

Application for Section 106 Review

ER# 08-462

Phased Section 106 Submittal

Assessment of Effects

Interstate I-75/Fisher Freeway to Grand Boulevard

WOODWARD AVENUE LIGHT RAIL TRANSIT PROJECT

Detroit, Michigan

October 2010



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

SHPO Use Only				
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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: Matt Webb, Senior Project Manager, Michigan Department of Transportation, Van Wagoner Building, 425 West Ottawa Street, Lansing, MI, 48909
- 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 Attachments A, C, and D.
- 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, C, 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 Attachment A.
-

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).
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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 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. The enclosed documentation assesses project effects to properties listed in or determined eligible for listing in the National Register of Historic Places (NRHP) located within the portion of the project's Area of Potential Effects (APE) between Interstate 75 (I-75)/Fisher Freeway and Grand Boulevard. Therefore, information provided in this Application for Section 106 Review and in its attachments describes both the general project and the specific portion of the project area between I-75/Fisher Freeway and Grand Boulevard, as relevant. Three reports were previously submitted for SHPO review; these included eligibility determinations for properties located from Downtown Detroit to I-75/Fisher Freeway; eligibility determinations for properties from I-75/Fisher Freeway to Grand Boulevard; and effects determinations for properties from Downtown Detroit to I-75/Fisher Freeway. Forthcoming reports will contain determinations of eligibility and effects for two remaining portions of the project, including between Grand Boulevard and Michigan Route 8 (M-8)/Davison Freeway and between M-8/Davison Freeway and M-102/8 Mile Road.

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 8.5 miles from Downtown Detroit near the Detroit River north to 8 Mile Road along Woodward Avenue; total project length, including circulation in Downtown Detroit, would be 9.3 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. Two potential VSMF sites are located within the project area between I-75/Fisher Freeway and Grand Boulevard, the area that this submittal addresses. This report addresses potential effects to aboveground historic properties; forthcoming archaeological reports will address potential effects to below-ground historic properties. VSMF design would be site specific and include a yard and various industrial buildings. Specific information regarding the width and depth of disturbance is not available at this time.

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 was located from the Detroit River to what is now 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, Romanesque, 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 is 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 homes and mansions including Prairie, Craftsman, and English Revival architectural styles.

The portion of the APE considered in this application, between I-75/Fisher Freeway and Grand Boulevard, is in the middle, southern portion of the study area. The APE in this portion encompasses Detroit's Midtown area and a portion of the New Center area.

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 architectural 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, 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 developed from farmland in the 1920s as an upper-class 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 is most common between I-75/Fisher Freeway and 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.

The portion of the APE considered in this application, between I-75/Fisher Freeway and Grand Boulevard, is in the middle, southern portion of the study area. The APE in this portion 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, and commercial, residential, industrial, 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.

Section III. Project Work Description and APE

a. Provide a detailed written description of the project.

The Woodward Avenue LRT project would consist of a 9.3-mile fixed guideway LRT system along the Woodward Avenue corridor in Detroit and Highland Park, Michigan (see Attachment C). The proposed system would use steel-wheel LRT vehicles with a typical train consisting of two cars. The system would be street running.

The guideway would typically be located in the center median area of Woodward Avenue between 6 Mile Road to north of State Fair Avenue. South of 6 Mile Road to north of Grand Boulevard, the tracks would be located primarily in the center of the roadway. From Downtown to Grand Boulevard, which contains the area from I-75/Fisher Freeway to Grand Boulevard addressed in this submittal, there are two separate rail location alternatives being considered: median-running or curb-running.

Median-Running Alternative: This alternative would locate the LRT in the center median of Woodward Avenue from Grand River Avenue to Grand Boulevard and would run separate from vehicular traffic.

Curb-Running Alternative: This alternative would locate the LRT along the right-most travel lane of Woodward Avenue from State Street to Grand Boulevard.

Downtown Design Options

The three Downtown design options being considered are within the APE for the area being evaluated within this submittal. All share a common point of beginning and ending near Grand River Avenue/State Street and Woodward Avenue. For each of the Downtown options, the guideway would be installed in the existing street with the light rail train sharing the roadway with existing traffic. In and between Downtown Detroit and I-75/Fisher Freeway, the design options follow separate routes and incorporate various station locations; however, between I-75/Fisher Freeway and Grand Boulevard, the area considered in this report, each design option is located within Woodward Avenue only. Furthermore, in this area, Design Options 2 and 3 are identical.

Downtown Design Option 1: Between I-75/Fisher Freeway and Grand Boulevard, this option would incorporate the Median-Running Alternative with stations located in the median of the roadway. Design Option 1 has four stations between I-75/Fisher Freeway and Grand Boulevard. See Attachment B and Map Attachment C.

Downtown Design Options 2 and 3: Between I-75/Fisher Freeway and Grand Boulevard, this option would incorporate the Curb-Running Alternative with stations located along the edges of the roadway. Design Option 1 has seven stations between I-75/Fisher Freeway and Grand Boulevard. See Attachment B and Map Attachment D.

The proposed LRT system would require the construction of several supporting project elements and facilities, including the guideway, a traction electrification system, transit power substations, a VSMF, and LRT stations. A brief description of each follows:

- Guideway – The light rail system would run along a fixed guideway consisting 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). The guideway would be exclusive to light rail operations, and no vehicle traffic would be allowed for much of the alignment; however, the system would operate in vehicle traffic in Downtown Detroit. The guideway would be embedded in the pavement.
- 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.
- Transit Power Substations – Spaced along the proposed route at approximately one-mile intervals, these substations would supply power to the LRT system. The substation's precise locations have not been determined at this time.
- 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; two of these sites are located in the area that is the subject of this application.
- 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 would be from 140 to 200 feet depending on the design option. 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 10 feet, 6 inches to 12 feet for single-sided platforms; typical platform height would be 14 inches to accommodate the proposed low-floor LRT vehicles.

Station shelters may be designed with a signature look and/or be context-sensitive to the respective setting at each site. They protect waiting passengers from the elements and can include special features such as passenger displays, sound systems, lighting, and heating elements. Shelters for Design Options 2 and 3 would also incorporate a roof-mounted billboard structure. Other facilities and station furniture would also include ticket vending and security equipment, schedule and area information cases, railings, benches, and litter receptacles.

The station locations between I-75/Fisher Freeway and Grand Boulevard are summarized in the table (Figure 1) below.

Figure 1: LRT Station Locations between I-75/Fisher Freeway and Grand Boulevard

Station	Design Option 1	Design Options 2, 3
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

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 Attachments C, D, and E). 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 three potential sites for the VSMFs and for which that facility would be a prominent visual feature have also been included in the APE.

The APE was developed by utilizing 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 or socio-cultural impacts 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 (for both the Median-Running and Curb-Running alternatives), proposed project features would become a prominent component of the property's visual setting, and, 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, and, therefore, such properties would not be visually affected by the Woodward Avenue LRT. 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 VMSF, 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. Because the project's VSMF sites were only recently identified, the APE has been expanded to accommodate these parcels, as well as adjacent parcels that would be potentially affected. Mapping showing this revised APE was submitted to the SHPO on September 17, 2010, for concurrence.

Section IV. Identification of Historic Properties

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

A historic property identification report, "Phased Section 106 Submittal: Interstate 75/Fisher Freeway to Grand Boulevard" (September 2010), was submitted to the SHPO on September 24, 2010. A phased historic property identification and effects assessment effort was deemed appropriate for the Woodward Avenue LRT project and coordinated with the SHPO to avoid a single large submittal, as well as to provide project architectural historians with valuable feedback from SHPO staff that can be incorporated into the future submittals. This report identified built resources more than forty years of age located within the project's APE between I-75/Fisher Freeway and Grand Boulevard. 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 historic property identification report contained documentation on sixty resources more than forty years of age located within the APE between I-75/Fisher Freeway and Grand Boulevard. Of these, twenty-six were previously listed in the NRHP. Of the thirty-four resources that were previously not identified and/or evaluated for NRHP eligibility, five were determined to be eligible for listing. Therefore, the current submittal evaluates potential project effects to thirty-one properties listed in or determined eligible for the NRHP; these properties are listed in the table (Figure 2) below.

Figure 2: NRHP-Listed and Eligible Properties in APE between I-75/Fisher Freeway and Grand Boulevard

Name	NRHP Status	Date
First Unitarian Church of Detroit	Listed	1982
First Presbyterian Church	Listed	1982
Midtown Woodward Historic District	Listed	2008
Peterboro-Charlotte Historic District	Eligible*	2010
Clarence Burton School	Nominated	2010
Temple Beth-El	Listed	1982
Cass-Davenport Historic District	Listed	1997
Hotel Stevenson	Listed	1997
Orchestra Hall	Listed	1971
Willis-Selden Historic District	Listed	1997
Garden Bowl	Listed	2008
Majestic Theater	Listed	12008
Detroit Edison Company Willis Avenue Station	Listed	1972
David Whitney House	Listed	1999
Edwin S. George Building	Listed	1993
First Congregational Church	Listed	1979
Warren-Prentis Historic District	Listed	1997
Cathedral Church of St. Paul Complex	Listed	1982
Samuel L. Smith House	Listed	1986
Maccabees Building	Listed	1983
Cultural Center Historic District	Listed	1983
Detroit Historical Museum	Eligible*	2010
The Wardell	Listed	2007
Col. Frank L. Hecker House	Listed	1973

Name	NRHP Status	Date
East Ferry Avenue Historic District	Listed	1980
Barlum Apartments	Eligible**	n.d.
St. Joseph's Episcopal Church	Listed	1982
New Amsterdam Historic District	Listed	2001
Piquette Avenue Industrial Historic District	Listed	2004
Conrail and Grand Trunk Western Railroad Bridges	Eligible*	2010
New Center Commercial Historic District	Eligible*	2010

* Determinations of eligibility pending SHPO concurrence.

** Determined eligible as part of prior, unrelated Section 106 project review; no documentation on file. Updated determination of eligibility provided in "Phased Section 106 Submittal: Interstate 75/Fisher Freeway to Grand Boulevard" (September 2010).

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 conducted intensive-level surveys within the project area and utilized 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. During the current survey, architectural historians observed no substantial changes to any property between I-75/Fisher Freeway and Grand Boulevard that would alter its eligibility/listing status. Thus, no eligibility or boundary changes to NRHP-listed properties are recommended in this portion of the project area.

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 was documented in survey data forms for each property.

All properties located in the APE between I-75/Fisher Freeway and Grand Boulevard were documented in the "Phased Section 106 Submittal: Interstate 75/Fisher Freeway to Grand Boulevard" (September 2010) that was submitted to the SHPO on September 24, 2010.

Section V. Photographs

See Attachments C and D.

Section VI. Determination of Effect

Evaluations included in Attachments C and D assess potential project effects to the thirty-one NRHP-listed and NRHP-eligible historic properties within the Woodward Avenue LRT's APE between I-75/Fisher Freeway and Grand Boulevard. 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 which 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

National Register of Historic Places 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 effects were identified. 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, reviewed project plans and 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 by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects must be undertaken. 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 utilized 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 all identified 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 between I-75/Fisher Freeway and Grand Boulevard 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 for all three proposed design options 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.

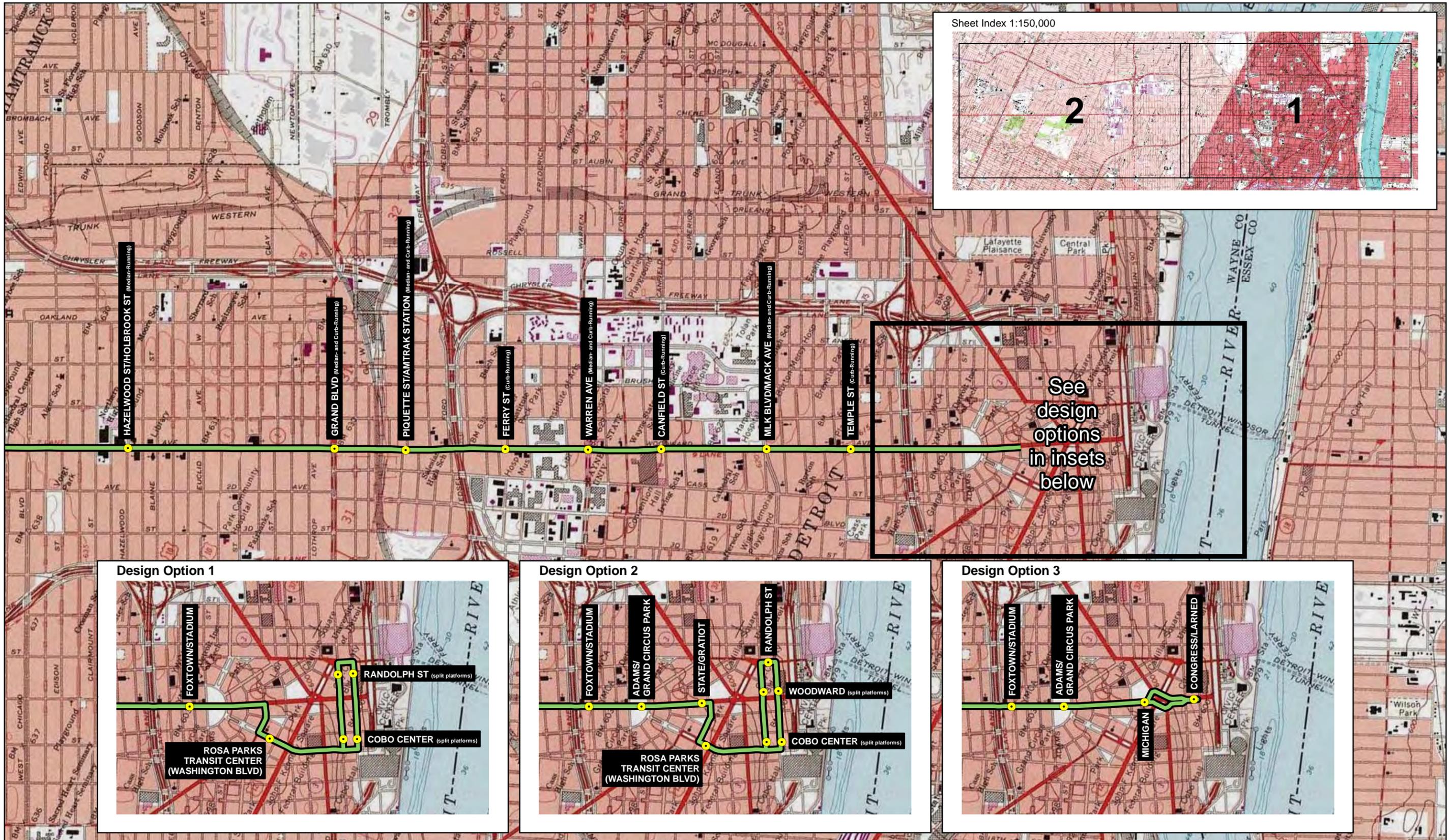
Indirect and cumulative effects to historic properties have also been considered; such effects may include reasonably foreseeable land use changes.

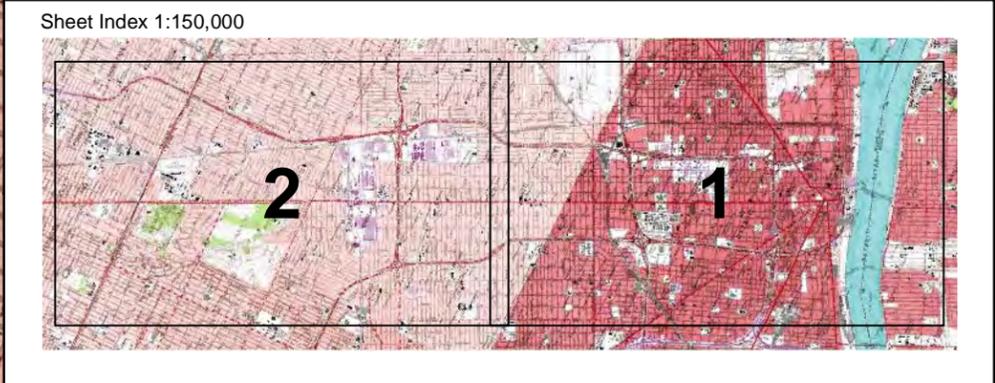
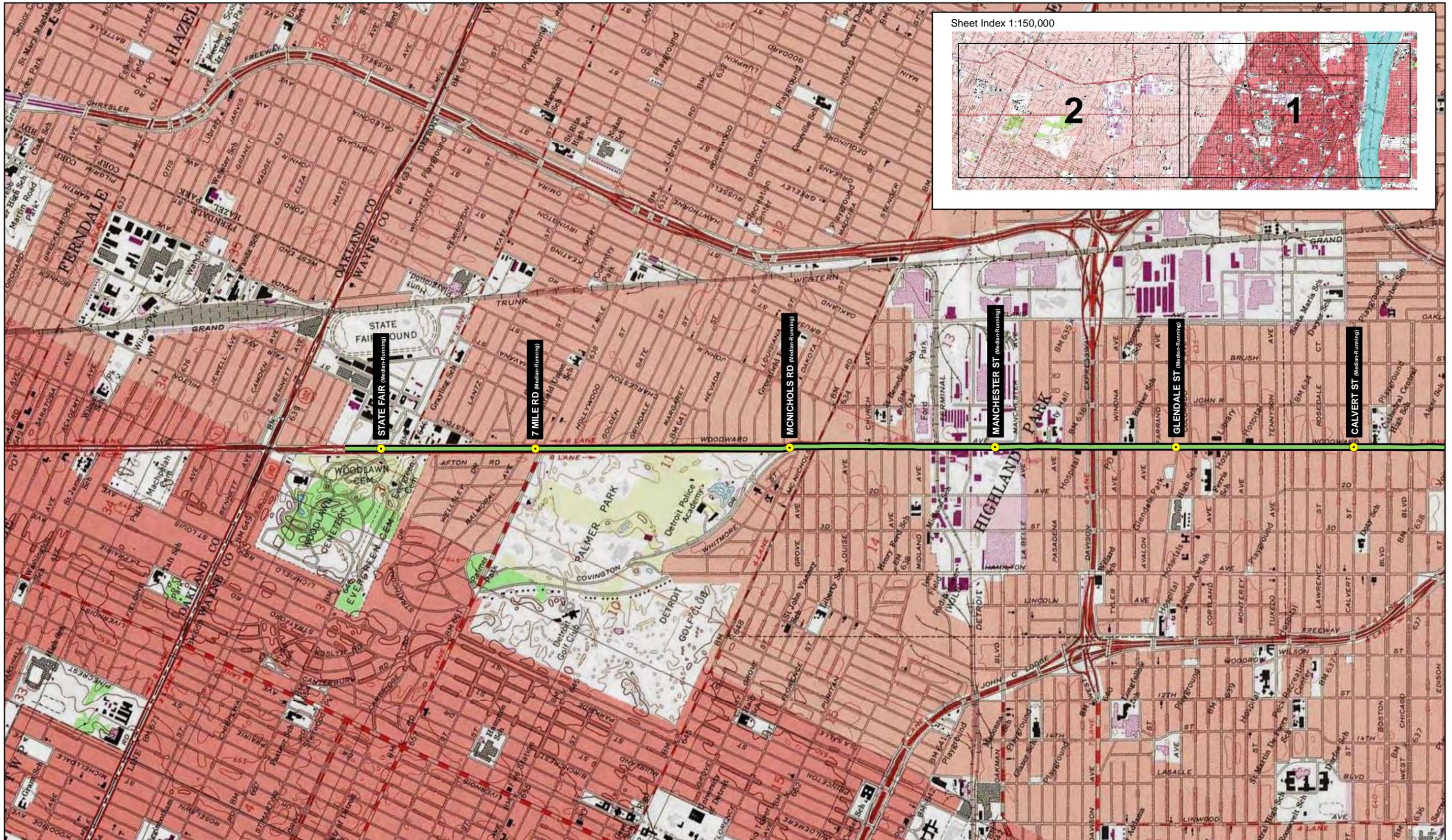
Future Project Refinement and/or Changes

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 (amendment reports and/or technical memoranda). All such documentation will be provided to consulting parties for comment.

Attachment B
Project Location Map

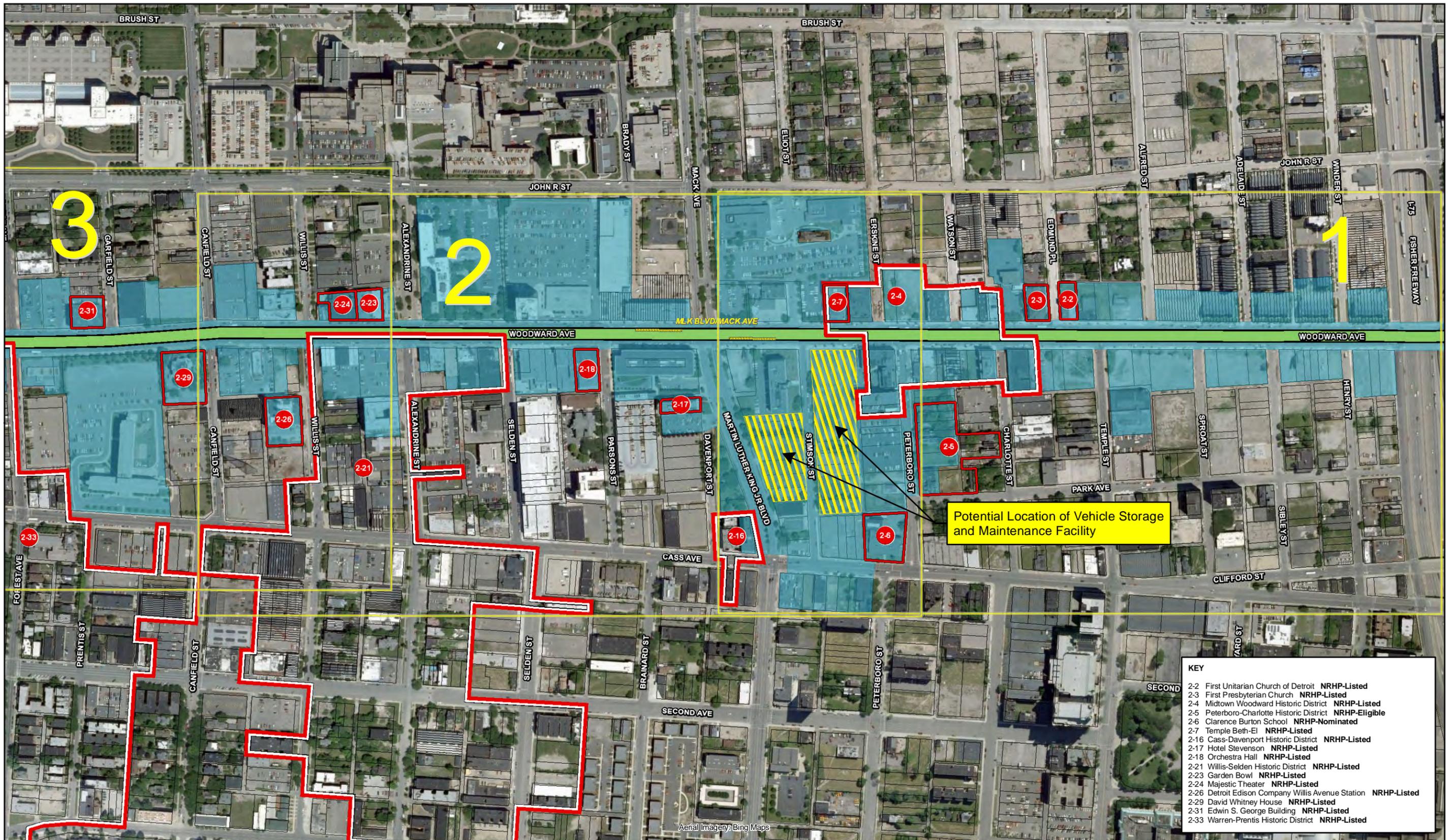
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Attachment C
Determinations of Effect
Downtown Design Option 1

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KEY

- 2-2 First Unitarian Church of Detroit NRHP-Listed
- 2-3 First Presbyterian Church NRHP-Listed
- 2-4 Midtown Woodward Historic District NRHP-Listed
- 2-5 Peterboro-Charlotte Historic District NRHP-Eligible
- 2-6 Clarence Burton School NRHP-Nominated
- 2-7 Temple Beth-El NRHP-Listed
- 2-16 Cass-Davenport Historic District NRHP-Listed
- 2-17 Hotel Stevenson NRHP-Listed
- 2-18 Orchestra Hall NRHP-Listed
- 2-21 Willis-Selden Historic District NRHP-Listed
- 2-23 Garden Bowl NRHP-Listed
- 2-24 Majestic Theater NRHP-Listed
- 2-26 Detroit Edison Company Willis Avenue Station NRHP-Listed
- 2-29 David Whitney House NRHP-Listed
- 2-31 Edwin S. George Building NRHP-Listed
- 2-33 Warren-Prentiss Historic District NRHP-Listed



WOODWARD LIGHT RAIL

1 INCH = 400 FEET

0 300 600 900 1200 Feet

Guideway Alignment - Design Option 1

Proposed Station

NRHP-Listed or Eligible Historic Property

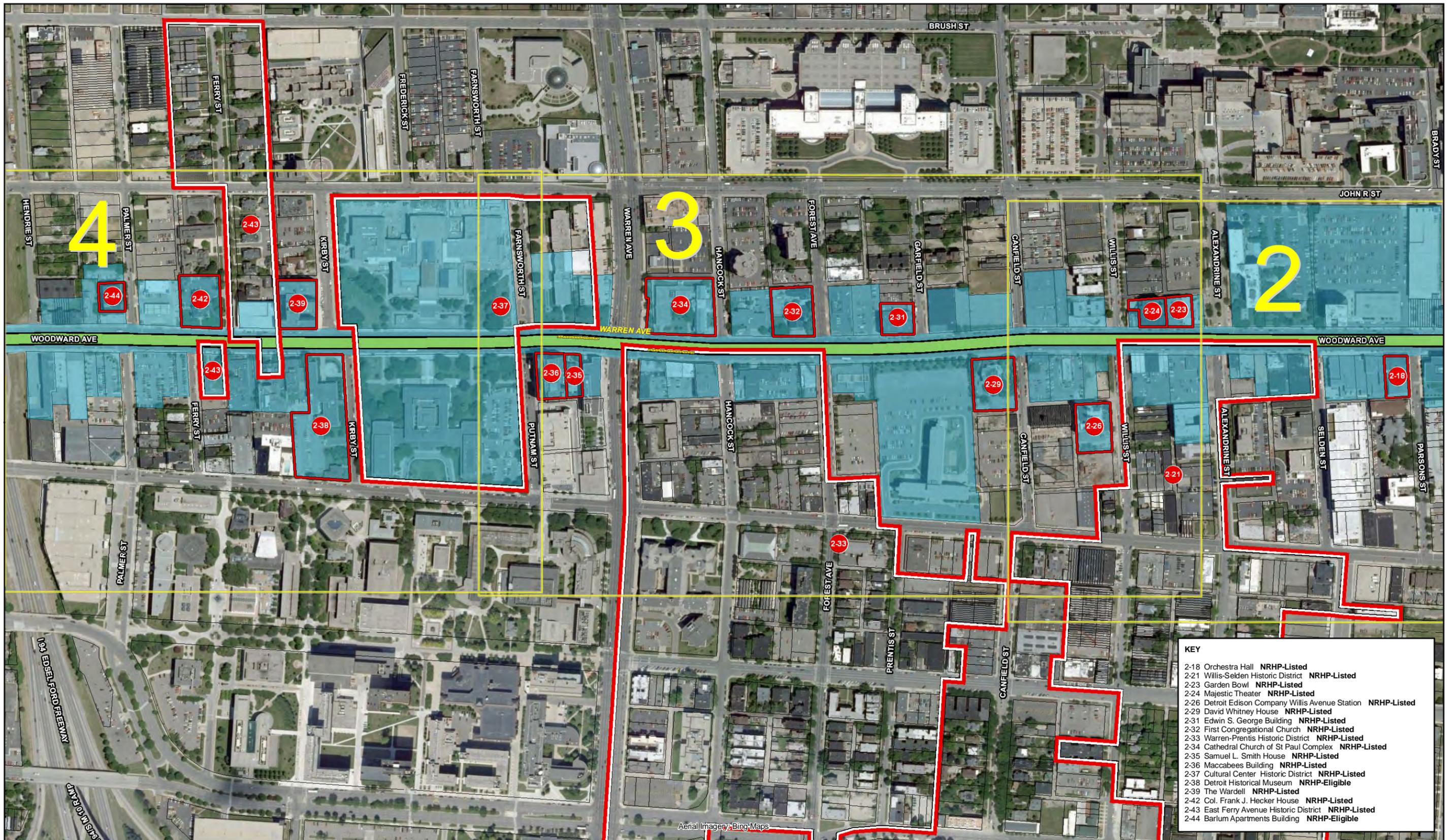
National Historic Landmark

Area of Potential Effects

Sheet Index

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet Index 1 (Map 1 of 8)



KEY

- 2-18 Orchestra Hall **NRHP-Listed**
- 2-21 Willis-Selden Historic District **NRHP-Listed**
- 2-23 Garden Bowl **NRHP-Listed**
- 2-24 Majestic Theater **NRHP-Listed**
- 2-26 Detroit Edison Company Willis Avenue Station **NRHP-Listed**
- 2-29 David Whitney House **NRHP-Listed**
- 2-31 Edwin S. George Building **NRHP-Listed**
- 2-32 First Congregational Church **NRHP-Listed**
- 2-33 Warren-Prentiss Historic District **NRHP-Listed**
- 2-34 Cathedral Church of St Paul Complex **NRHP-Listed**
- 2-35 Samuel L. Smith House **NRHP-Listed**
- 2-36 Maccabees Building **NRHP-Listed**
- 2-37 Cultural Center Historic District **NRHP-Listed**
- 2-38 Detroit Historical Museum **NRHP-Listed**
- 2-39 The Wardell **NRHP-Listed**
- 2-42 Col. Frank J. Hecker House **NRHP-Listed**
- 2-43 East Ferry Avenue Historic District **NRHP-Listed**
- 2-44 Barlum Apartments Building **NRHP-Eligible**



WOODWARD LIGHT RAIL

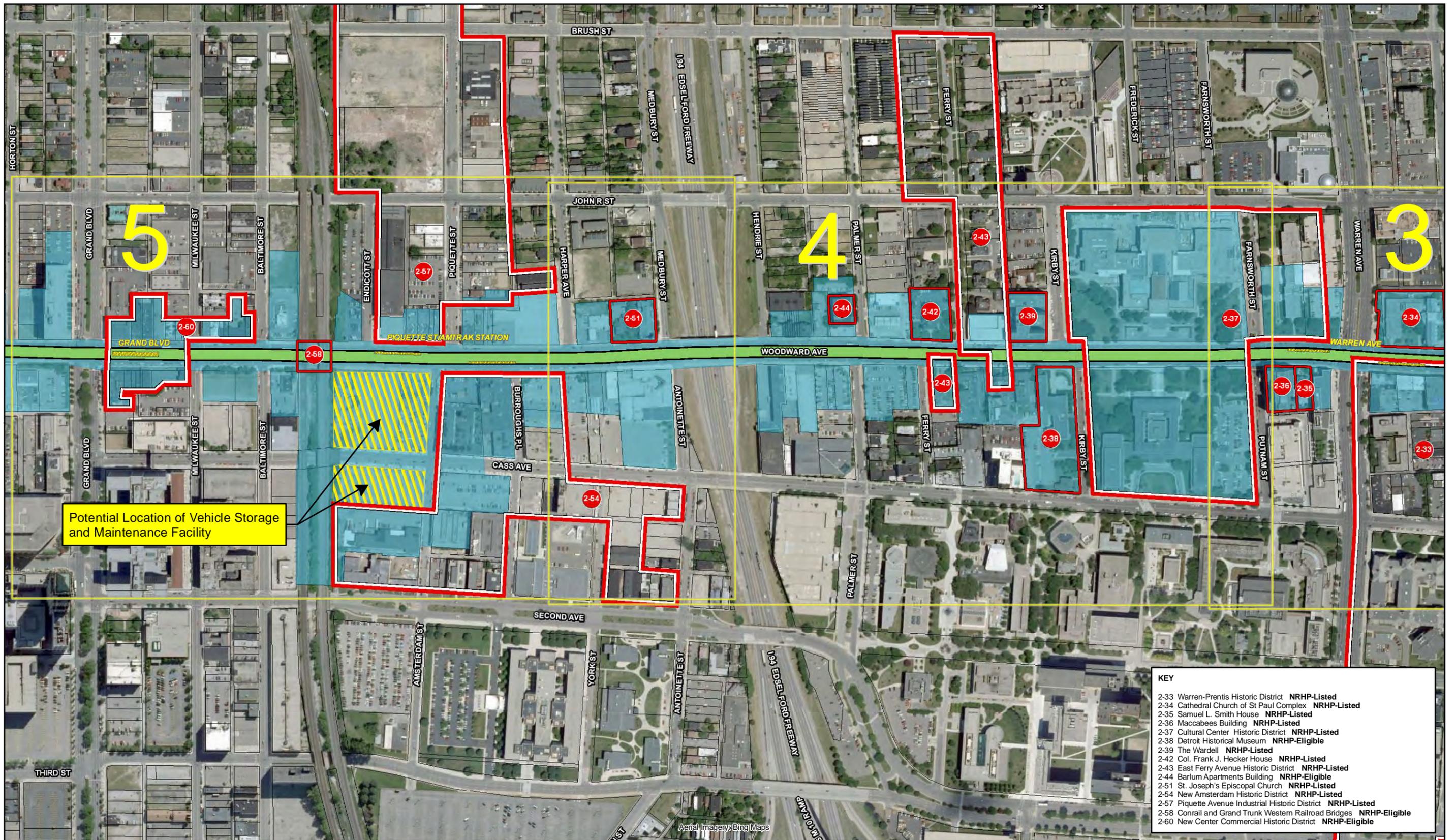
1 INCH = 400 FEET

0 530 Feet

- Guideway Alignment - Design Option 1
- Proposed Station
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects
- Sheet Index

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet Index 2 (Map 2 of 8)

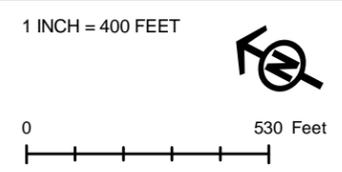


KEY

- 2-33 Warren-Prentiss Historic District NRHP-Listed
- 2-34 Cathedral Church of St Paul Complex NRHP-Listed
- 2-35 Samuel L. Smith House NRHP-Listed
- 2-36 Maccabees Building NRHP-Listed
- 2-37 Cultural Center Historic District NRHP-Listed
- 2-38 Detroit Historical Museum NRHP-Eligible
- 2-39 The Wardell NRHP-Listed
- 2-42 Col. Frank J. Hecker House NRHP-Listed
- 2-43 East Ferry Avenue Historic District NRHP-Listed
- 2-44 Barlum Apartments Building NRHP-Eligible
- 2-51 St. Joseph's Episcopal Church NRHP-Listed
- 2-54 New Amsterdam Historic District NRHP-Listed
- 2-57 Piquette Avenue Industrial Historic District NRHP-Listed
- 2-58 Conrail and Grand Trunk Western Railroad Bridges NRHP-Eligible
- 2-60 New Center Commercial Historic District NRHP-Eligible



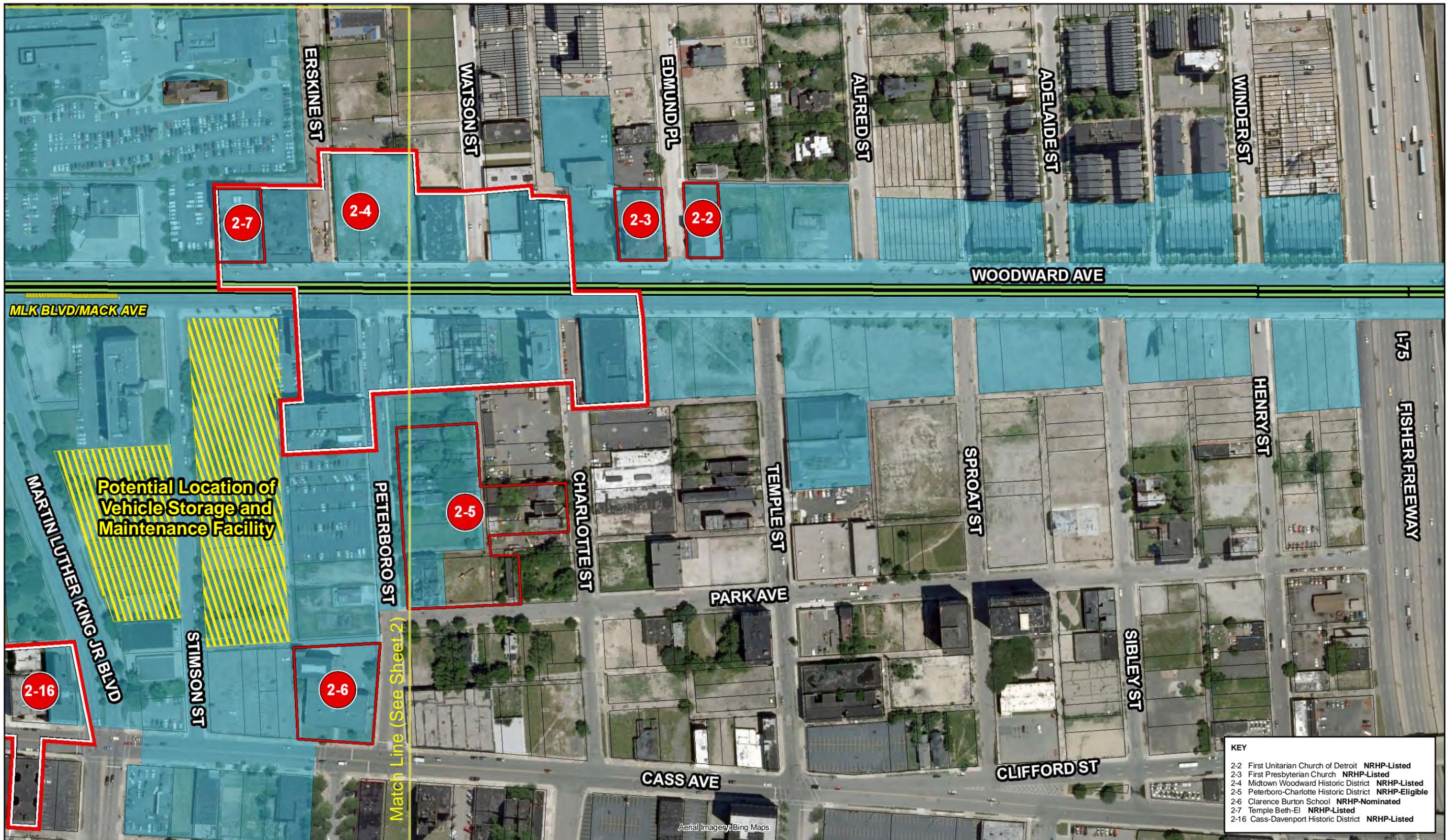
WOODWARD LIGHT RAIL



- Guideway Alignment - Design Option 1
- Proposed Station
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects
- Sheet Index

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet Index 3 (Map 3 of 8)



KEY	
2-2	First Unitarian Church of Detroit NRHP-Listed
2-3	First Presbyterian Church NRHP-Listed
2-4	Midtown Woodward Historic District NRHP-Listed
2-5	Peterboro-Charlotte Historic District NRHP-Eligible
2-6	Clarence Burton School NRHP-Nominated
2-7	Temple Beth-El NRHP-Listed
2-16	Cass-Davenport Historic District NRHP-Listed



WOODWARD LIGHT RAIL

1 INCH = 200 FEET



0 225 Feet

Guideway Alignment - Design Option 1

Proposed Station

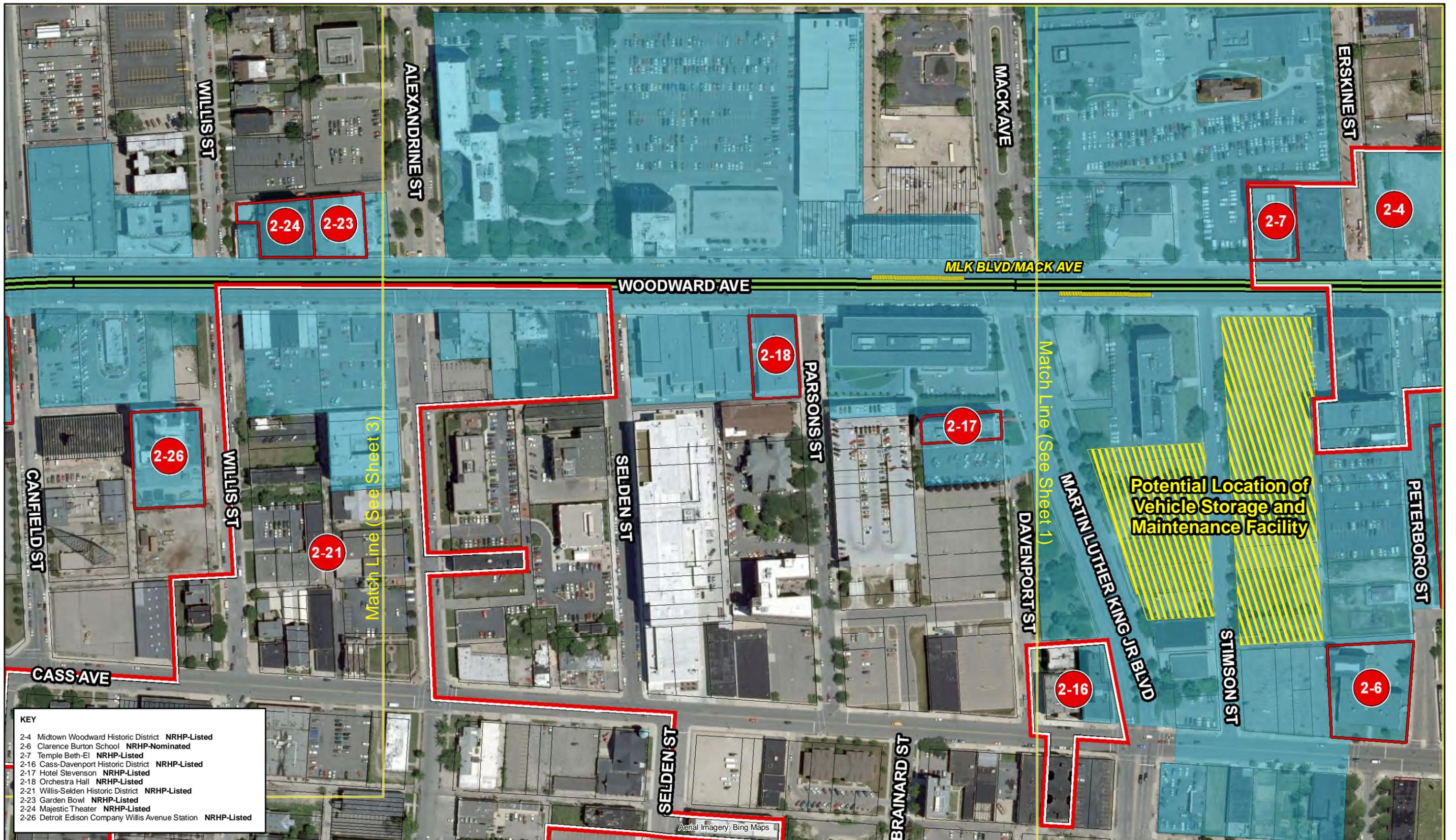
NRHP-Listed or Eligible Historic Property

National Historic Landmark

Area of Potential Effects

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet 1 (Map 4 of 8)

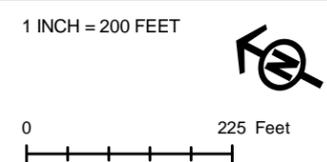


KEY

- 2-4 Midtown Woodward Historic District NRHP-Listed
- 2-6 Clarence Burton School NRHP-Nominated
- 2-7 Temple Beth-El NRHP-Listed
- 2-16 Cass-Davenport Historic District NRHP-Listed
- 2-17 Hotel Stevenson NRHP-Listed
- 2-18 Orchestra Hall NRHP-Listed
- 2-21 Willis-Selden Historic District NRHP-Listed
- 2-23 Garden Bowl NRHP-Listed
- 2-24 Majestic Theater NRHP-Listed
- 2-26 Detroit Edison Company Willis Avenue Station NRHP-Listed

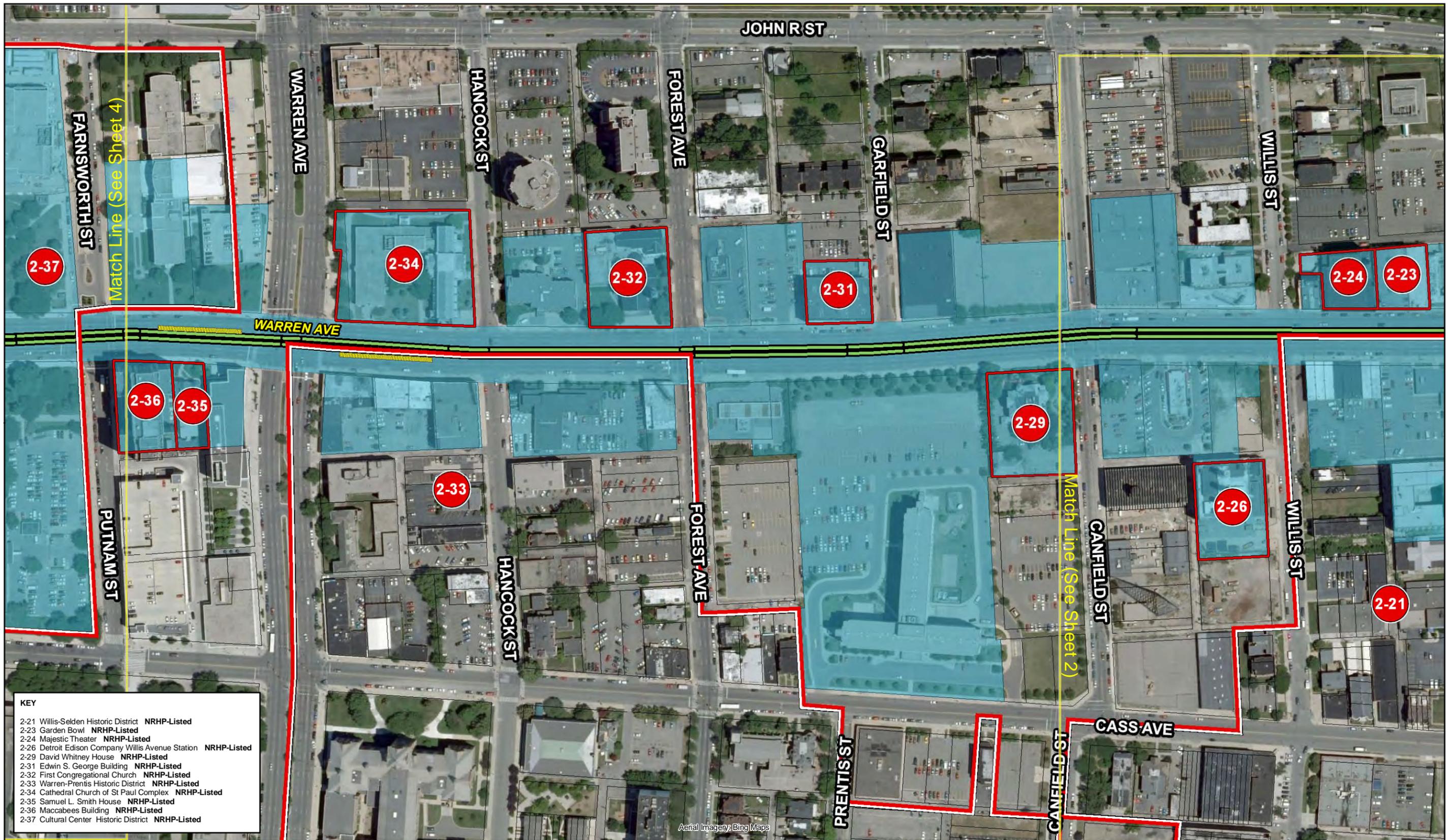


WOODWARD LIGHT RAIL



- Guideway Alignment - Design Option 1
- Proposed Station
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

Map Attachment C: Area of Potential Effects and Historic Properties



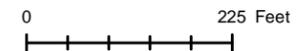
KEY

- 2-21 Willis-Selden Historic District **NRHP-Listed**
- 2-23 Garden Bowl **NRHP-Listed**
- 2-24 Majestic Theater **NRHP-Listed**
- 2-26 Detroit Edison Company Willis Avenue Station **NRHP-Listed**
- 2-29 David Whitney House **NRHP-Listed**
- 2-31 Edwin S. George Building **NRHP-Listed**
- 2-32 First Congregational Church **NRHP-Listed**
- 2-33 Warren-Prentis Historic District **NRHP-Listed**
- 2-34 Cathedral Church of St Paul Complex **NRHP-Listed**
- 2-35 Samuel L. Smith House **NRHP-Listed**
- 2-36 Maccabees Building **NRHP-Listed**
- 2-37 Cultural Center Historic District **NRHP-Listed**



WOODWARD LIGHT RAIL

1 INCH = 200 FEET

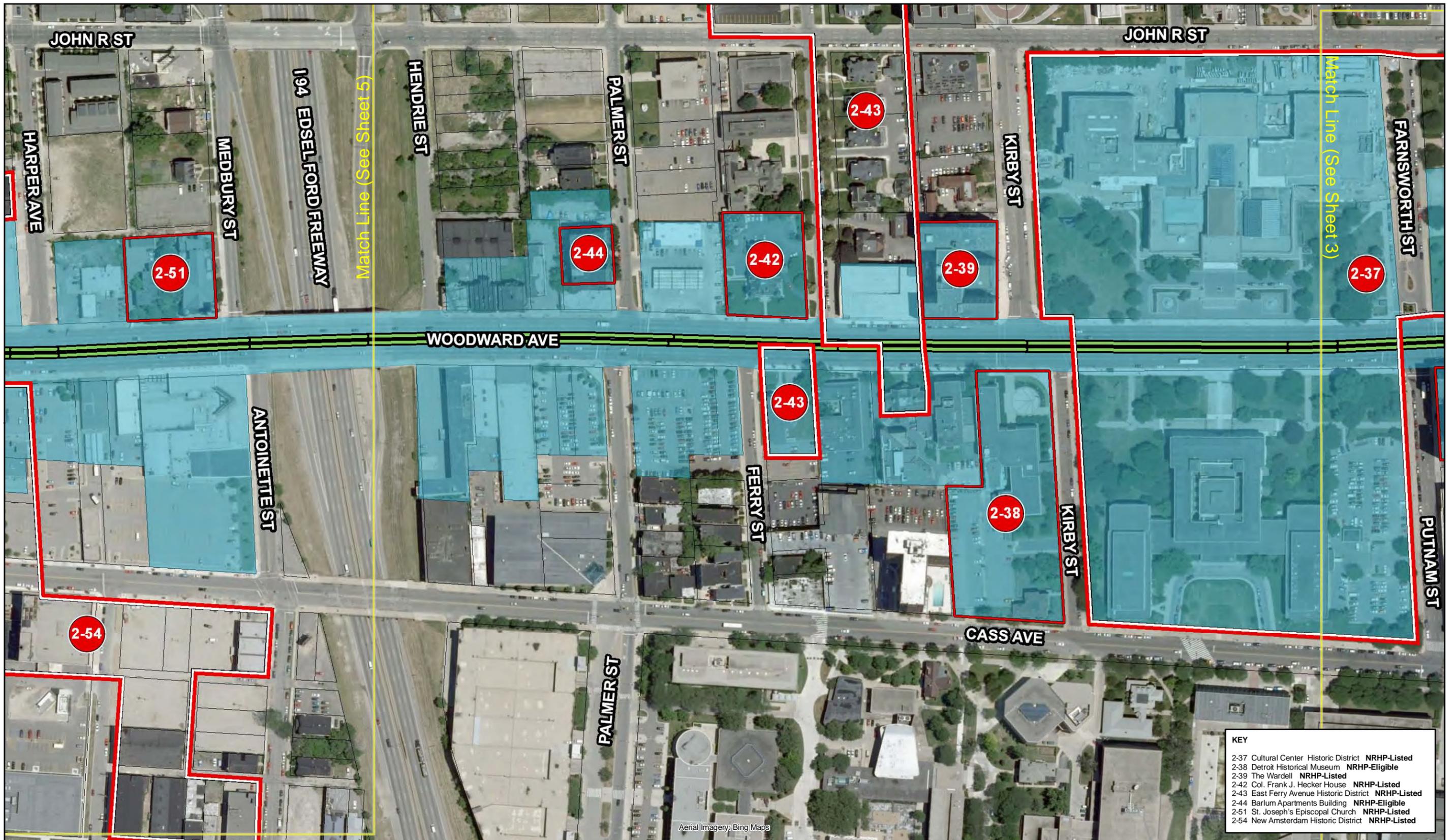


- Guideway Alignment - Design Option 1
- Proposed Station

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

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet 3 (Map 6 of 8)



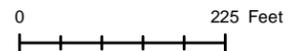
KEY

- 2-37 Cultural Center Historic District **NRHP-Listed**
- 2-38 Detroit Historical Museum **NRHP-Eligible**
- 2-39 The Wardell **NRHP-Listed**
- 2-42 Col. Frank J. Hecker House **NRHP-Listed**
- 2-43 East Ferry Avenue Historic District **NRHP-Listed**
- 2-44 Barlum Apartments Building **NRHP-Eligible**
- 2-51 St. Joseph's Episcopal Church **NRHP-Listed**
- 2-54 New Amsterdam Historic District **NRHP-Listed**



WOODWARD LIGHT RAIL

1 INCH = 200 FEET



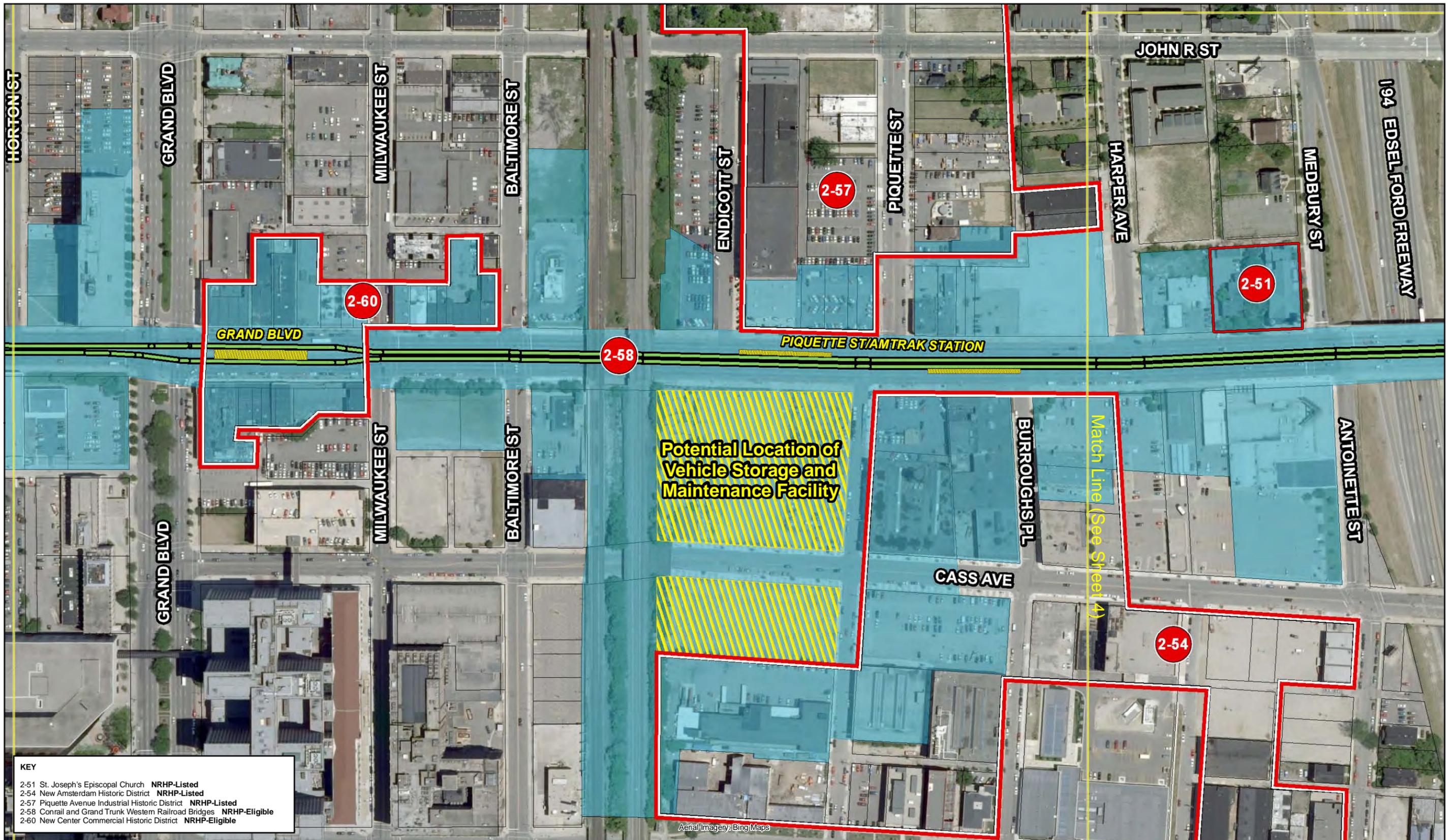
- Guideway Alignment - Design Option 1
- Proposed Station

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

Map Attachment C: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard
Design Option 1 - Sheet 4 (Map 7 of 8)

Aerial Imagery: Bing Maps

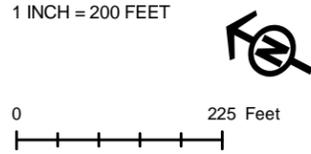


KEY

2-51 St. Joseph's Episcopal Church	NRHP-Listed
2-54 New Amsterdam Historic District	NRHP-Listed
2-57 Piquette Avenue Industrial Historic District	NRHP-Listed
2-58 Conrail and Grand Trunk Western Railroad Bridges	NRHP-Eligible
2-60 New Center Commercial Historic District	NRHP-Eligible



WOODWARD LIGHT RAIL



Guideway Alignment - Design Option 1	NRHP-Listed or Eligible Historic Property
Proposed Station	National Historic Landmark
	Area of Potential Effects

Map Attachment C: Area of Potential Effects and Historic Properties

Downtown Design Option 1

See Map Attachment C

Between I-75/Fisher Freeway and Grand Boulevard, Design Option 1 includes a two-way, median-running guideway alignment located within Woodward Avenue. Stations in this area include LRT platforms at Martin Luther King Jr. Boulevard, Warren Avenue, Piquette Street/Amsterdam Street, and Grand Boulevard.

The Design Option 1 alignment would incorporate the overhead contact system (OCS), including electrification, support wires, and support poles. At this time, no traction power substations have been proposed between I-75/Fisher Freeway and Grand Boulevard.

LRT station design would be context sensitive, as applicable, and would be based on stakeholder input, adjacent land use, and/or building forms and materials. Between I-75/Fisher Freeway and Grand Boulevard, all proposed Design Option 1 stations would be located within the median area of Woodward Avenue. These stations would include split-platform stations, incorporating separate, single-sided platforms each serving one direction of LRT traffic, or a single-platform station, incorporating a single, double-sided platform serving LRT traffic in each direction.

Typical split-platform LRT stations would include individual, single-sided platforms up to 14 inches high, 180 to 200 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 open or glass-enclosed and approximately 100 feet long and 10 to 14 feet tall. Additional station components would include railings, light fixtures, benches, ticket vending equipment, information cases, and litter receptacles. Typical single-platform LRT stations would comprise the same features, but the double-sided platforms would be 18 to 24 feet wide.

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

Although only one Vehicle Storage and Maintenance Facility (VSMF) is proposed for the LRT project, two potential sites have been identified between I-75/Fisher Freeway and Grand Boulevard. The potential VSMF sites are identical for each design option. Proposed sites include an area west of Woodward Avenue between Martin Luther King Jr. Boulevard and Stimson and Peterboro streets, and a separate, second proposed area west of Woodward Avenue between the Conrail and Grand Trunk Western railroads and Amsterdam Street. The 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. VSMF design would be site specific; however, each site would include the yard and industrial-style buildings.

The following table (Figure 3) summarizes effects determinations for Design Option 1. 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 3 - Effects Determinations for Design Option 1

Name	Design Option 1
First Unitarian Church of Detroit <i>Listed 1982</i>	NE
First Presbyterian Church <i>Listed 1982</i>	NE
Midtown Woodward Historic District <i>Listed 2008</i>	AE
Peterboro-Charlotte Historic District <i>Determined Eligible 2010*</i>	NA
Clarence Burton School <i>Nominated 2010</i>	AE
Temple Beth-El <i>Listed 1982</i>	NE
Cass-Davenport Historic District <i>Listed 1997</i>	AE
Hotel Stevenson <i>Listed 1997</i>	AE
Orchestra Hall <i>Listed 1971</i>	NE
Willis-Selden Historic District <i>Listed 1997</i>	NA
Garden Bowl <i>Listed 2008</i>	NE
Majestic Theater <i>Listed 2008</i>	NE
Detroit Edison Company Willis Avenue Station <i>Listed 1972</i>	NE
David Whitney House <i>Listed 1999</i>	NE
Edwin S. George Building <i>Listed 1993</i>	NE
First Congregational Church <i>Listed 1979</i>	NE
Warren-Prentis Historic District <i>Listed 1997</i>	NA
Cathedral Church of St. Paul Complex <i>Listed 1982</i>	NE
Samuel L. Smith House <i>Listed 1986</i>	NE
Maccabees Building <i>Listed 1983</i>	NA
Cultural Center Historic District <i>Listed 1983</i>	NA

Name	Design Option 1
Detroit Historical Museum <i>Determined Eligible 2010*</i>	NE
The Wardell <i>Listed 2007</i>	NE
Colonel Frank L. Hecker House <i>Listed 1973</i>	NE
East Ferry Avenue Historic District <i>Listed 1980</i>	NA
Barlum Apartments <i>Determined Eligible (n.d.)**</i>	NE
St. Joseph's Episcopal Church <i>Listed 1982</i>	NE
New Amsterdam Historic District <i>Listed 2001</i>	NE
Piquette Avenue Industrial Historic District <i>Listed 2004</i>	NE
Conrail and Grand Trunk Western Railroad Bridges <i>Determined Eligible 2010*</i>	NA
New Center Commercial Historic District <i>Determined Eligible 2010*</i>	AE

* Determinations of eligibility are pending SHPO concurrence.

** Determined eligible as part of prior, unrelated Section 106 project review; no documentation on file. Updated determination of eligibility provided in "Phased Section 106 Submittal: Interstate 75/Fisher Freeway to Grand Boulevard" (September 2010).

First Unitarian Church of Detroit

(See Map Attachment C; see Figures 4-5)

The First Unitarian Church of Detroit is a red-sandstone-clad, late nineteenth-century, Romanesque Revival-style church with a cruciform plan and a steeply pitched slate roof with copper trim. The property was listed in the NRHP under Criterion C and Criteria Consideration A as an excellent and distinctive example of a Romanesque Revival-style church and an important work of the local architectural firm of Donaldson and Meier.

Near the First Unitarian Church of Detroit, project implementation under Design Option 1 would be limited to construction of the guideway alignment and corresponding OCS along Woodward Avenue's central lanes, approximately 65 feet from the property's western NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. No planned stations are proximate to the First Unitarian Church.

No physical impacts to the First Unitarian Church of Detroit 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 First Unitarian Church of Detroit no longer retains integrity of setting due to land clearance and twentieth-century commercial development in its vicinity. In addition, the church's formerly open front porch was enclosed during the City of Detroit's widening of Woodward Avenue in 1936; this exterior alteration diminished the significance of the property's setting by limiting views from the main entrance. Although the proposed embedded guideway and OCS would be visible from some portions of the First Unitarian Church of Detroit, these facilities represent a minor alteration to the property's already altered visual setting; no significant 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 the 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 an excellent example of a Romanesque Revival-style church or its association with that architectural style and the work of Donaldson and Meier. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the First Unitarian Church of Detroit under Design Option 1.



Figure 4

Facing southwest along Woodward Avenue from northwest corner of First Unitarian Church of Detroit at Edmund Place



Figure 5

Facing northwest along Woodward Avenue to Midtown Woodward Historic District (at left, center) from northwest corner of First Unitarian Church of Detroit

Attachment C – Determinations of Effect – Downtown Design Option 1

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – I-75/Fisher Freeway to Grand Boulevard (October 2010)

First Presbyterian Church of Detroit

(See Map Attachment C; see Figures 6-7)

The First Presbyterian Church of Detroit is a red-sandstone-clad, late nineteenth-century, Richardsonian Romanesque-style church with a Greek cross plan and a steeply pitched, hipped, slate roof. The property was listed in the NRHP under Criterion A for its association with the oldest Protestant congregation in Detroit and under Criterion C and Criteria Consideration A as an excellent and distinctive example of a Romanesque Revival-style church and an important work of the local architect George D. Mason.

Near the First Presbyterian Church of Detroit, project implementation under Design Option 1 would be limited to construction of the guideway alignment and the corresponding OCS along Woodward Avenue's central lanes, approximately 65 feet from the property's western NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. No planned stations are proximate to the First Presbyterian Church of Detroit.

No physical impacts to the First Presbyterian Church of Detroit 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 First Presbyterian Church of Detroit no longer retains integrity of setting. The property was originally set back from Woodward Avenue in a tree-shaded residential neighborhood, but is now adjacent to Woodward Avenue and surrounded largely by multi-story commercial properties and vacant parcels. In addition, the City of Detroit's widening of Woodward Avenue in 1936 resulted in the re-orientation of the main entrance from the west facade to the south, side elevation; this exterior alteration diminished the significance of the property's setting by limiting views from the main entrance. Although the proposed guideway alignment and OCS would be visible from some portions of the First Presbyterian Church of Detroit, these facilities represent a minor alteration to the property's visual setting. Therefore, no significant views to or from the building would be obscured and no components of the setting would be impacted; 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, no project activity would alter the property's feeling as an excellent example of a Romanesque Revival-style church or its association with that architectural style, the work of Donaldson and Meier, or the oldest Protestant congregation in Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the First Presbyterian Church of Detroit under Design Option 1.



Figure 6

Facing southwest along Woodward Avenue from southwest corner of First Presbyterian Church of Detroit at Edmund Place



Figure 7

Facing northwest along Woodward Avenue to Midtown Woodward Historic District (at left, center) from northwest corner of First Presbyterian Church of Detroit

Attachment C – Determinations of Effect – Downtown Design Option 1

Woodward Avenue Light Rail Transit Project (ER# 08-462)

Phased Section 106 Submittal – Assessment of Effects – I-75/Fisher Freeway to Grand Boulevard (October 2010)

Midtown Woodward Historic District

(See Map Attachment C; see Figures 8-11)

The Midtown Woodward Historic District consists of thirteen commercial and residential buildings along Woodward Avenue between Peterboro and Erskine streets on the south and Charlotte and Watson streets on the north. Constructed between 1900 and 1920, the buildings represent Renaissance Revival, Neoclassical, Chicago Style, and Art Deco architectural styles. The district was listed in the NRHP under Criterion A for its significance in the commercial development of Woodward Avenue and under Criterion C as a significant collection of early twentieth-century commercial buildings.

Near the Midtown Woodward Historic District, project implementation under Design Option 1 would include construction of the guideway alignment and the corresponding OCS along Woodward Avenue's central lanes. The project would also include the potential construction of the VSMF west of the district. The guideway would be embedded at-grade along Woodward Avenue. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. The proposed VSMF, consisting of a rail yard and industrial-style buildings, would be constructed northwest of Woodward Avenue, south of Martin Luther King Jr. Boulevard, and along Stimson Street, abutting portions of the district's northwestern NRHP boundary. No planned stations are proximate to the Midtown Woodward Historic District.

No physical impacts to contributing properties within the Midtown Woodward 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 guideway and OCS construction contain non-historic roadway materials; these features do not contribute to the historic district's significance. The proposed VSMF is not located within the district's boundaries and would have no physical effect to the district or its contributing properties. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS, which would run through the district's boundaries along Woodward Avenue, would be visible from some portions of contributing properties within the district, these facilities would represent a minor alteration to the district's urban visual setting. No significant views to or from the contributing properties would be obscured and no significant elements of the district's setting would be affected by the guideway and OCS. The proposed VSMF, which may abut portions of the district's northwestern NRHP boundary on currently vacant parcels south of Martin Luther King Jr. Boulevard and along Stimson Street, would not obscure or obstruct views to or from the district as a whole. However, the proposed industrial facility would obscure views north and west from the apartment building at 26 Peterboro Street, which is a contributing building within the Midtown Woodward Historic District. Although the historic commercial and residential fabric of the proposed VSMF site has been previously cleared, the area maintains its character as a residential neighborhood with commercial activity along Woodward Avenue. Potential construction of the VSMF would introduce an incompatible, industrial facility into this contributing property's historically commercial and residential setting. Therefore, implementation of the Woodward Avenue LRT under Design Option 1 would result in an adverse effect to the district's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

Project activity related to the VSMF would alter the district's feeling as a collection of commercial and residential buildings by introducing an industrial facility near a historically residential contributing building, resulting in an adverse effect to the integrity of feeling.

However, the district's association with the commercial development of Woodward Avenue would remain intact; despite the introduction of the VSMF, the district would continue to convey its commercial origins. Therefore, project implementation under Design Option 1 would have no adverse effect to the district's integrity of association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have an **adverse effect** to the Midtown Woodward Historic District.



Figure 8
Facing northwest along Woodward Avenue from southeast corner of Watson Street



Figure 9
Facing southwest along Woodward Avenue to Midtown Woodward Historic District (at right, center) from south of Erskine Street



Figure 10

Facing northeast along Woodward Avenue from west-facing facade of 3533 Woodward Avenue



Figure 11

Facing southeast along Woodward Avenue from south of Stimson Street

Attachment C – Determinations of Effect – Downtown Design Option 1

Woodward Avenue Light Rail Transit Project (ER# 08-462)

Phased Section 106 Submittal – Assessment of Effects – I-75/Fisher Freeway to Grand Boulevard (October 2010)

Peterboro-Charlotte Historic District

(See Map Attachment C; see Figures 12-14)

The Peterboro-Charlotte Historic District consists of nine, late nineteenth-century residences on Peterboro Street, Charlotte Street, and Park Boulevard. The buildings represent a variety of styles including Queen Anne, Second Empire, Italian Renaissance Revival, and Richardsonian Romanesque. The district was determined eligible for listing in the NRHP under Criterion C as an exemplary collection of residences representing the eclectic styles found in middle-class, streetcar developments of the era.

Near the Peterboro-Charlotte Historic District, project implementation under Design Option 1 would include construction of the guideway alignment and the corresponding OCS along Woodward Avenue's central lanes. The project may also include construction of the potential VSMF north of the district. The guideway would be embedded at-grade within Woodward Avenue and approximately 300 feet from the district's eastern NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the guideway alignment. The VSMF, consisting of a rail yard and industrial-style buildings, may be constructed west of Woodward Avenue along Martin Luther King Jr. Boulevard and Stimson Street, approximately 250 feet from the district's northern NRHP boundary. No planned stations are proximate to the Peterboro-Charlotte Historic District.

No physical impacts to the Peterboro-Charlotte Historic District would occur; no project activity is proposed within the district's NRHP boundaries, or within the individual parcels of any contributing properties. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway alignment and OCS would be visible from portions of the Peterboro-Charlotte Historic District along Peterboro and Charlotte streets, no historically significant views to or from the district would be obstructed or obscured and no character-defining features of the district's setting would be impacted. The district's integrity of setting in the eastern area along Woodward Avenue is diminished by recent land clearance and twentieth-century commercial development. In addition, views to the proposed guideway and OCS would already be limited by existing structures along the west side of Woodward Avenue and by heavy traffic along that street. The guideway alignment and OCS would be located along Woodward Avenue and would represent minor alterations to the district's already diminished eastern setting. The proposed VSMF would be located north of the district along Stimson Street, approximately 250 feet from the district's northern NRHP boundary, and separated from the district by a large parking lot along the north side of Peterboro Street. This parking lot, which is enclosed by a tall chain-link and iron fence, is the result of land clearance on this block and already compromises the district's historically residential setting along the northern boundary. The presence of this parking lot as an intervening parcel between the VSMF and contributing resources would diminish the visual effects of the VSMF to the district's setting. Therefore, the proposed VSMF would not further obscure or obstruct historic views to or from the district. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, implementation of the Woodward Avenue LRT under Design Option 1 would result in no adverse effect to the district's integrity of setting.

Project components would not alter the district's feeling as a collection of eclectic nineteenth-century residences or its association with those styles and that building type because no contributing properties would be physically altered. Therefore, project implementation would have no adverse effect to the district's integrity of feeling or association.

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



Figure 12
Facing northwest along Peterboro Street to Woodward Avenue



Figure 13
Facing northwest along Charlotte Street to contributing buildings (at left) and Woodward Avenue



Figure 14
Facing north to proposed VSMF site from Peterboro Street