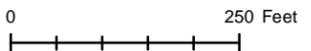


KEY
 3-47 Lawrence-Webb Historic District **NRHP-Eligible**
 3-58 City of Highland Park Robert B. Blackwell Municipal Building **NRHP-Eligible**
 3-59 Highland Heights-Stevens' Subdivision Historic District **NRHP-Listed**
 3-60 Detroit Edison Company Cortland Street Substation **NRHP-Eligible**
 3-61 Highland Park Presbyterian Church **NRHP-Listed**
 3-64 Grace Evangelical Lutheran Church **NRHP-Listed**



WOODWARD LIGHT RAIL

1 INCH = 200 FEET



-  Guideway Alignment
-  Proposed Station
-  Parcel
-  NRHP-Listed or Eligible Historic Property
-  Area of Potential Effects

Map Attachment C: Area of Potential Effects and Historic Properties

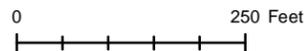
Grand Boulevard to M-8/Davison Freeway
 Design Options 1, 2, and 3 - Sheet 4 of 5 (Page 7 of 8)

KEY
 3-59 Highland Heights-Stevens' Subdivision Historic District **NRHP-Listed**
 3-67 Trinity United Methodist Church **NRHP-Listed**
 3-68 YWCA Detroit Northern Branch **NRHP-Eligible**
 3-71 Highland Park Post Office **NRHP-Eligible**
 3-72 YMCA Detroit Northern Branch **NRHP-Eligible**



WOODWARD LIGHT RAIL

1 INCH = 200 FEET



-  Guideway Alignment
-  Proposed Station
-  Parcel
-  NRHP-Listed or Eligible Historic Property
-  Area of Potential Effects

Map Attachment C: Area of Potential Effects and Historic Properties

Grand Boulevard to M-8/Davison Freeway
 Design Options 1, 2, and 3 - Sheet 5 of 5 (Page 8 of 8)

Assessment of Effects: Grand Boulevard to M-8/Davison Freeway

Design Options 1, 2, 3

See Map Attachment C

Between Grand Boulevard and M-8/Davison Freeway, the Woodward Avenue LRT primarily comprises a two-way, median-running guideway alignment within Woodward Avenue. The guideway alignment would incorporate the OCS, including electrification, support wires, and support poles. At this time, no traction power substation locations have been proposed between Grand Boulevard and M-8/Davison Freeway. Of note, north of Custer Street, Design Options 1, 2, and 3 are identical. No NRHP-listed or eligible properties are located between Grand Boulevard and Custer Street. Therefore, the following assessments of effect correspond to the common, median-running alignment in this area; for this reason, effects assessments are not organized by design options in this submittal as they were in previous reports.

LRT stations between Grand Boulevard and M-8/Davison Freeway include platforms at Hazelwood Street/Holbrook Street, at Calvert Street, and at Glendale Street. The northbound, curb-running, Grand Boulevard station platform proposed under Design Options 2 and 3 only would also be located within this area, between Grand Boulevard and Horton Street. LRT station design would be context sensitive, as applicable, and would be based on stakeholder input, adjacent land use, and/or proximate building forms and materials. Between Grand Boulevard and M-8/Davison Freeway, excluding Grand Boulevard station's northbound platform, the proposed stations would be located within the median area of Woodward Avenue. These stations would be split-platform stations, incorporating separate, single-sided platforms each serving one direction of LRT traffic.

The 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.

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.

A Vehicle Storage and Maintenance Facility (VSMF) is proposed for the LRT project; however, no potential sites have been identified between Grand Boulevard and M-8/Davison Freeway.

Detailed effects assessments and viewshed photographs of each historic property follow.

Figure 2 – Effects Determinations for NRHP-Listed and Eligible Properties between Grand Boulevard and M-8/Davison Freeway

Name	Effect
Michigan Bell Telephone Company Madison Central Exchange Building <i>Determined Eligible 2010*</i>	NE
Metropolitan United Methodist Church <i>Listed 1982</i>	NE
Virginia Park Historic District <i>Listed 1982</i>	NA
8300 Woodward Avenue <i>Determined Eligible 2010*</i>	NE
Woodward Avenue Presbyterian Church <i>Listed 1982</i>	NE
First Baptist Church of Detroit <i>Listed 1982</i>	NE
North Woodward Congregational Church <i>Listed 1982</i>	NE
Henry M. Utley Branch Library <i>Determined Eligible 2010*</i>	NA
Woodward Gladstone Townhomes <i>Determined Eligible 2010*</i>	NA
Temple Beth-El <i>Listed 1982</i>	AE
St. Joseph's Episcopal Church <i>Listed 1982</i>	AE
Jewish Community Center <i>Determined Eligible 2010*</i>	NA
Central Woodward Christian Church <i>Listed 1982</i>	AE
Northern High School <i>Nominated 2010**</i>	NA
Atkinson Street Historic District <i>Determined Eligible 2010*</i>	NE
Boston-Edison Historic District <i>Listed 1972</i>	NA
Arden Park-East Boston Historic District <i>Listed 1982</i>	NA
Cathedral of the Most Blessed Sacrament <i>Listed 1982</i>	NA
Lawrence-Webb Historic District <i>Determined Eligible 2010*</i>	NE

Name	Effect
City of Highland Park Robert B. Blackwell Municipal Building <i>Determined Eligible 2010*</i>	NE
Highland Heights-Stevens' Subdivision Historic District <i>Listed 1988</i>	NA
Detroit Edison Company Cortland Street Substation <i>Determined Eligible 2010*</i>	NE
Highland Park Presbyterian Church <i>Listed 1982</i>	NE
Grace Evangelical Lutheran Church <i>Listed 1982</i>	NE
Trinity United Methodist Church <i>Listed 1982</i>	NE
YWCA Detroit Northern Branch <i>Determined Eligible 2010*</i>	NE
Highland Park Post Office <i>Determined Eligible 2010*</i>	NE
YMCA Detroit Northern Branch <i>Determined Eligible 2010*</i>	NE

* Determinations of eligibility are pending State Historic Preservation Officer concurrence.

** Pending National Register of Historic Places listing.

Michigan Bell Telephone Company Madison Central Exchange Building

(See Map Attachment C; see Figures 3-5)

The Michigan Bell Telephone Company Madison Central Exchange Building is a monolithic, yellow-brick-and-limestone-clad, Art Deco-style utilitarian building. Complex massing and an irregular footprint characterize the building; it is composed of a five-story, U-shaped east section, and a ten-story, west tower with a two-story penthouse. Oriented west to Woodward Avenue and south to Bethune Street, the building is an imposing, massive structure. It is visible within the Woodward Avenue viewshed, despite its location one block east of Woodward Avenue. The property was determined eligible for listing in the National Register of Historic Places (NRHP) under Criterion A for its association as a locally significant telephone switching station providing communications services to the New Center area of Detroit and under Criterion C as a locally significant example of an Art Deco-style building, particularly as applied to a utilitarian building.

Near the Michigan Bell Telephone Company Madison Central Exchange Building, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 290 feet west of the property's NRHP boundary. No planned stations are proximate to the Michigan Bell Telephone Company Madison Central Exchange Building.

No physical impacts to the Michigan Bell Telephone Company Madison Central Exchange Building would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Michigan Bell Telephone Company Madison Central Exchange Building no longer retains integrity of setting due to vacant lots located immediately south, east, and west of the building and parking lots to the northwest; these were not present historically. Although the proposed guideway and OCS would be visible from portions of the Michigan Bell Telephone Company Madison Central Exchange Building's south, west, and north elevations, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the Michigan Bell Telephone Company Madison Central Exchange Building would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, Art Deco-style telephone switching station building or its association with that style or as a locally significant telephone switching station providing communications services to the New Center area. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Michigan Bell Telephone Company Madison Central Exchange Building.



Figure 3

Facing southwest to Woodward Avenue and New Center area (at center) from southwest corner of Michigan Bell Telephone Company Madison Central Exchange Building along East Bethune Street



Figure 4

Facing west to Woodward Avenue from west elevation of Michigan Bell Telephone Company Madison Central Exchange Building

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)



Figure 5

Facing northwest to Woodward Avenue and Metropolitan United Methodist Church (at right) from northwest corner of Michigan Bell Telephone Company Madison Central Exchange Building

Metropolitan United Methodist Church

(See Map Attachment C; see Figures 6-8)

The Metropolitan United Methodist Church is a massive, cruciform-shaped, cross-gabled, Gothic Revival-style church building, clad in Massachusetts granite and sandstone trim. Buttresses, low-gabled side wings, Gothic-arched windows and entrances, and ornate window tracery define the building. At its north elevation, the church is connected to a three-and-a-half-story parish house and auditorium by a square entrance tower with a louvered belfry. The building was listed in the NRHP under Criterion C as a significant example of late Gothic Revival-style architecture as designed by local architect William E.N. Hunter and under Criteria Consideration A as a religious structure with architectural distinction.

Near the Metropolitan United Methodist Church, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet west of the property's NRHP boundary. No planned stations are proximate to the Metropolitan United Methodist Church.

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

The Metropolitan United Methodist Church no longer retains integrity of setting due to nearby parking lots, abandoned buildings, and vacant lots along Woodward Avenue that were not present during the church's period of significance. Although the proposed guideway and OCS would be visible from portions of the Metropolitan United Methodist Church's south-facing facade and west and north elevations, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the Metropolitan United Methodist Church would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, late Gothic Revival-style church or its association with that style or as a church building. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Metropolitan United Methodist Church.



Figure 6
Facing southwest along Woodward Avenue from west, side elevation of Metropolitan United Methodist Church



Figure 7
Facing west across Woodward Avenue from west, side elevation of Metropolitan United Methodist Church

Attachment C – Determinations of Effect



Figure 8

Facing northwest along Woodward Avenue from northwest corner of Metropolitan United Methodist Church property at Marston Street

Virginia Park Historic District

(See Map Attachment C; see Figures 9-10)

The Virginia Park Historic District encompasses three residential blocks of late nineteenth- and early twentieth-century houses, representing a variety of styles that include the Greek, Georgian, Italian Renaissance, Tudor, and Spanish revivals and Craftsman. The district is centered along Virginia Park Street between Woodward Avenue and the John C Lodge Service Drive. Virginia Park Street is accessed from Woodward Avenue by a tree-lined, brick and limestone entry gate leading to a park-like lot east of the residential properties; there is no automobile access to the district from Woodward Avenue. The district was listed in the NRHP under Criterion C as an example of a well-preserved, late nineteenth- and early twentieth-century planned residential subdivision of architecturally significant houses exemplifying revival styles.

At the Virginia Park Historic District's east NRHP boundary, which extends to the median of Woodward Avenue, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue, coincident with the district's eastern NRHP boundary, which corresponds to Woodward Avenue's centerline. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately in the same location as the district's east NRHP boundary. No planned stations are proximate to the Virginia Park Historic District.

Although project activity is proposed at the district's east NRHP boundary, no physical impacts to the Virginia Park Historic District would occur as the proposed guideway and OCS are located approximately 40 feet east of the district's contributing entranceway and gates at Woodward Avenue and approximately 195 feet east of the district's easternmost contributing buildings. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be located coincident with the district's east NRHP boundary and would be visible from portions of the Virginia Park Historic District's easternmost contributing resources, these project facilities represent a minor alteration to the property's visual setting. No historically significant views to or from the district would be obscured, and no character-defining features of the district's setting would be impacted. No proximate views to or from the Virginia Park Historic District would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the district were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late nineteenth- and early twentieth-century planned residential subdivision of architecturally significant houses exemplifying revival styles or its association with those styles or as a residential subdivision. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Virginia Park Historic District.



Figure 9

Facing southeast along Woodward Avenue from Virginia Park Historic District's Woodward Avenue entry gates (at right)



Figure 10

Facing northeast along Woodward Avenue to building at 8300 Woodward Avenue (at right) from Virginia Park Historic District's Woodward Avenue entry gates

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

8300 Woodward Avenue

(See Map Attachment C; see Figures 11-12)

The building at 8300 Woodward Avenue is a two-story, terra cotta-ornamented Beaux Arts-style building. It is comprised of an older, rectangular, pitched-roof, brick building surrounded by a larger, square, flat-roofed, brick and terra cotta-clad addition with a sandstone foundation. Building ornamentation includes decorative rope molding, cartouches, a colonnade of spiral columns, and an elaborate frieze of garlands, medallions, and shields. The property was determined eligible for listing in the NRHP under Criterion C as a significant, local example of the Beaux Arts style, adeptly executed in terra cotta as both decorative ornament and exterior wall cladding.

Near the building at 8300 Woodward Avenue, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet west of the property's NRHP boundary. No planned stations are proximate to the building at 8300 Woodward Avenue

No physical impacts to the building at 8300 Woodward Avenue 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 building at 8300 Woodward Avenue no longer retains integrity of setting due to land clearance resulting in vacant lots and the construction of non-historic structures and parking lots in the surrounding area. Although the proposed guideway and OCS would be visible from portions of the building's west-facing facade and south and north elevations, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the building at 8300 Woodward Avenue would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, Beaux Arts-style building executed in terra cotta or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the building at 8300 Woodward Avenue.



Figure 11

Facing southwest along Woodward Avenue to Virginia Park Historic District's Woodward Avenue entry gates (at right) from southwest corner of building at 8300 Woodward Avenue



Figure 12

Facing northwest along Woodward Avenue to Euclid Street intersection from northwest corner of building at 8300 Woodward Avenue

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Woodward Avenue Presbyterian Church

(See Map Attachment C; see Figures 13-14)

The Woodward Avenue Presbyterian Church is a Pennsylvania limestone-clad, English Gothic Revival-style church with a non-traditional square plan dominated by a tall, octagonal lantern at the center of the roof. The building is defined by two, low, square towers flanking a massive limestone-framed central entrance on the facade and Gothic-arched, stained glass, and traceried windows. A two-story, hipped roof wing is located at the building's west elevation. The building was listed in the NRHP under Criterion C as a significant example of English Gothic Revival-style architecture and a lantern-dome, auditorium church as designed by prominent church architect Sidney Rose Badgley and under Criteria Consideration A as a religious structure with architectural distinction.

Near the Woodward Avenue Presbyterian Church, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet east of the property's NRHP boundary and approximately 80 feet east of the facade. No planned stations are proximate to the Woodward Avenue Presbyterian Church.

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

The Woodward Avenue Presbyterian Church no longer retains integrity of setting due to nearby substantial land clearance and twentieth-century commercial development in its immediate vicinity. Although the proposed guideway and OCS would be visible from portions of the Woodward Avenue Presbyterian Church's east-facing facade and south and north elevations, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the Woodward Avenue Presbyterian Church would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, English Gothic Revival-style church or its association with that style or as a church building. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Woodward Avenue Presbyterian Church.



Figure 13

Facing southeast along Woodward Avenue from southeast NRHP boundary of Woodward Avenue Presbyterian Church property at West Philadelphia Street



Figure 14

Facing northeast along Woodward Avenue from east NRHP boundary of Woodward Avenue Presbyterian Church

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

First Baptist Church of Detroit

(See Map Attachment C; see Figures 15-16)

The First Baptist Church of Detroit is a rock-faced, limestone, Gothic Revival-style building with a steeply pitched roof. The cross-shaped building generally lacks embellishment and features a corner tower with louvered belfry, rusticated walls, pronounced voussoirs around arched openings, and massive proportions. A two-story, stone-faced, brick commercial building connects to the church's north elevation via a low hyphen. The building was listed in the NRHP under Criterion C as a significant example of Gothic Revival-style architecture and under Criteria Consideration A as a religious structure with architectural distinction.

Near the First Baptist Church of Detroit, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet east of the property's NRHP boundary and approximately 75 feet east of the facade. No planned stations are proximate to the Woodward Avenue Presbyterian Church.

No physical impacts to the First Baptist 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 Baptist Church of Detroit no longer retains integrity of setting due to nearby substantial land clearance and twentieth-century commercial development in its immediate vicinity. Although the proposed guideway and OCS would be visible from portions of the First Baptist Church of Detroit's east-facing facade and south elevation, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the First Baptist Church of Detroit would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, Gothic Revival-style church or its association with that style or as a church building. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the First Baptist Church of Detroit.



Figure 15

Facing southeast along Woodward Avenue from southeast corner of First Baptist Church of Detroit property at Pingree Street



Figure 16

Facing northeast along Woodward Avenue from east NRHP boundary of First Baptist Church of Detroit

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

North Woodward Congregational Church

(See Map Attachment C; see Figures 17-18)

The North Woodward Congregational Church is a complex composed of three separate but connected structures. The red brick and limestone-trimmed, cruciform-shaped south sanctuary and north parish house are in the English Gothic Revival style, and the brown brick west chapel is in the Arts and Crafts style. The Arts and Crafts-style chapel is located behind the parish house and is not visible from Woodward Avenue. The complex was listed in the NRHP under Criterion C as a significant example of English Gothic Revival-style architecture and under Criteria Consideration A as a religious structure with architectural distinction. The prominent Detroit architectural firm Malcomson & Higginbotham designed the chapel, local architect Hugh Clement designed the sanctuary, and architect A.R. Morrison designed the parish house.

Near the North Woodward Congregational Church, project implementation would include construction of the guideway alignment and OCS in the median of Woodward Avenue. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment, in the right-of-way of Woodward Avenue, and approximately 40 feet east of the property's NRHP boundary and approximately 80 feet east of the building's east elevation. No planned stations are proximate to the North Woodward Congregational Church.

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

The North Woodward Congregational Church no longer retains integrity of setting due to nearby substantial land clearance and twentieth-century commercial development in its immediate vicinity. Although the proposed guideway and OCS would be visible from portions of the North Woodward Congregational Church's south-facing facade and east elevation, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the historic property's boundary. No historically significant views to or from the property would be obscured, and no character-defining features of the property's setting would be impacted. No proximate views to or from the North Woodward Congregational Church would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, English Gothic Revival-style church complex that includes an Arts and Crafts-style chapel or its association with those styles or as a church building. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the North Woodward Congregational Church.



Figure 17

Facing southeast along Woodward Avenue from southeast NRHP boundary of North Woodward Congregational Church



Figure 18

Facing northeast along Woodward Avenue to St. Joseph's Episcopal Church (at right) and Temple Beth-El (at left) from northeast NRHP boundary of North Woodward Congregational Church

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Henry M. Utley Branch Library

(See Map Attachment C; see Figures 19-20)

The Henry M. Utley Branch Library is a two-and-a-half story, hipped roof, red brick-clad, and limestone-trimmed building that incorporates a skillful mix of classically inspired decorative elements. The building's symmetrical, west-facing facade comprises a classical, central entrance pavilion and flanking bays; it is distinguished by a copper entablature framed by shields and carved with "Detroit Public Library" in its frieze. Fronting Woodward Avenue, the building's grounds consist of a moderately landscaped lawn in front of the building and playgrounds to the building's north and south sides; the entire property is fenced. The property was determined eligible for listing in the NRHP under Criterion A for its association with the development of the Detroit Public Library system and as the first Carnegie-funded library in Detroit; it was also determined eligible under Criterion C as a locally significant example of the Carnegie library plan, with a sophisticated application of classically inspired architectural forms and details.

Near the Henry M. Utley Branch Library, project implementation would include the installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet west of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided LRT platform would be located between King Street and Holbrook Street, approximately 95 feet northwest of the NRHP boundary's northwest corner and approximately 175 feet northwest of the building's northwest corner. The northbound, single-sided LRT platform would be located between Holbrook Street and Josephine Street, approximately 460 feet northwest of the NRHP boundary's northwest corner.

No physical impacts to the Henry M. Utley Branch Library 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.

Project implementation would not adversely affect the Henry M. Utley Branch Library's setting. Although the proposed embedded guideway, OCS, and LRT station would be visible from portions of the Henry M. Utley Branch Library's west-facing facade and north and south elevations, these project facilities represent a minor alteration to the building's visual setting. The proposed southbound, single-sided LRT platform would be located northwest of the property but would not obscure any significant character-defining views to or from the building; the northbound LRT platform would be located outside of the property's viewshed. No historically significant views to or from the property would be obscured by project implementation and no character-defining features of the property's setting would be affected. Because no significant views would be obscured, no visual impacts to the property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for the historic property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although a minor alteration to the historic district's setting would occur, no project activity would alter the property's feeling as a classically inspired institutional building that incorporates the Carnegie library plan or its association with those styles or its association with the development of the Detroit Public Library system and as the first Carnegie-funded library in Detroit.

Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Henry M. Utley Branch Library.



Figure 19

Facing southwest along Woodward Avenue to North Woodward Congregational Church (at right) and First Baptist Church of Detroit (at center) from west NRHP boundary of Henry M. Utley Branch Library



Figure 20

Facing northwest along Woodward Avenue to Temple Beth-El (at left) from northwest corner of Henry M. Utley Branch Library property at King Street

Attachment C – Determinations of Effect

Woodward Gladstone Townhomes

(See Map Attachment C; see Figures 21-22)

The Woodward Gladstone Townhomes is a two-and-a-half story, L-shaped terrace of nine row houses in the Tudor Revival style. Green shingled, hipped roofs and overhanging, bracketed eaves define the brick buildings. The property was determined eligible for listing in the NRHP under Criterion C as a good and intact local example of an early twentieth-century, Tudor Revival-style row house terrace and as an example of worker housing in Detroit.

Near the Woodward Gladstone Townhomes, project implementation would include the installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet east of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided LRT platform would be located between Gladstone Street and Hazelwood Street, approximately 90 feet northeast of the NRHP boundary's northeast corner. The northbound, single-sided LRT platform would be located between Hazelwood Street and Taylor Street, approximately 450 feet northeast of the NRHP boundary's northeast corner.

No physical impacts to the Woodward Gladstone Townhomes 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.

Project implementation would not adversely affect the Woodward Gladstone Townhomes' setting. Although the proposed embedded guideway, OCS, and LRT station would be visible from portions of the Woodward Gladstone Townhomes' east-facing facade and north elevation, these project facilities represent a minor alteration to the property's visual setting. The proposed southbound, single-sided LRT platform would be located northeast of the property and would not obscure any significant character-defining views to or from the building; the northbound LRT platform would be located outside of the property's viewshed. No historically significant views to or from the property would be obscured by project implementation and no character-defining features of the property's setting would be affected. Because no significant views would be obscured, no visual impacts to the property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for the historic property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, Tudor Revival-style row house terrace or its association with that style or with worker housing in Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Woodward Gladstone Townhomes.



Figure 21

Facing southeast along Woodward Avenue from east NRHP boundary of Woodward Gladstone Townhomes



Figure 22

Facing northeast along Woodward Avenue to St. Joseph's Episcopal Church (at right) from northeast corner of Woodward Gladstone Townhomes property at Gladstone Street

Attachment C – Determinations of Effect

Temple Beth-El

(See Map Attachment C; see Figures 23-25)

Temple Beth-El is a three-story, rectangular, limestone-clad, Neoclassical former synagogue. The building's symmetrical, stepped, east-facing facade comprises a wide, slightly projecting, central entry pavilion consisting of a massive, full-height, Ionic portico. The building incorporates a classical entablature composed of a simple architrave; a frieze of egg-and-dart molding and floral molding; and a projecting, denticulated cornice ornamented by a carved anthemion border. The property was listed in the NRHP under Criterion C as a significant example of early twentieth-century, Neoclassical-style synagogue architecture in the United States as designed by prominent Detroit architect Albert Kahn and under Criteria Consideration A as a religious structure with architectural distinction.

In front of Temple Beth-El, project implementation would include installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 35 feet east of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided LRT platform would be located between Gladstone Street and Hazelwood Street directly in front of Temple Beth-El, approximately 35 feet east of the NRHP boundary and approximately 60 feet east of the building's facade. The northbound, single-sided LRT platform would be located between Hazelwood and Taylor streets, approximately 235 feet northeast of the NRHP boundary's northeast corner.

No physical impacts to Temple Beth-El would occur. All construction activity would take place within existing rights-of-way; 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.

Project implementation would adversely affect Temple Beth-El's setting. The property's facade is oriented east to Woodward Avenue and the NRHP-listed St. Joseph's Episcopal Church. Previous modifications to the property's setting not related to the project include the construction of surface parking lots to the north and west. Although the proposed guideway and OCS would be visible from the facade and side elevations of the property, these project elements would represent a minor alteration to the property's setting. However, the proposed southbound, single-sided LRT platform would be located directly in front of Temple Beth-El, approximately 35 feet east of the property's NRHP boundary. The proposed southbound LRT platform would significantly obscure views east to the building's facade and views west from the building's facade to St. Joseph's Episcopal Church. The building's minimal setback from Woodward Avenue and proximity to the proposed southbound LRT platform constitutes an adverse effect, as views to and from the building would be significantly obstructed or obscured. The remaining vestiges of the building's historic setting and its significant views would be diminished by the proposed LRT station construction, resulting in a loss of integrity of setting and a cumulative adverse effect. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have an adverse effect to the property's integrity of setting.

Although an adverse effect to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, Neoclassical synagogue or its association

with that style. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT would have an **adverse effect** to Temple Beth-El.



Figure 23

Facing southeast along Woodward Avenue to Henry M. Utley Branch Library (at left) from southeast NRHP boundary of Temple Beth-EI at Gladstone Street



Figure 24

Facing east across Woodward Avenue to St. Joseph's Episcopal Church from east NRHP boundary of Temple Beth-EI



Figure 25

Facing northeast along Woodward Avenue to Jewish Community Center (at center) from northeast NRHP boundary of Temple Beth-El

St. Joseph's Episcopal Church

(See Map Attachment C; see Figures 26-28)

St. Joseph's Episcopal Church is an English Gothic Revival-style, cruciform plan building defined by a tall, narrow gabled nave with lower side aisles extending back to projecting, gabled transepts. The church is clad in dark, coursed sandstone, with gray limestone trim. The gabled facade comprises a large, Gothic-arched central entrance of double doors surmounted by a rose window. A buttressed tower terminating in an elaborately carved, stepped parapet defines the church at its north elevation. The tower connects the church to an L-shaped, one-and-a-half story, yellow sandstone-clad, Gothic Revival parish house wing. The property was listed in the NRHP under Criterion C as a locally significant example of English Gothic Revival-style architecture and under Criteria Consideration A as a religious structure with architectural distinction.

In front of St. Joseph's Episcopal Church, project implementation would include installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet west of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided LRT platform would be located between King Street and Holbrook Street directly in front of St. Joseph's Episcopal Church, approximately 40 feet west of the NRHP boundary and approximately 65 feet west of the building's facade. The northbound, single-sided LRT platform would be located between Holbrook Street and Josephine Street, approximately 160 feet northwest of the NRHP boundary's northwest corner.

No physical impacts to St. Joseph's Episcopal Church would occur. All construction activity would take place within existing rights-of-way; 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.

Project implementation would adversely affect the setting for St. Joseph's Episcopal Church. The property's facade is oriented west to Woodward Avenue and the NRHP-listed Temple Beth-El. Significant, previous modifications to the property's setting not related to the project include the construction of surface parking lots to the south and northeast. Although the proposed guideway and OCS would be visible from the facade and side elevations of the property, these project elements would represent a minor alteration to the property's setting. However, the proposed southbound, single-sided LRT platform would be located directly in front of St. Joseph's Episcopal Church, approximately 40 feet west of the property's NRHP boundary. The proposed southbound LRT platform would significantly obscure views east to the building's facade and views west from the building's facade to Temple Beth-El. The building's minimal setback from Woodward Avenue and proximity to the proposed southbound LRT platform constitutes an adverse effect, as views to and from the building would be significantly obstructed or obscured. The remaining vestiges of the building's historic setting and its significant views would be diminished by the proposed LRT station construction, resulting in a loss of integrity of setting and a cumulative adverse effect. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have an adverse effect to the property's integrity of setting.

Although an adverse effect to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, English Gothic Revival-style church or its association with that style or as a church. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT would have an **adverse effect** to St. Joseph's Episcopal Church.



Figure 26

Facing southwest along Woodward Avenue to Woodward Gladstone Townhomes (at right) and North Woodward Congregational Church (at right, center) from west NRHP boundary of St. Joseph's Episcopal Church

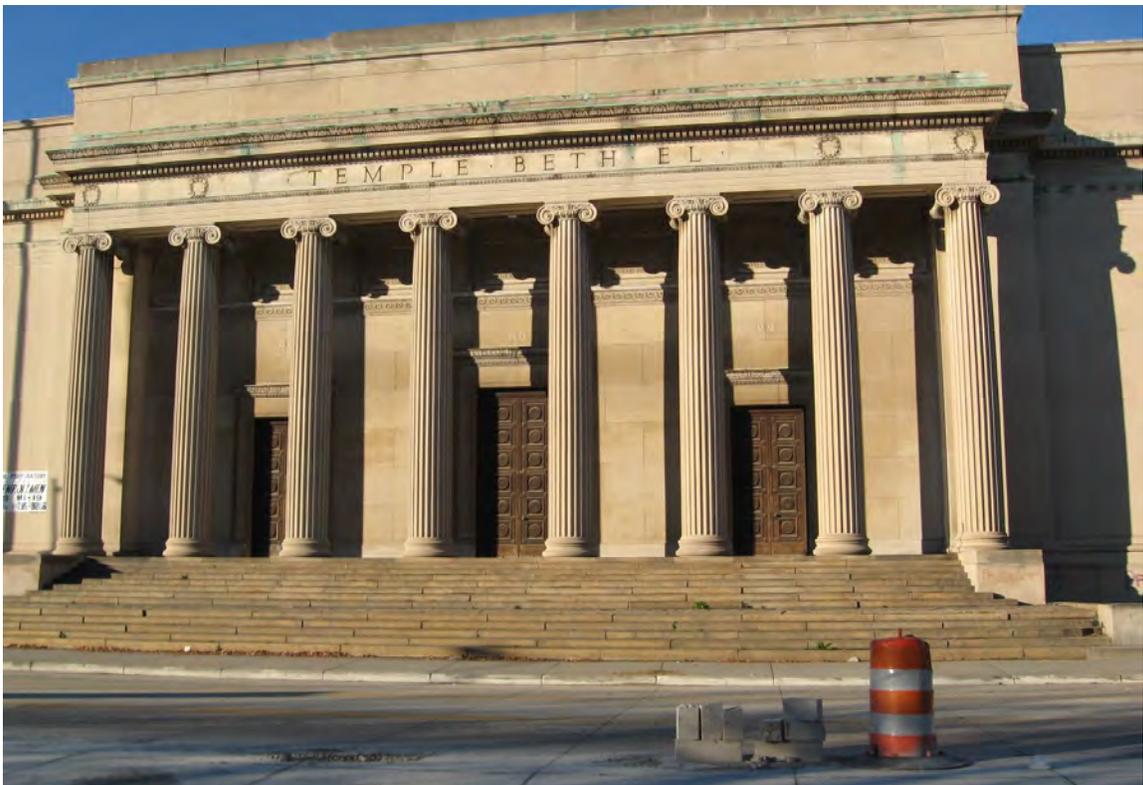


Figure 27

Facing west across Woodward Avenue to Temple Beth-El from west NRHP boundary of St. Joseph's Episcopal Church

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)



Figure 28

Facing northwest along Woodward Avenue to Hazelwood Street/Holbrook Street from west NRHP boundary of St. Joseph's Episcopal Church

Jewish Community Center

(See Map Attachment C; see Figures 29-30)

The Jewish Community Center is a roughly square recreational facility composed of an original, narrow, three-story office wing fronting west along Woodward Avenue, a three-story pool and gymnasium addition on the north elevation, and a two-story classroom and auditorium addition comprising the remainder of the building's footprint. The west-facing facade is loosely inspired by Art Deco and Italian Renaissance Revival-style architecture. The property was determined eligible for listing in the NRHP under Criterion A for its continued use as a community center and recreational facility.

In front of the Jewish Community Center, project implementation would include the installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet west of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The northbound, single-sided LRT platform would be located between Holbrook Street and Josephine Street directly in front of the Jewish Community Center, approximately 40 feet west of the NRHP boundary and approximately 45 feet west of the building's west-facing facade. The southbound, single-sided LRT platform would be located between King Street and Holbrook Street, approximately 100 feet southwest of the NRHP boundary's southwest corner.

No physical impacts to the Jewish Community Center would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location would occur; likewise, the project would have no effect on the property's integrity of design, materials, and workmanship, which were already diminished by previous alterations and additions to the building.

Project implementation would not adversely affect the Jewish Community Center's setting, despite the location of the proposed northbound LRT platform. Significant, previous modifications to the property's setting not related to the project include the construction of a gasoline station and surface parking lot to the west, across Woodward Avenue. The proposed embedded guideway and OCS would be visible to and from portions of the Jewish Community Center's west-facing facade and south elevation; however, the building's setting is not a character-defining feature of the building's significance. Unlike many other properties evaluated as part of this assessment of effects, the Jewish Community Center is eligible under Criterion A only and the setting is not a critical component of this property's eligibility. Changes to the integrity of setting do not impact this historic property's ability to convey its significance and historic associations with Detroit's social and recreational history. Despite the stations' proximity to the Jewish Community Center, the changes to the setting have no adverse effect to the historic property. In addition, no auditory, vibratory, or atmospheric impacts were identified for the historic property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although an alteration to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century community center and recreational facility or its association with that historic use. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Jewish Community Center.



Figure 29

Facing southwest along Woodward Avenue to Hazelwood Street/Holbrook Street and Temple Beth-El (at right, center) from west NRHP boundary of Jewish Community Center



Figure 30

Facing northwest along Woodward Avenue from northwest NRHP boundary of Jewish Community Center

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Central Woodward Christian Church

(See Map Attachment C; see Figures 31-33)

Central Woodward Christian Church is a late Gothic Revival-style, smooth limestone, L-shaped building with a hipped, slate roof and copper trim. A low side aisle on the north elevation terminates in a square, flat-roofed tower with an open belfry. A two-and-a-half story parish house wing extends north from the rear elevation. The property was listed in the NRHP under Criterion C as a locally significant example of late Gothic Revival architecture as designed by prominent local architect George D. Mason and under Criteria Consideration A as a religious structure with architectural distinction.

In front of Central Woodward Christian Church, project implementation would include installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet west of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The northbound, single-sided LRT platform would be located between Holbrook Street and Josephine Street directly in front of Central Woodward Christian Church, approximately 40 feet west of the NRHP boundary and approximately 60 feet west of the building's west-facing facade. The southbound, single-sided LRT platform would be located between King and Holbrook streets, approximately 290 feet southwest of the NRHP boundary's southwest corner.

No physical impacts to Central Woodward Christian Church would occur. All construction activity would take place within existing rights-of-way; 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.

Project implementation would adversely affect Central Woodward Christian Church's setting. Significant, previous modifications to the property's setting not related to the project include the construction of a non-historic gasoline station to the southwest and surface parking lots to the east and west; project implementation would result in a cumulative adverse effect to the integrity of setting. Although the proposed guideway and OCS would be visible from the west-facing facade and north elevation of the property, these project elements would represent a minor alteration to the property's setting. However, the proposed northbound, single-sided LRT platform would be located directly in front of Central Woodward Christian Church, approximately 40 feet west of the property's NRHP boundary. The proposed northbound LRT platform would significantly obscure views east to the building's facade. The building's minimal setback from Woodward Avenue and proximity to the proposed northbound LRT platform constitutes an adverse effect, as views to and from the building would be significantly obstructed or obscured. The remaining vestiges of the building's historic setting and its significant views will be diminished by the proposed LRT station construction, resulting in a loss of integrity of setting and an adverse effect. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have an adverse effect to the property's integrity of setting.

Although an adverse effect to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, late Gothic Revival-style church or its association with that style or as a church. Therefore, project implementation would have no adverse effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT would have an **adverse effect** to Central Woodward Christian Church.



Figure 31

Facing southwest along Woodward Avenue to Temple Beth-El (at center) from west NRHP boundary of Central Woodward Christian Church (at left)



Figure 32

Facing west across Woodward Avenue to parking lot from west NRHP boundary of Central Woodward Christian Church

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)



Figure 33

Facing northwest along Woodward Avenue from west NRHP boundary of Central Woodward Christian Church (at right)

Northern High School

(See Map Attachment C; see Figures 34-35)

Northern High School is a three-story, red brick and limestone-clad, Sullivanesque school building with a stone foundation and low-hipped tile roof. A mid-twentieth-century addition is located at the building's southeast corner. The property was nominated to the NRHP (with listing pending) under Criterion A for its association with the development of public education in Detroit, under Criterion A and Criteria Consideration G for important civil rights associations in the city, and under Criterion C as a good example of the work of local architecture firm Malcomson & Higginbotham, who designed many school buildings for the Detroit public school system.

Near Northern High School, project implementation would include the installation of the guideway alignment and OCS in the median of Woodward Avenue. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue, approximately 40 feet east of the property's NRHP boundary. Also proposed near the property is a split-platform LRT station, including two single-sided platforms with a one-story canopy structure along Woodward Avenue and on either side of its intersection with Hazelwood Street/Holbrook Street; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The northbound, single-sided LRT platform would be located between Holbrook Street and Josephine Street, approximately 90 feet southwest of the NRHP boundary's southwest corner and approximately 175 feet southwest of the building's southwest corner. The southbound, single-sided LRT platform would be located between King Street and Holbrook Street, approximately 450 feet southwest of the NRHP boundary's southwest corner.

No physical impacts to Northern High School 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.

Project implementation would not adversely affect Northern High School's setting. Although the proposed embedded guideway, OCS, and LRT station would be visible to and from portions of Northern High School's west-facing facade and north and south elevations, these project facilities represent a minor alteration to the property's visual setting. The proposed northbound, single-sided LRT platform would be proximately located southwest of the property and would not obscure any significant character-defining views to or from the building; the southbound LRT platform would be located outside of the property's viewshed. No historically significant views to or from the property would be obscured by project implementation and no character-defining features of the property's setting would be affected due to the building's scale and setback from Woodward Avenue. Because no significant views would be obscured, no visual impacts to the property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for the historic property. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Although a minor alteration to the property's setting would occur, no project activity would alter the property's feeling as an early twentieth-century, Sullivanesque-style school building or its association with that style or its association with the development of public education and civil rights progress in Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to Northern High School.



Figure 34

Facing southwest along Woodward Avenue toward Hazelwood Street/Holbrook Street from west NRHP boundary of Northern High School



Figure 35

Facing northwest along Woodward Avenue to Owen Street/Clairmount Street from west NRHP boundary of Northern High School

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Atkinson Street Historic District

(See Map Attachment C; see Figures 36-37)

The Atkinson Street Historic District is comprised of a single block of houses along Atkinson Street between Woodward Avenue on the east and Second Avenue on the west. The district contains a collection of early twentieth-century, two- and three-story, American Foursquare type homes displaying elements of the Colonial, Tudor, and Mediterranean revivals and Craftsman and Prairie styles. This middle-class, streetcar suburb was determined eligible for listing in the NRHP under Criterion C for its substantial collection of American Foursquare residences depicting the eclectic architectural tastes of early twentieth-century Detroiters.

Near the Atkinson Street Historic District, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet east of the district's proposed eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the Atkinson Street Historic District.

No physical impacts to contributing properties within the Atkinson Street Historic District would occur. No project activity is proposed within the legal parcels of any contributing property or within the district's proposed NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be visible from and to some portions of the district, these project elements represent a minor alteration to the district's visual setting. All contributing properties within the Atkinson Street Historic District are located west of Woodward Avenue and oriented north or south toward Atkinson Street. Further, no historically significant views to or from the district were identified along Woodward Avenue near the proposed guideway and OCS. Therefore, no character-defining components of the district's setting would be affected and no proximate views to or from the district would be obstructed or obscured. Because no historically significant views would be obscured, no visual impacts to the district were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this district. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's integrity of feeling as an eclectic, early twentieth-century streetcar suburb comprised of American Foursquare-type homes or its association with that type of development and construction. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Atkinson Street Historic District.



Figure 36

Facing southeast along Woodward Avenue from southeast corner of Atkinson Street and Woodward Avenue

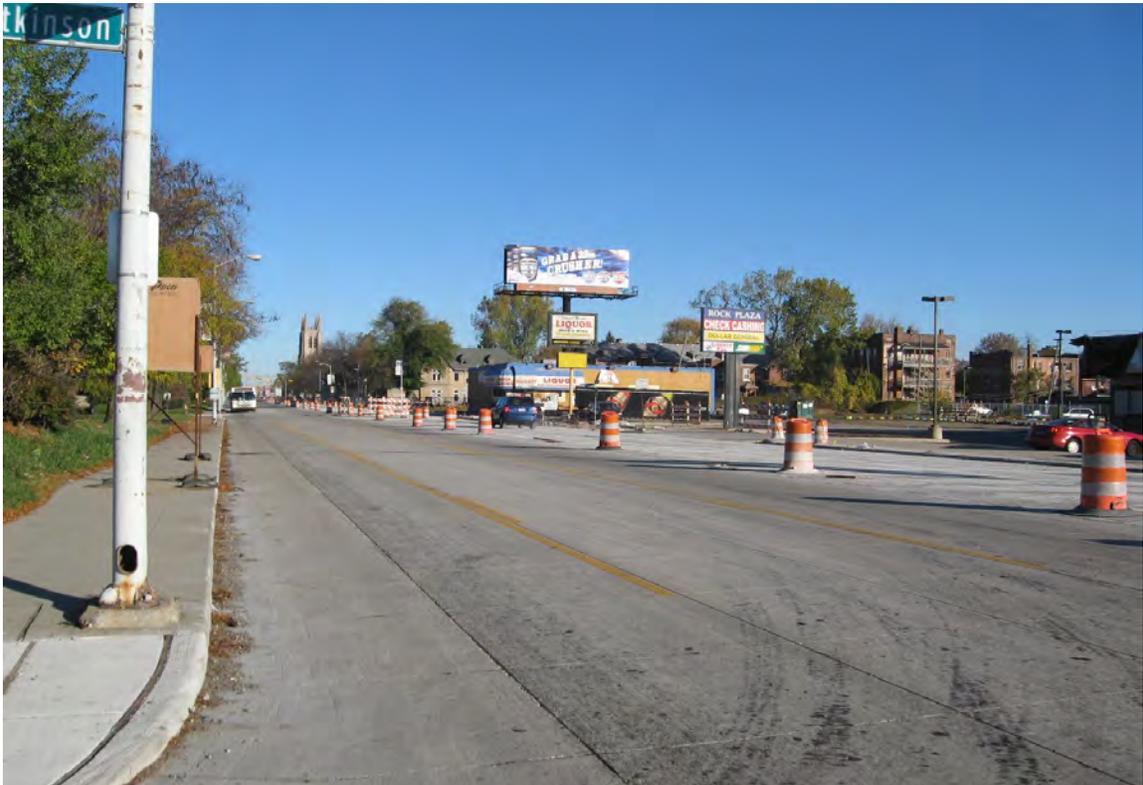


Figure 37

Facing northeast along Woodward Avenue from northeast corner of Atkinson Street and Woodward Avenue

Boston-Edison Historic District

(See Map Attachment C; see Figures 38-39)

The Boston-Edison Historic District encompasses thirty-six blocks of early twentieth-century, middle- and upper-class, single-family residences, bounded by Glynn Court on the north, Woodward Avenue on the east, Edison Street on the south, and Linwood Street on the west. The district was listed in the NRHP under Criterion C as a significant collection of early twentieth-century residential architecture designed by numerous prominent local architects and firms, and representing Greek, Tudor, French, Mediterranean, Colonial, and Italian Renaissance revival styles, as well as the Prairie and Craftsman styles.

Project implementation would include the installation of the guideway alignment and OCS within Woodward Avenue, congruent to the Boston-Edison Historic District's eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. A split-platform LRT station, including two single-sided platforms within Woodward Avenue is also proposed near the district. The station would be located in the center of Woodward Avenue, north and south of Calvert Street, and within the roadway's right-of-way. The southbound, single-sided platform would be located within Woodward Avenue, just south of Calvert Street and approximately 60 feet from the district's northeast NRHP boundary; the northbound, single-sided platform would be located just north of Calvert Street, approximately 400 feet north of the district's northeast NRHP boundary.

No physical impacts to contributing properties within the Boston-Edison 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 along Woodward Avenue, concurrent with the district's eastern boundary that would be affected by proposed LRT construction, contain surface streets that do not contribute to the historic district's significance. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

The proposed guideway, OCS, and southbound LRT station platform would be visible from and to some portions of the district; these project elements, some of which are coincident with the historic boundary, represent a minor alteration to the district's visual setting. The northbound LRT station is not proximate the district. All contributing properties within the Boston-Edison Historic District are located west of Woodward Avenue and are not oriented toward that street. All contributing properties face toward each other within the district; those properties located closest to Woodward Avenue are visually buffered by considerable lawn areas and shielded by substantial vegetation. Furthermore, no historically significant views to or from the district were identified along Woodward Avenue near the proposed guideway, OCS, and station platform. Therefore, no character-defining components of the district's setting would be affected and no proximate views to or from the district would be obstructed or obscured. Because no historically significant views would be obscured, no visual impacts to the district were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's integrity of feeling as an eclectic, early twentieth-century neighborhood or its association with that type of development, construction, and the variety of architectural styles represented. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Boston-Edison Historic District.



Figure 38

Facing southeast along Woodward Avenue from southwest corner of Longfellow Street and Woodward Avenue in Boston-Edison Historic District



Figure 39

Facing northeast along Woodward Avenue from northwest corner of Longfellow Street and Woodward Avenue in Boston-Edison Historic District

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Arden Park-East Boston Historic District

(See Map Attachment C; see Figures 40-41)

The Arden Park-East Boston Historic District encompasses six blocks of early twentieth-century, middle- and upper-class, single-family residences along Arden Park and East Boston boulevards between Woodward Avenue on the west and Oakland Street on the east. The district was listed in the NRHP under Criterion C as a significant collection of intact, early twentieth-century residential architecture designed by prominent local architects and firms, and representing Tudor, Mediterranean, French Renaissance, Italian Renaissance, and Colonial revival styles, as well as the Shingle, Prairie, and Craftsman styles.

Near the Arden Park-East Boston Historic District, project implementation would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the district's western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. A split-platform LRT station, including two single-sided platforms within Woodward Avenue, is also proposed near the district. The station would be located in the center of Woodward Avenue, north and south of Calvert Street, and within the roadway's right-of-way. The southbound, single-sided platform would be located within Woodward Avenue, just south of Calvert Street, and approximately 75 feet from the district's northwest NRHP boundary; the northbound, single-sided platform would be located just north of Calvert Street, more than 400 feet north of the district's northwest NRHP boundary.

No physical impacts to contributing properties within the Arden Park-East Boston Historic District would occur. No project activity is proposed within the district's NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway, OCS, and southbound LRT station platform would be visible from and to some portions of the district, these project elements represent a minor alteration to the district's visual setting. With the exception of the Cathedral of the Most Blessed Sacrament, all contributing properties within the Arden Park-East Boston Historic District are located east of Woodward Avenue and are not oriented toward that street. These properties face toward each other within the district; those properties located closest to Woodward Avenue are visually buffered by considerable lawn areas and shielded by substantial vegetation. Further, no historically significant views to or from the district were identified along Woodward Avenue near the proposed guideway, OCS, and station platform. Substantial alterations to the district's northwest setting, near the proposed station platform, include land clearance and commercial development along Woodward Avenue; these changes result in a diminished integrity of setting in this area. The Cathedral of the Most Blessed Sacrament is oriented toward Woodward Avenue at the district's northwest boundary and would be in the immediate viewshed of the proposed southbound LRT station platform. While the relatively small size and scale of the platform in comparison to the massive church would represent a minor alteration to the church's already compromised northwest setting, there would be a visual effect to a contributing resource within the historic district's boundaries, although it is not an adverse effect. Therefore, no significant proximate views to or from the district would be obstructed or obscured. Because no historically significant views would be obscured, no significant visual impacts to the district were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's integrity of feeling as an early twentieth-century neighborhood or its association with that type of development, construction, and the variety of architectural styles represented. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Arden Park-East Boston Historic District.



Figure 40

Facing southwest along Woodward Avenue from southeast corner of Arden Park Boulevard and Woodward Avenue in Arden Park-East Boston Historic District



Figure 41

Facing northwest along Woodward Avenue from northeast corner of Arden Park Boulevard and Woodward Avenue in Arden Park-East Boston Historic District

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Cathedral of the Most Blessed Sacrament
(See Map Attachment C; see Figures 42-43)

The Cathedral of the Most Blessed Sacrament is an immense, early twentieth-century, Gothic Revival-style church complex consisting of a cruciform-planned cathedral with a late twentieth-century rear addition and a two-and-one-half story parish house. Ohio architect Henry A. Walsh designed the cathedral in 1913, employing elaborately ornamented grey and yellow limestone and a copper roof. The property was listed in the NRHP under Criterion C and Criteria Consideration A as a significant example of Gothic Revival-style religious architecture.

Near the Cathedral of the Most Blessed Sacrament, project implementation would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. A split-platform LRT station, including two single-sided platforms within Woodward Avenue, is also proposed near the property. The station would be located in the center of Woodward Avenue, north and south of Calvert Street, and within the roadway's right-of-way. The southbound, single-sided platform would be located within Woodward Avenue, just south of Calvert Street and approximately 110 feet from the historic property's northwest NRHP boundary; the northbound, single-sided platform would be located just north of Calvert Street, more than 400 feet north of the property's northwest NRHP boundary.

No physical impacts to the Cathedral of the Most Blessed Sacrament would occur; no project activity is proposed within the property's NRHP boundaries. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Project implementation would not adversely affect the Cathedral of the Most Blessed Sacrament's setting. Although the proposed embedded guideway, OCS, and LRT station platform would be visible from the property, these project facilities represent a minor alteration to its visual setting; no character-defining features of the property's setting would be impacted. Substantial alterations to the property's northwest near the proposed station platform include land clearance and commercial development along Woodward Avenue, resulting in a diminished integrity of setting in this area. Furthermore, the relatively small size and scale of the project's components in comparison to the massive church building would represent a minor alteration to the church's already compromised northwest setting. Historically significant views to the southeast and southwest to and from the Boston-Edison Historic District, and within the Arden Park-East Boston Historic District, to which the church is a contributing property, would not be obscured. Because no significant views would be obscured, no visual impacts to this property were identified. Therefore, project implementation would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, Gothic Revival-style church or its association with that architectural style or building type. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Cathedral of the Most Blessed Sacrament.



Figure 42

Facing southwest along Woodward Avenue from Woodward Avenue median; east NRHP boundary of Cathedral of the Most Blessed Sacrament located to the left



Figure 43

Facing northwest along Woodward Avenue from Woodward Avenue median; east NRHP boundary of Cathedral of the Most Blessed Sacrament located to the right

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Lawrence-Webb Historic District

(See Map Attachment C; see Figures 44-46)

The Lawrence-Webb Historic District encompasses three blocks of early twentieth-century, single-family homes and duplexes along Lawrence, Burlingame, and Webb streets between commercial buildings along Woodward Avenue on the east and Hamilton Avenue to the west. The district consists of two-story, American Foursquare-type houses featuring elements of the Colonial, Dutch, and Tudor revival, and Queen Anne, Prairie, and Craftsman architectural styles. The district was determined eligible for the NRHP under Criterion C as a locally significant example of an early twentieth-century residential neighborhood representing the era's diverse architectural styles.

Near the Lawrence-Webb Historic District, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 165 feet east of the district's proposed eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the Lawrence-Webb Historic District.

No physical impacts to contributing properties within the Lawrence-Webb Historic District would occur. No project activity is proposed within the district's proposed NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be visible from and to some portions of the district, these project elements represent a minor alteration to the district's visual setting. All contributing properties within the Lawrence-Webb Historic District are located west of Woodward Avenue and oriented north or south toward Lawrence, Burlingame, and Webb streets. Further, no historically significant views to or from the district were identified along Woodward Avenue near the proposed guideway and OCS. Therefore, no character-defining components of the district's setting would be affected, and no proximate views to or from the district would be obstructed or obscured. Because no historically significant views would be obscured, no visual impacts to the district were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this district. Therefore, project implementation would have no effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's integrity of feeling as an early twentieth-century neighborhood comprised of American Foursquare-type houses or its association with that type of development, construction, and the variety of architectural styles represented. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Lawrence-Webb Historic District.



Figure 44

Facing southeast along Woodward Avenue from southwest corner of Burlingame Street and Woodward Avenue, one block east of Lawrence-Webb Historic District



Figure 45

Facing northeast along Woodward Avenue from northwest corner of Burlingame Street and Woodward Avenue, one block east of Lawrence-Webb Historic District

Attachment C – Determinations of Effect



Figure 46

Facing northeast to Woodward Avenue from Burlingame Street at east NRHP boundary of Lawrence-Webb Historic District

City of Highland Park Robert B. Blackwell Municipal Building

(See Map Attachment C; see Figures 47-48)

The City of Highland Park Robert B. Blackwell Municipal Building is an austere, International Style building clad in square, limestone panels, with prominent bands of ribbon windows. The Brotherhood of Maintenance of Way Employees constructed the building in 1951 for use as their Grand Lodge. It was determined eligible for listing in the NRHP under Criterion A for its association with the history of railroad unions in metropolitan Detroit and under Criterion C as an excellent local example of an International Style institutional office building.

Near the City of Highland Park Robert B. Blackwell Municipal Building, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's proposed western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

No physical impacts to the City of Highland Park Robert B. Blackwell Municipal Building would occur. No project activity is proposed within the property's proposed NRHP boundary. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

The City of Highland Park Robert B. Blackwell Municipal Building no longer retains integrity of setting due to the demolition of historic properties and recent commercial development along Woodward Avenue. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from some portions of the property, these project elements represent a minor alteration to the property's visual setting, which is not a character-defining feature of the property. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as an International Style office building or its association with the history of railroad unions in the region. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the City of Highland Park Robert B. Blackwell Municipal Building.



Figure 47

Facing southwest along Woodward Avenue from west NRHP boundary of City of Highland Park
Robert B. Blackwell Municipal Building



Figure 48

Facing northwest along Woodward Avenue from northwest NRHP boundary of City of Highland
Park Robert B. Blackwell Municipal Building

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Highland Heights-Stevens' Subdivision Historic District

(See Map Attachment C; see Figures 49-52)

The Highland Heights-Stevens' Subdivision Historic District is bounded by Farrand Park on the north, Oakland Street on the east, Massachusetts Street on the south, and Woodward Avenue on the west. The district, consisting of numerous single-family residences, two architect-designed apartment buildings, five commercial buildings, and one civic building, is largely defined by its American Foursquare or Bungalow-type houses exhibiting variations of period revival, Craftsman, and Prairie architectural styles. The district was listed in the NRHP under Criterion C as a significant early twentieth-century, suburban neighborhood possessing a large concentration of high-quality, middle-class housing stock.

Near the Highland Heights-Stevens' Subdivision Historic District, project implementation would include the installation of the guideway alignment and OCS within Woodward Avenue, congruent with the district's western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. A split-platform LRT station, including two single-sided platforms within Woodward Avenue is also proposed near the district. The station would be located in the center of Woodward Avenue, north and south of Glendale Street, within the roadway's right-of-way, and congruent with the district's western NRHP boundary.

No physical impacts to contributing properties within the Highland Heights-Stevens' Subdivision Historic District would occur. All construction activity would take place within existing rights-of-way that contain non-historic roadway materials; these features do not contribute to the historic district's significance. No project activity is proposed within the legal parcels of any contributing property. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed embedded guideway and OCS 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. Substantial, previous alterations to the district's western setting include land clearance and recent commercial development along Woodward Avenue. Therefore, no significant views to or from the contributing properties would be obscured by the guideway alignment or the OCS. The proposed LRT station, to be located within Woodward Avenue north and south of Glendale Street and along the district's western boundary, would also represent a minor alteration to the district's already diminished western setting. The southbound station would be located in front of a non-contributing property, and the northbound station would be located in front of the recently fire-damaged, large-scale Highland Towers Apartment Building. No views to or from these properties, or other portions of the district, were identified as historically significant near the station platforms. Because no historically significant views would be obscured or obstructed by any of the project's proposed facilities, and because no character-defining features of the setting would be impacted, implementation of the Woodward Avenue LRT would result in no adverse effect to the district's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this district.

Furthermore, no project activity would alter the district's integrity of feeling as an early twentieth-century suburban neighborhood or its association with that type of development and the variety of architectural styles contained therein. Therefore, project implementation would have no effect to the district's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Highland Heights-Stevens' Subdivision Historic District.



Figure 49

Facing southwest along Woodward Avenue from west NRHP boundary of Highland Heights-Stevens' Subdivision Historic District near Rhode Island Street



Figure 50

Facing northwest along Woodward Avenue from west NRHP boundary of Highland Heights-Stevens' Subdivision Historic District near Rhode Island Street

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)



Figure 51

Facing southwest along Woodward Avenue from west NRHP boundary of Highland Heights-Stevens' Subdivision Historic District at McLean Street



Figure 52

Facing northwest along Woodward Avenue from west NRHP boundary of Highland Heights-Stevens' Subdivision Historic District, north of McLean Street

Attachment C – Determinations of Effect

Detroit Edison Company Cortland Street Substation

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

The Detroit Edison Company Cortland Street Substation is a massive, Renaissance Revival-style utility building featuring patterned brickwork, an articulated entablature, arched windows and door surrounds, decorative terra-cotta ornamentation, and parapet walls. The property was determined eligible for listing in the NRHP under Criterion C as a distinctive example of an early twentieth-century, Renaissance Revival-style utility building in Highland Park.

Near the Detroit Edison Company Cortland Street Substation, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet east of the property's proposed eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

No physical impacts to the Detroit Edison Company Cortland Street Substation would occur. No project activity is proposed within the property's proposed NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Detroit Edison Company Cortland Street Substation no longer retains integrity of setting due to the demolition of the Detroit Street Railways powerhouse building and the construction of a large, non-historic shopping center and parking lot northeast of the property. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from some portions of the property, these project elements represent a minor alteration to the property's visual setting, which is no longer a character-defining feature of the property. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as an early twentieth-century, Renaissance Revival-style utility building or its association with that type and style. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Detroit Edison Company Cortland Street Substation.



Figure 53

Facing southeast along Woodward Avenue from southwest corner of Cortland Street and Woodward Avenue at northeast NRHP boundary of Detroit Edison Company Cortland Street Substation



Figure 54

Facing northeast along Woodward Avenue from northwest corner of Richton Street and Woodward Avenue at southeast NRHP boundary of Detroit Edison Company Cortland Street Substation

Highland Park Presbyterian Church

(See Map Attachment C; see Figures 55-56)

The Highland Park Presbyterian Church is a red-brick and limestone-trimmed, Tudor-Gothic-style church with a dominant three-story bell tower displaying arched ornamentation. Architect Sidney Rose Badgley designed the church in 1910 for the First Presbyterian Church of Detroit. It was listed in the NRHP under Criterion C and Criteria Consideration A as a significant local example of a Tudor-Gothic-style church designed by Sidney Rose Badgley.

Near the Highland Park Presbyterian Church, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet east of the property's eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

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

The Highland Park Presbyterian Church no longer retains integrity of setting due to the construction of a large, non-historic shopping center and parking lot northeast of the property. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from some portions of the property, these project elements represent a minor alteration to the property's visual setting, which is no longer a character-defining feature of the property. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as a Tudor-Gothic-style church or its association with that style and the work of architect Sidney Rose Badgley. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Highland Park Presbyterian Church.



Figure 55

Facing southeast along Woodward Avenue from southeast NRHP boundary of Highland Park Presbyterian Church at Cortland Street

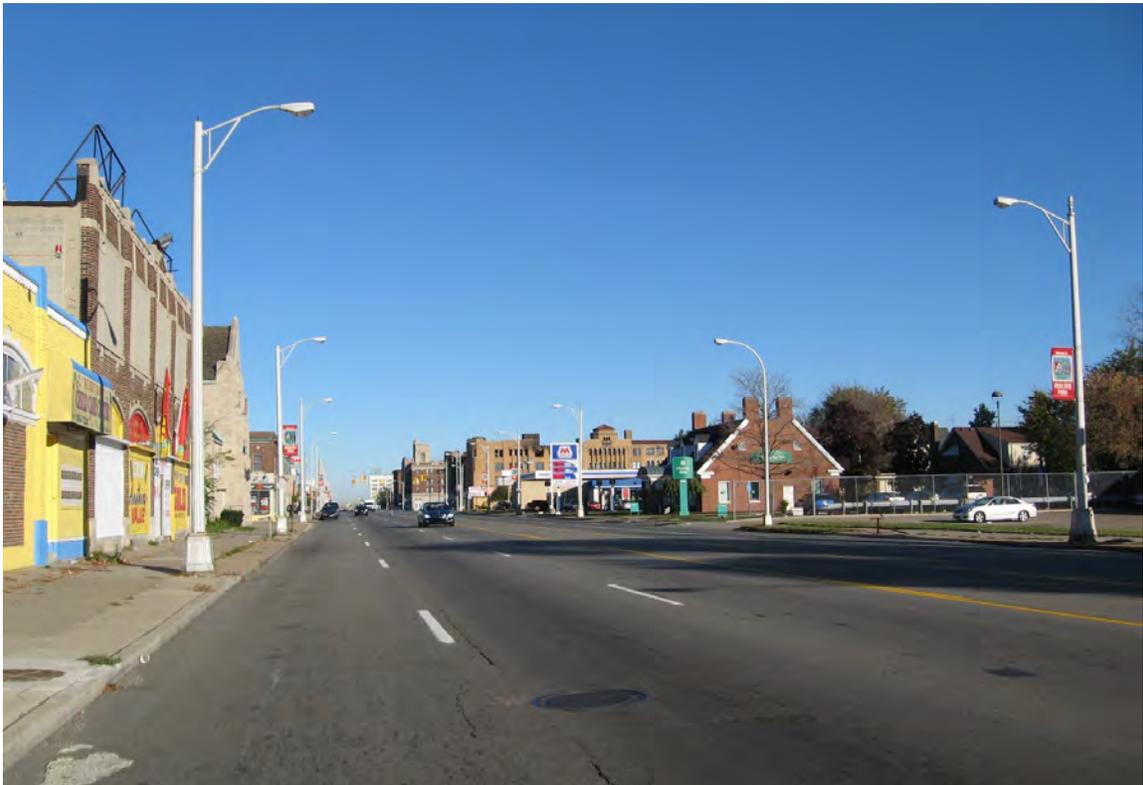


Figure 56

Facing northeast along Woodward Avenue from northeast NRHP boundary of Highland Park Presbyterian Church

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Grace Evangelical Lutheran Church

(See Map Attachment C; see Figures 57-58)

The Grace Evangelical Lutheran Church is a small, late Gothic Revival-style, sandstone church with a slate roof and copper trim. The church has a cruciform plan, a tall, gabled nave with lower side aisles, gabled transepts, and a short, flat-roofed tower with a louvered belfry. Architect J. Adam Fichter designed the church in 1929 for the Grace Evangelical Lutheran congregation. It was listed in the NRHP under Criterion C and Criteria Consideration A as a significant local example of Gothic Revival church architecture designed by J. Adam Fichter.

Near the Grace Evangelical Lutheran Church, project implementation would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet east of the property's eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. A split-platform LRT station, including two single-sided platforms within Woodward Avenue, is also proposed near the property. The station would be located in the center of Woodward Avenue, north and south of Glendale Street, and within the roadway's right-of-way. The southbound, single-sided platform would be located within Woodward Avenue, just south of Glendale Street, and approximately 120 feet from the property's northeast NRHP boundary; the northbound, single-sided platform would be located just north of Glendale Street, more than 450 feet north of the property's northeast NRHP boundary.

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

The Grace Evangelical Lutheran Church no longer retains integrity of setting due to land clearance and commercial development in its immediate vicinity. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway, OCS, and LRT station platforms. Although the proposed guideway, OCS, and station would be visible from some portions of the property, these project elements represent a minor alteration to the property's visual setting, which no longer contributes to its significance. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Gothic Revival-style church or its association with that architectural style, building type, or the work of J. Adam Fichter. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Grace Evangelical Lutheran Church.



Figure 57

Facing southeast along Woodward Avenue from east NRHP boundary of Grace Evangelical Lutheran Church

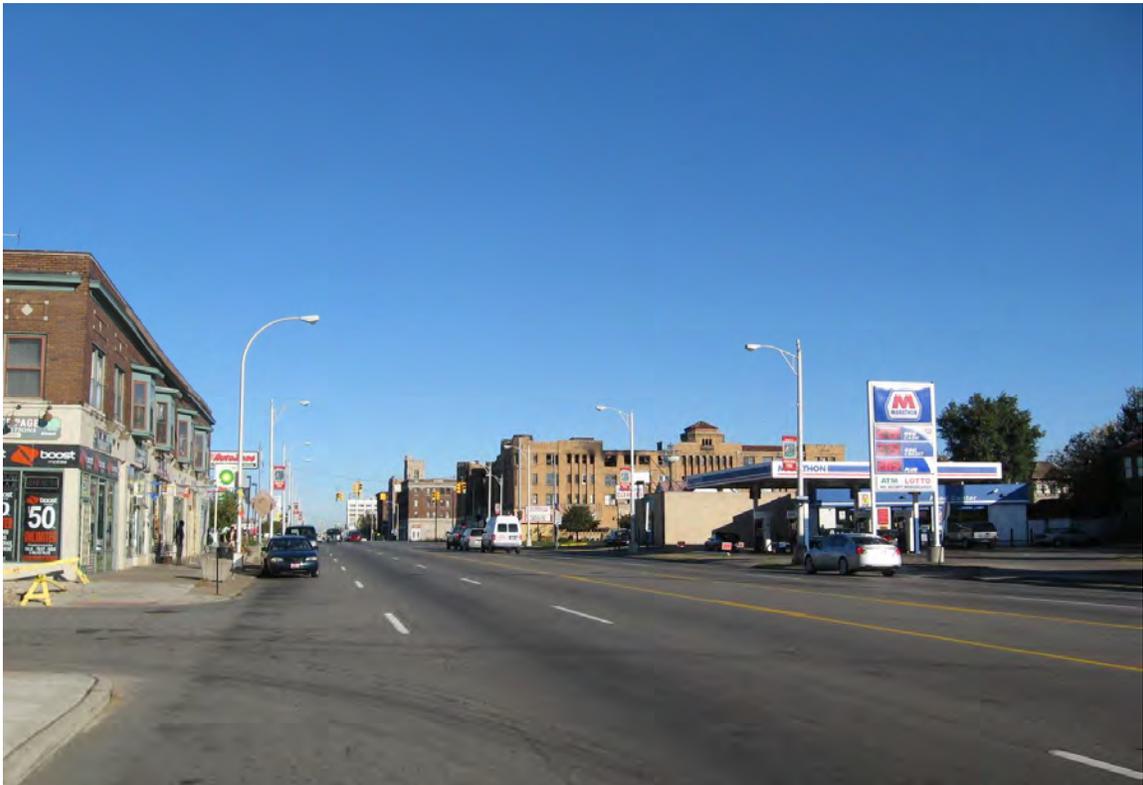


Figure 58

Facing northeast along Woodward Avenue from northeast NRHP boundary of Grace Evangelical Lutheran Church at Highland Street

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Trinity United Methodist Church

(See Map Attachment C; see Figures 59-60)

The Trinity United Methodist Church is a late Gothic Revival-style church designed by local architect George D. Mason in 1922. The smooth limestone church has a slate roof and features a tall, narrow nave, gabled transepts, and a square, flat-roofed tower with a louvered belfry. The church was listed in the NRHP under Criterion C and Criteria Consideration A as an excellent Gothic Revival-style church designed by George D. Mason.

Near the Trinity United Methodist Church, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

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

The Trinity United Methodist Church no longer retains integrity of setting due to demolitions in the vicinity and recent commercial development along Woodward Avenue. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from and to some portions of the property, these project elements represent a minor alteration to the property's visual setting, which is no longer a character-defining feature of the property. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as Gothic Revival-style church or its association with that style and the work of architect George D. Mason. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Trinity United Methodist Church.



Figure 59

Facing southwest along Woodward Avenue from southwest NRHP boundary of Trinity United Methodist Church at East Buena Vista Street

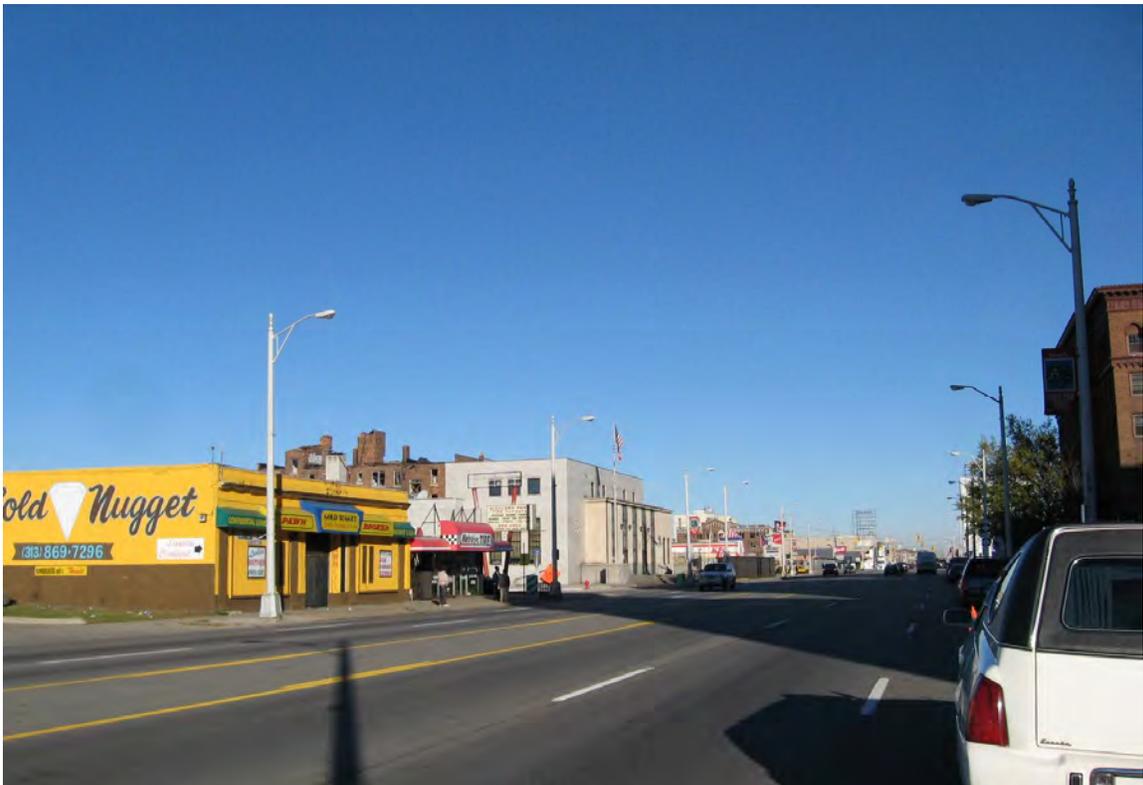


Figure 60

Facing northwest along Woodward Avenue from west NRHP boundary of Trinity United Methodist Church at East Buena Vista Street

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

YWCA Detroit Northern Branch

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

The YWCA Detroit Northern Branch is a Beaux Arts-style civic building designed by the local architectural firm of Burrowes and Eurich in 1931. This is the only one of three original branches constructed by the Young Women's Christian Association of Detroit that is extant. It was determined eligible for listing in the NRHP under Criterion A for its association with the YWCA, and under Criterion C as a rare, brick example of Beaux Arts-style architecture in Detroit.

Near the YWCA Detroit Northern Branch, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's proposed western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

No physical impacts to the YWCA Detroit Northern Branch would occur. No project activity is proposed within the property's proposed NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The YWCA Detroit Northern Branch no longer retains integrity of setting due to demolitions in the vicinity and recent commercial development along Woodward Avenue. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from and to some portions of the property, these project elements represent a minor alteration to the property's visual setting, which does not contribute to its significance. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as an example of Beaux Arts-style architecture or its association with that style, the work of Burrowes and Eurich, or the YWCA of Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the YWCA Detroit Northern Branch.



Figure 61

Facing southwest along Woodward Avenue from west NRHP boundary of YWCA Detroit Northern Branch



Figure 62

Facing northwest along Woodward Avenue to Highland Park Post Office (at left) from west NRHP boundary of YWCA Detroit Northern Branch

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Highland Park Post Office

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

The Highland Park Post Office is a Stripped Classical-style civic building incorporating the form and symmetry of classical architecture with the horizontal massing and casement windows of the Prairie Style. The building was constructed in 1939-1949 by the Federal Works Agency as part of the federal government's New Deal-era relief efforts. A prominent eagle sculpture commissioned by the Treasury Department's Section of Fine Arts stands in front of the building and contributes to its significance. The property was determined eligible under Criterion A for its association with New Deal-era government policies and programs and under Criterion C as an excellent and rare local example of the Stripped Classical style and of monumental, civic architecture.

Near the Highland Park Post Office, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet east of the property's proposed eastern NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

No physical impacts to the Highland Park Post Office would occur. No project activity is proposed within the property's proposed NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Highland Park Post Office no longer retains integrity of setting due to the construction of the Davison Freeway north of the property and recent commercial development along Woodward Avenue. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from and to some portions of the property, these project elements represent a minor alteration to the property's visual setting, which does not contribute to its significance. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as a New Deal-era, Stripped Classical-style civic building and monument or its association with that architectural style, building type, or the federal government's New Deal legislation. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Highland Park Post Office.



Figure 63

Facing southeast along Woodward Avenue to YWCA Detroit Northern Branch (at left) from east boundary of Highland Park Post Office

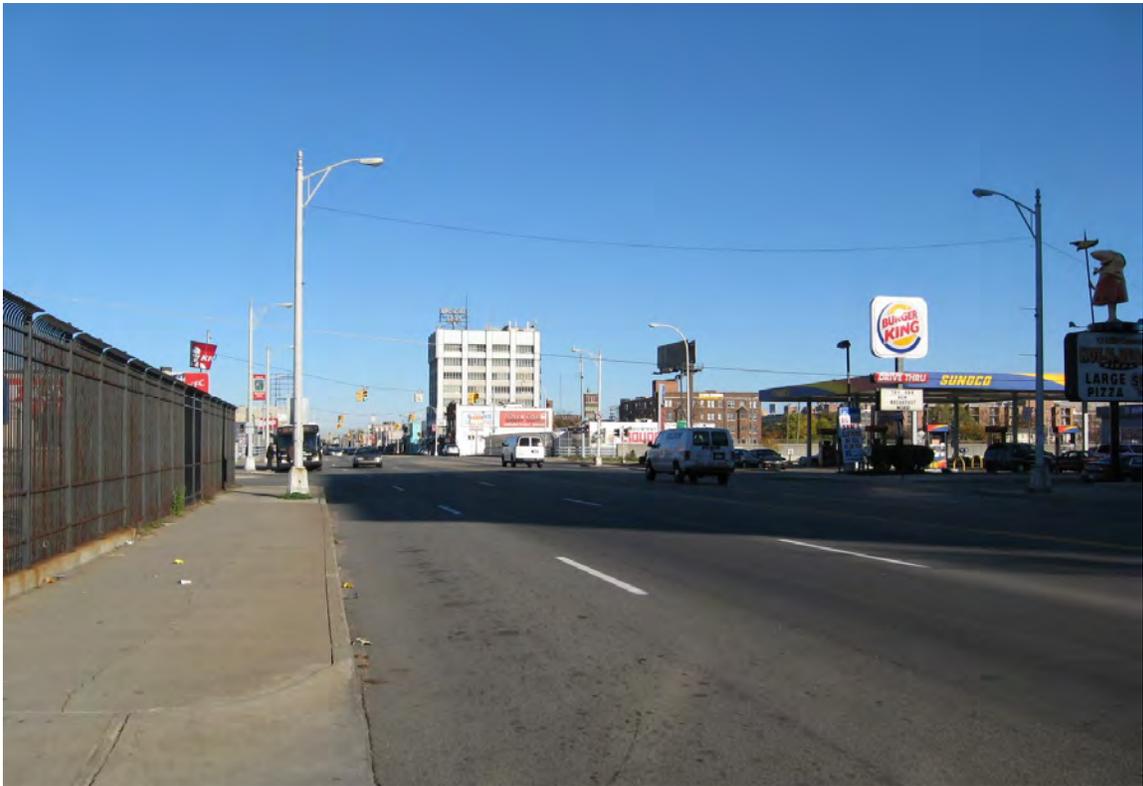


Figure 64

Facing northeast along Woodward Avenue from northeast boundary of Highland Park Post Office

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

YMCA Detroit Northern Branch

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

The YMCA Detroit Northern Branch is a monumental, red brick, Italian Renaissance Revival-style civic building designed by the local firm of Burrowes and Eurich in the early 1920s. The YMCA of Detroit constructed the building as part of an important period of expansion, which reflected the city's growing population as a result of the burgeoning automobile industry. The property was determined eligible under Criterion A for its association with the YMCA of Detroit and under Criterion C as an example of the work of Burrowes and Eurich and the Italian Renaissance Revival style in Detroit.

Near the YMCA Detroit Northern Branch, project implementation would be limited to the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's proposed western NRHP boundary. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the right-of-way of Woodward Avenue. No planned stations are proximate to the property.

No physical impacts to the YMCA Detroit Northern Branch would occur. No project activity is proposed within the property's proposed NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The YMCA Detroit Northern Branch no longer retains integrity of setting due to demolitions in the vicinity and recent commercial development along Woodward Avenue. Therefore, no historically significant views to or from the property were identified along Woodward Avenue near the proposed guideway and OCS. Although the proposed guideway and OCS would be visible from some portions of the property, these project elements represent a minor alteration to the property's visual setting, which does not contribute to its significance. Because no historically significant views would be obscured, no visual impacts to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as an example of Italian Renaissance Revival-style architecture or its association with that style, the work of Burrowes and Eurich, or the YMCA of Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the YMCA Detroit Northern Branch.



Figure 65

Facing southwest along Woodward Avenue from southwest boundary of YMCA Detroit Northern Branch at Winona Street



Figure 66

Facing northwest along Woodward Avenue from west NRHP boundary YMCA Detroit Northern Branch

Attachment C – Determinations of Effect

Woodward Avenue Light Rail Transit Project (ER# 08-462)
Phased Section 106 Submittal – Assessment of Effects – Grand Boulevard to M-8/Davison Freeway (November 2010)

Attachment D
Summary of Effects Determinations

This page left intentionally blank.

Attachment D – Summary of Effects Determinations

Between Grand Boulevard and M-8/Davison Freeway, the Woodward Avenue LRT would be a street-running system located within existing roadways and roadway rights-of-way; this project planning approach minimizes direct physical impacts to historic properties. Within this section of the project corridor, no station locations are proposed within the National Register of Historic Places boundaries of individual historic properties or within the parcels of contributing properties within historic districts. Furthermore, no auditory, vibratory, or atmospheric impacts to any historic properties were identified. Potential project impacts to historic properties between Grand Boulevard and M-8/Davison Freeway are generally limited to changes to historic properties' visual settings, which in some cases would diminish their integrity of setting.

The following table (Figure 67) and maps (Map Attachment D) summarize project effects to each property in this area.

Between Grand Boulevard and M-8/Davison Freeway, project implementation would result in three Adverse Effects, nine findings of No Adverse Effect, and sixteen findings of No Effect.

Although each historic property has been considered individually to allow for an accurate effects assessment, an overall finding of Adverse Effect has been determined for the Woodward Avenue LRT project between Grand Boulevard and M-8/Davison Freeway. Additional effects assessments for remaining historic properties within the project's APE north of M-8/Davison Freeway will be completed as part of forthcoming documentation.

Figure 67 – Summary of Effects Determinations

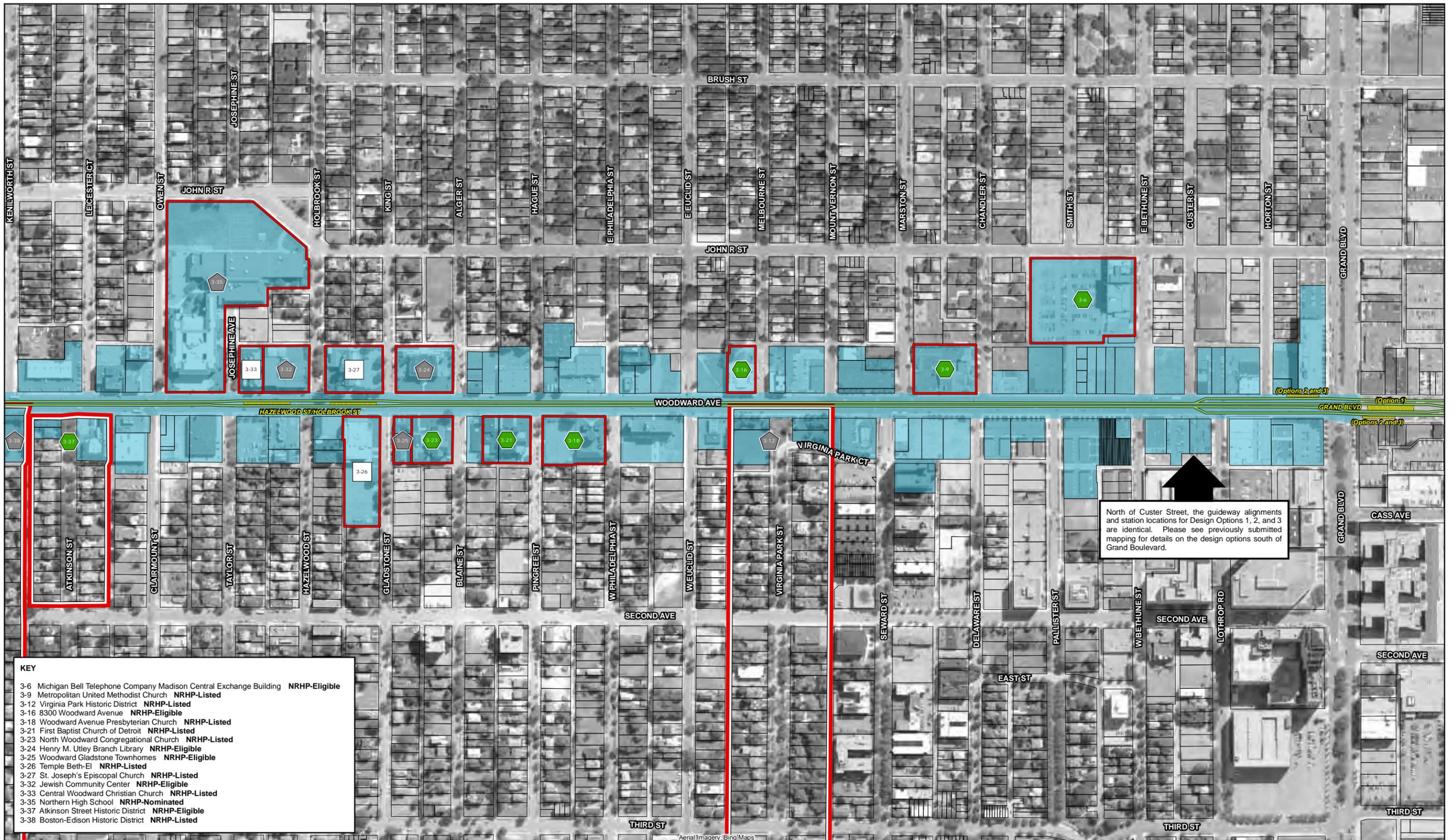
AE = Adverse Effect; NA = No Adverse Effect; NE = No Effect

Name	Effect Finding
Michigan Bell Telephone Company Madison Central Exchange Building <i>Determined Eligible 2010*</i>	NE
Metropolitan United Methodist Church <i>Listed 1982</i>	NE
Virginia Park Historic District <i>Listed 1982</i>	NA
8300 Woodward Avenue <i>Determined Eligible 2010*</i>	NE
Woodward Avenue Presbyterian Church <i>Listed 1982</i>	NE
First Baptist Church of Detroit <i>Listed 1982</i>	NE
North Woodward Congregational Church <i>Listed 1982</i>	NE
Henry M. Utley Branch Library <i>Determined Eligible 2010*</i>	NA
Woodward Gladstone Townhomes <i>Determined Eligible 2010*</i>	NA
Temple Beth-El <i>Listed 1982</i>	AE
St. Joseph's Episcopal Church <i>Listed 1982</i>	AE
Jewish Community Center <i>Determined Eligible 2010*</i>	NA

Name	Effect Finding
Central Woodward Christian Church <i>Listed 1982</i>	AE
Northern High School <i>Nominated 2010**</i>	NA
Atkinson Street Historic District <i>Determined Eligible 2010*</i>	NE
Boston-Edison Historic District <i>Listed 1972</i>	NA
Arden Park-East Boston Historic District <i>Listed 1982</i>	NA
Cathedral of the Most Blessed Sacrament <i>Listed 1982</i>	NA
Lawrence-Webb Historic District <i>Determined Eligible 2010*</i>	NE
City of Highland Park Robert B. Blackwell Municipal Building <i>Determined Eligible 2010*</i>	NE
Highland Heights-Stevens' Subdivision Historic District <i>Listed 1988</i>	NA
Detroit Edison Company Cortland Street Substation <i>Determined Eligible 2010*</i>	NE
Highland Park Presbyterian Church <i>Listed 1982</i>	NE
Grace Evangelical Lutheran Church <i>Listed 1982</i>	NE
Trinity United Methodist Church <i>Listed 1982</i>	NE
YWCA Detroit Northern Branch <i>Determined Eligible 2010*</i>	NE
Highland Park Post Office <i>Determined Eligible 2010*</i>	NE
YMCA Detroit Northern Branch <i>Determined Eligible 2010*</i>	NE

* Determinations of eligibility pending SHPO concurrence.

** Pending NRHP listing.

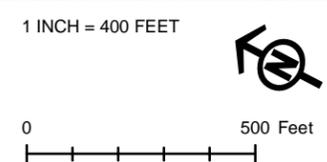


KEY

3-6 Michigan Bell Telephone Company Madison Central Exchange Building	NRHP-Eligible
3-9 Metropolitan United Methodist Church	NRHP-Listed
3-12 Virginia Park Historic District	NRHP-Listed
3-16 8300 Woodward Avenue	NRHP-Eligible
3-18 Woodward Avenue Presbyterian Church	NRHP-Listed
3-21 First Baptist Church of Detroit	NRHP-Listed
3-23 North Woodward Congregational Church	NRHP-Listed
3-24 Henry M. Utley Branch Library	NRHP-Eligible
3-25 Woodward Gladstone Townhomes	NRHP-Eligible
3-26 Temple Beth-El	NRHP-Listed
3-27 St. Joseph's Episcopal Church	NRHP-Listed
3-32 Jewish Community Center	NRHP-Eligible
3-33 Central Woodward Christian Church	NRHP-Listed
3-35 Northern High School	NRHP-Nominated
3-37 Atkinson Street Historic District	NRHP-Eligible
3-38 Boston-Edison Historic District	NRHP-Listed



WOODWARD LIGHT RAIL

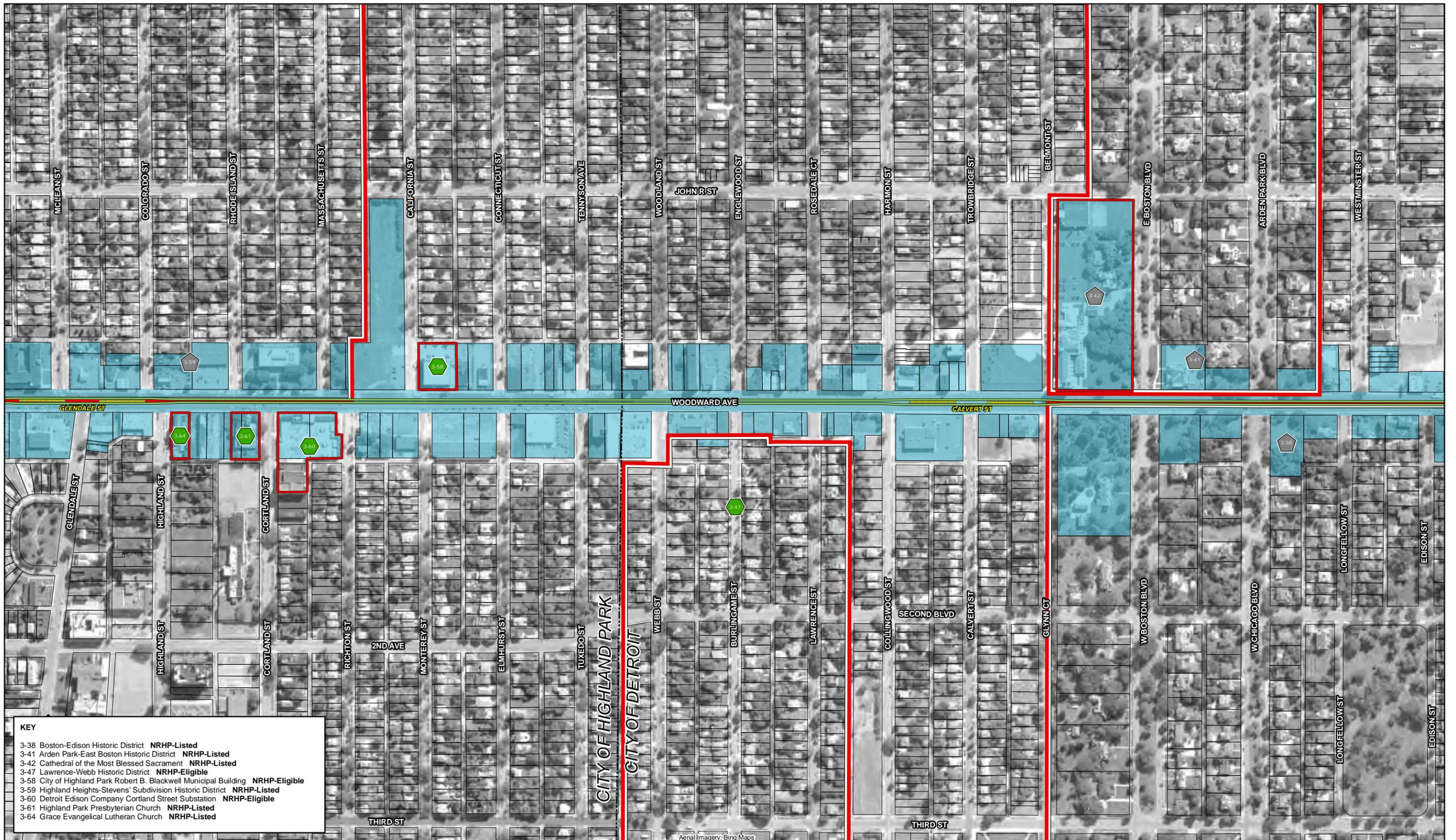


- Guideway Alignment
- Proposed Station
- Parcel
- NRHP-Listed or Eligible Historic Property
- Area of Potential Effects
- No Effect
- No Adverse Effect
- Adverse Effect

North of Custer Street, the guideway alignments and station locations for Design Options 1, 2, and 3 are identical. Please see previously submitted mapping for details on the design options south of Grand Boulevard.

Map Attachment D: Effects Determinations

Grand Boulevard to M-8/Davison Freeway
Design Options 1, 2, and 3 - Sheet 1 of 3

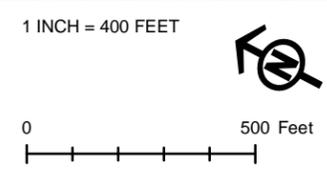


KEY

- 3-38 Boston-Edison Historic District **NRHP-Listed**
- 3-41 Arden Park-East Boston Historic District **NRHP-Listed**
- 3-42 Cathedral of the Most Blessed Sacrament **NRHP-Listed**
- 3-47 Lawrence-Webb Historic District **NRHP-Eligible**
- 3-58 City of Highland Park Robert B. Blackwell Municipal Building **NRHP-Eligible**
- 3-59 Highland Heights-Stevens' Subdivision Historic District **NRHP-Listed**
- 3-60 Detroit Edison Company Cortland Street Substation **NRHP-Eligible**
- 3-61 Highland Park Presbyterian Church **NRHP-Listed**
- 3-64 Grace Evangelical Lutheran Church **NRHP-Listed**



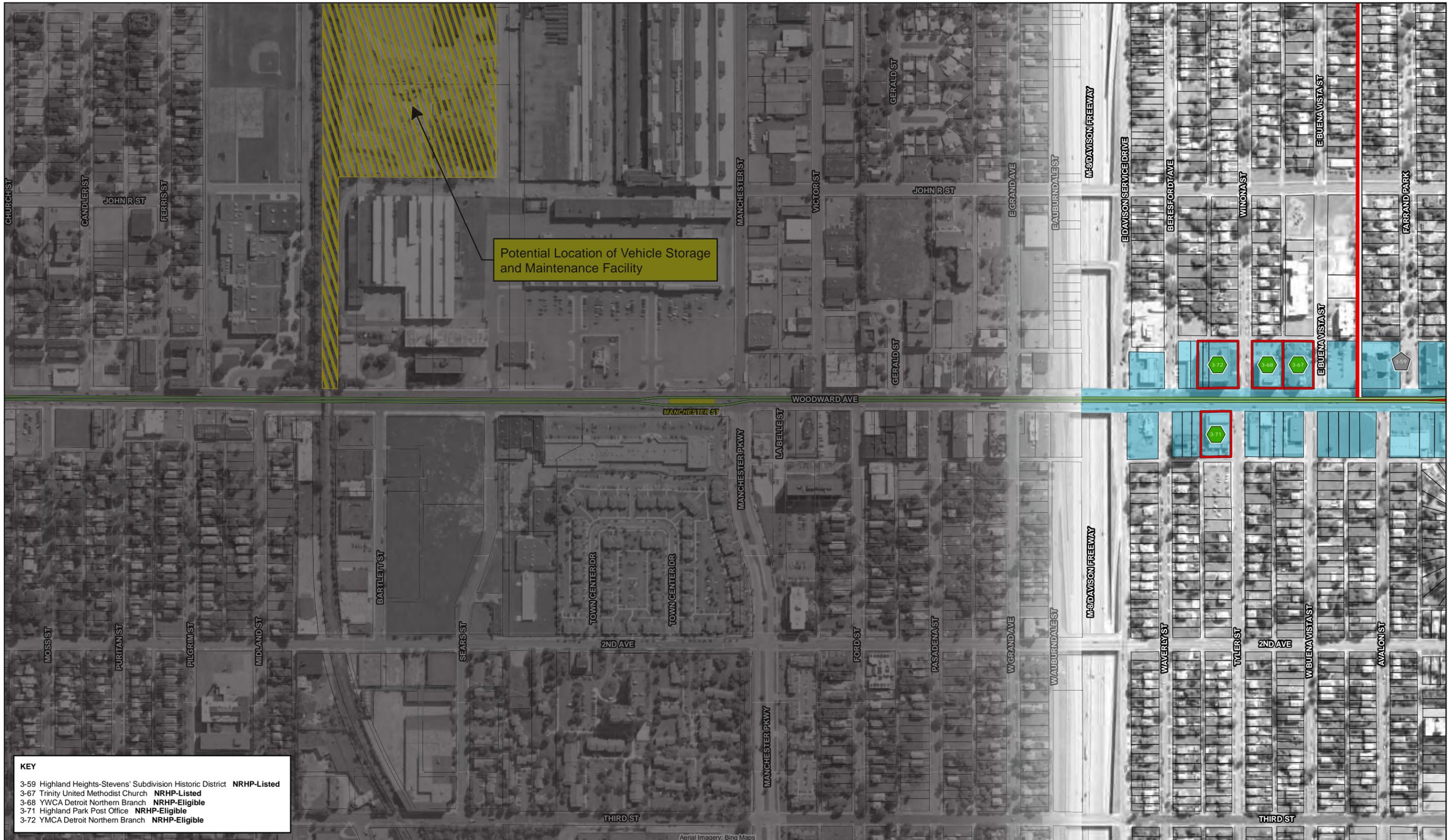
WOODWARD LIGHT RAIL



Guideway Alignment	NRHP-Listed or Eligible Historic Property	3-26 Adverse Effect
Proposed Station	Area of Potential Effects	3-12 No Adverse Effect
Parcel		3-6 No Effect

Map Attachment D: Effects Determinations

Grand Boulevard to M-8/Davison Freeway
Design Options 1, 2, and 3 - Sheet 2 of 3



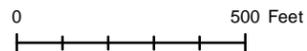
KEY

3-59 Highland Heights-Stevens' Subdivision Historic District	NRHP-Listed
3-67 Trinity United Methodist Church	NRHP-Listed
3-68 YWCA Detroit Northern Branch	NRHP-Eligible
3-71 Highland Park Post Office	NRHP-Eligible
3-72 YWCA Detroit Northern Branch	NRHP-Eligible



WOODWARD LIGHT RAIL

1 INCH = 400 FEET



- Guideway Alignment
- Proposed Station
- Parcel
- NRHP-Listed or Eligible Historic Property
- Area of Potential Effects

- 3-26 Adverse Effect
- 3-12 No Adverse Effect
- 3-6 No Effect

Map Attachment D: Effects Determinations

Grand Boulevard to M-8/Davison Freeway
Design Options 1, 2, and 3 - Sheet 3 of 3