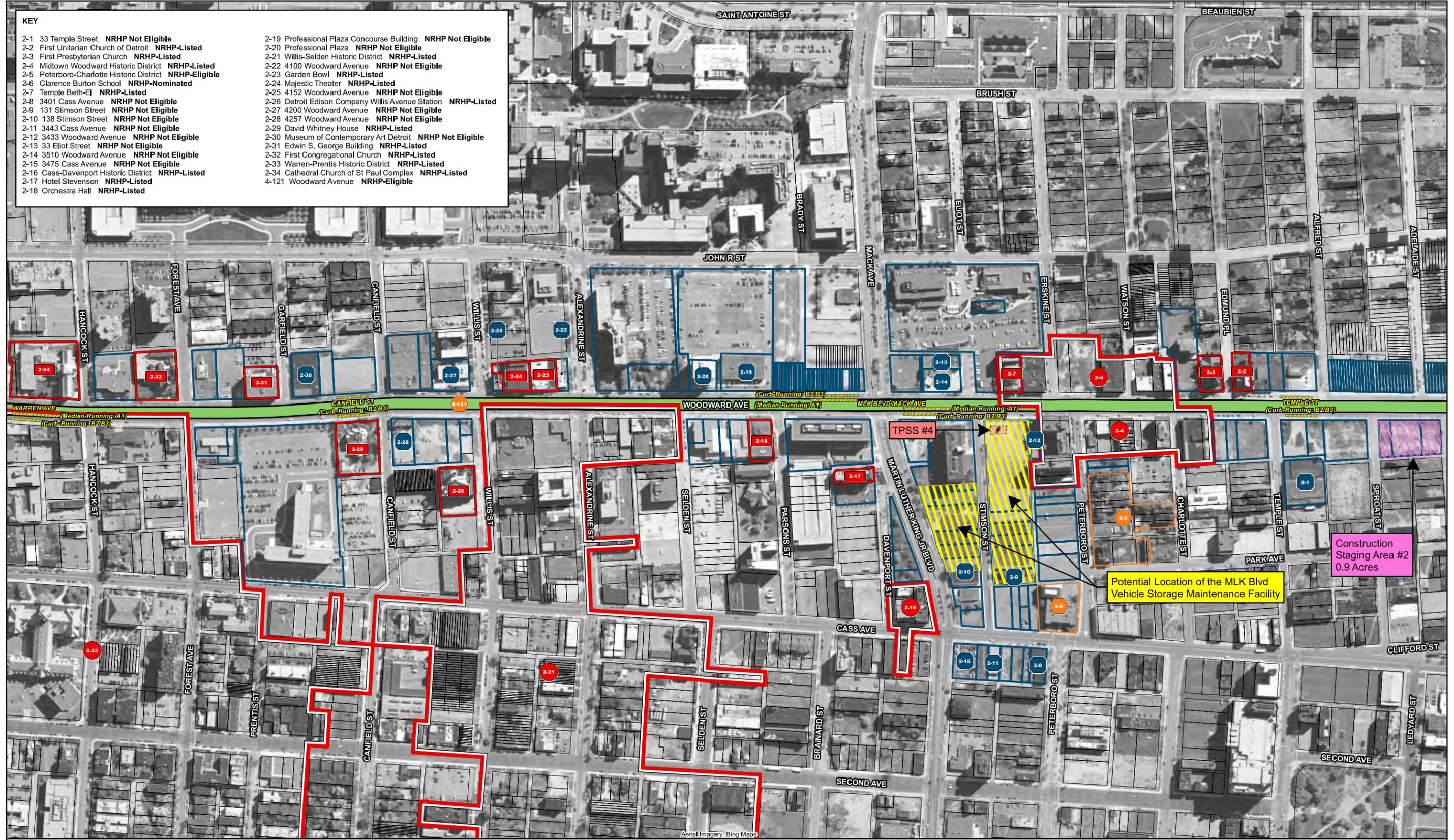


Locally Preferred Alternative (LPA)	Construction Staging Area	NRHP-Listed Property	NRHP-Eligible Property
Alternative B3	Traction Power Substation (TPSS)	NRHP-Listed District	NRHP Not Eligible
Proposed Station	Park and Ride Lot	National Historic Landmark	Area of Potential Effects
Parcel	Vehicle Storage Maintenance Facility		

Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations

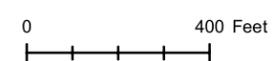
KEY

2-1 33 Temple Street	NRHP Not Eligible	2-19 Professional Plaza Concourse Building	NRHP Not Eligible
2-2 First Unitarian Church of Detroit	NRHP-Listed	2-20 Professional Plaza	NRHP Not Eligible
2-3 First Presbyterian Church	NRHP-Listed	2-21 Willis-Selden Historic District	NRHP-Listed
2-4 Midtown Woodward Historic District	NRHP-Listed	2-22 4100 Woodward Avenue	NRHP Not Eligible
2-5 Peterboro-Charlotte Historic District	NRHP-Eligible	2-23 Garden Bowl	NRHP-Listed
2-6 Clarence Burton School	NRHP-Nominated	2-24 Majestic Theater	NRHP-Listed
2-7 Temple Beth-El	NRHP-Listed	2-25 4152 Woodward Avenue	NRHP Not Eligible
2-8 3401 Cass Avenue	NRHP Not Eligible	2-26 Detroit Edison Company Willis Avenue Station	NRHP-Listed
2-9 131 Stimson Street	NRHP Not Eligible	2-27 4200 Woodward Avenue	NRHP Not Eligible
2-10 138 Stimson Street	NRHP Not Eligible	2-28 4257 Woodward Avenue	NRHP Not Eligible
2-11 3443 Cass Avenue	NRHP Not Eligible	2-29 David Whitney House	NRHP-Listed
2-12 3433 Woodward Avenue	NRHP Not Eligible	2-30 Museum of Contemporary Art Detroit	NRHP Not Eligible
2-13 33 Eliot Street	NRHP Not Eligible	2-31 Edwin S. George Building	NRHP-Listed
2-14 3510 Woodward Avenue	NRHP Not Eligible	2-32 First Congregational Church	NRHP-Listed
2-15 3475 Cass Avenue	NRHP Not Eligible	2-33 Warren-Prentis Historic District	NRHP-Listed
2-16 Cass-Davenport Historic District	NRHP-Listed	2-34 Cathedral Church of St Paul Complex	NRHP-Listed
2-17 Hotel Stevenson	NRHP-Listed	4-121 Woodward Avenue	NRHP-Eligible
2-18 Orchestra Hall	NRHP-Listed		



WOODWARD LIGHT RAIL

1 INCH = 400 FEET



Locally Preferred Alternative (LPA)	Construction Staging Area	NRHP-Listed Property	NRHP-Eligible Property
Proposed Station	Traction Power Substation (TPSS)	NRHP-Listed District	NRHP Not Eligible
Parcel	Park and Ride Lot	National Historic Landmark	Area of Potential Effects
	Vehicle Storage Maintenance Facility		

Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations