

### Clarence Burton School

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

The Clarence Burton School is an early twentieth-century school building constructed of red brick, and embellished by limestone trim, decorative brick and terra-cotta panels, and large window bays; it is indicative of the Collegiate Gothic-style and Arts and Crafts aesthetic. The school was constructed in 1912 by the local firm of Malcomson & Higginbotham during that firm's thirty-year tenure as the City of Detroit's principal school designers. The school was nominated to the NRHP in 2010 under Criterion A for contributing to the development of public education in Detroit and under Criterion C as a good example of the work of Malcomson & Higginbotham.

Near the Clarence Burton School, project implementation under Design Option 1 would be limited to construction of the potential VSMF northwest of the historic property. The VSMF, consisting of a rail yard and industrial-style buildings, may be constructed west of Woodward Avenue, south of Martin Luther King Jr. Boulevard, and along both sides of Stimson Street; it would be located approximately 15 feet from the property's northeast corner and NRHP boundary.

No physical impacts to the Clarence Burton 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.

The Clarence Burton School is located in a residential neighborhood with light commercial activity along Cass Avenue. Although land clearance near the property has occurred, the area retains its historic residential character, a significant factor to the school's integrity of setting. The proposed VSMF site would be located within the school's immediate northeast setting and would be visible from the property's north, side elevation and east, rear elevation. Construction of the VSMF would introduce an incompatible, industrial facility into the property's historically residential setting. This facility would interfere with significant views southwest to the property and northeast from the property, resulting in an adverse effect to the property's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

Because site selection was a contributing factor to the school designs of Malcomson & Higginbotham, and because project implementation would alter the Clarence Burton School's integrity of setting, project implementation would also alter the property's feeling as a Malcomson & Higginbotham-designed school building. Therefore, project implementation under Design Option 1 would have an adverse effect on the property's integrity of feeling.

However, project implementation would not alter the property's association with the development of public education in Detroit because the building would not be physically altered. Therefore, project implementation under Design Option 1 would have no effect on the property's integrity of association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have an **adverse effect** to the Clarence Burton School.



**Figure 15**

Facing northeast along Stimson Street from northeast corner of Burton Theater parking lot to proposed VSMF site (at left, center)



**Figure 16**

Facing northeast to proposed VSMF site from east, rear elevation of Burton Theater

### Temple Beth-El

(See Map Attachment C; see Figures 17-19)

Temple Beth-El is a two-story, limestone-clad, Neoclassical-style former synagogue comprised of a massive octagonal base and copper-clad dome. The property was constructed in 1902 by local architect Albert Kahn and converted into a theater in 1924 by Charles Howard Crane. The property was listed in the NRHP under Criterion C and Criteria Consideration A as the first Detroit synagogue planned according to the needs of Jewish religious practices, and as a good example of a theater conversion.

Near Temple Beth-El, project implementation under Design Option 1 would include construction of the guideway alignment, the corresponding OCS, and an LRT station along Woodward Avenue's central lanes. The project would also include potential construction of the VSMF on the west side of Woodward Avenue. The guideway would be embedded at-grade within Woodward Avenue and approximately 50 feet from the property's facade and west NRHP boundary. The OCS, consisting of support poles and wires, would also be installed in roadway rights-of-way along the alignment. The proposed LRT station would be located north of the property, approximately 230 feet from its northwest corner and NRHP boundary. The proposed VSMF, consisting of a rail yard and industrial-style buildings, may be constructed west of Woodward Avenue, south of Martin Luther King Jr. Boulevard, and along both sides of Stimson Street; it would be approximately 120 feet from the property's facade and western NRHP boundary.

No physical impacts to Temple Beth-El would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur under Design Option 1.

Temple Beth-El no longer retains integrity of setting due to substantial recent commercial development and land clearance along Woodward Avenue. Although the guideway alignment, OCS, and LRT station would be visible from portions of Temple Beth-El, no historically significant views to or from the district would be obstructed or obscured. The guideway alignments and OCS would be located in the center of Woodward Avenue and in front of vacant parcels and non-historic buildings. The LRT station would be located north of the property, also in front of vacant parcels and non-historic buildings. Together, these facilities would represent a minor alteration to the property's urban setting, which has been compromised from its historic appearance. The proposed VSMF would be located across Woodward Avenue, in a vacant lot separated from the largely enclosed facade of Temple Beth-El by the eight-lane Woodward Avenue. Because the setting near the proposed site lacks integrity, the proposed VSMF would not obscure or obstruct significant views to or from the property. Based on current information, no auditory, vibratory, or atmospheric impacts have been identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a former synagogue and converted theater, or its association with those building types. Therefore, project implementation would have no effect to the property's integrity of feeling or association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to Temple Beth-El under Design Option 1.



**Figure 17**

Facing southwest along Woodward Avenue from southwest corner of Temple Beth-EI



**Figure 18**

Facing west across Woodward Avenue to proposed VSMF site from west-facing facade of Temple Beth-EI



**Figure 19**

Facing northwest along Woodward Avenue from northwest corner of Temple Beth-El

### Cass-Davenport Historic District

(See Map Attachment C; see Figure 20)

The Cass-Davenport Historic District contains four, early twentieth-century apartment buildings representing the Beaux Arts, Neoclassical, Renaissance Revival, Italian Renaissance, and Tudor Revival styles. The district is located north of Martin Luther King Jr. Boulevard, along Cass Avenue and Davenport Street. The district was listed in the NRHP under Criterion A for its association with the growth of Detroit's automobile industry and consequential residential development and under Criterion C as a significant collection of revival-style apartment buildings.

Near the Cass-Davenport Historic District, project implementation under Design Option 1 would be limited to construction of the potential VSMF southeast of the district. The VSMF, consisting of a rail yard and industrial-style buildings, may be constructed west of Woodward Avenue, south of Martin Luther King Jr. Boulevard and on either side of Stimson Street, approximately 140 feet from the district's southeastern NRHP boundary.

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

The proposed VSMF site may be located within the district's immediate southeast setting. Although the historic buildings previously located on the proposed VSMF site have been demolished in efforts not related to the project, the remaining surrounding properties contribute to the area's character as a residential neighborhood. The VSMF would be visible from the south, side elevation and east, rear elevation of the contributing apartment building at 3550 Cass Avenue. Construction of the VSMF would introduce an incompatible, industrial facility into the district's historically residential setting, diminishing the district's ability to convey its historic residential appearance. This facility would interfere with significant views northwest to the district and southeast from the district. Therefore, implementation of the Woodward Avenue LRT under Design Option 1 would partially obstruct and obscure historically significant views to the southeast, resulting in an adverse effect to the district's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

Project activity would alter the district's feeling as a collection of revival-style apartment buildings by introducing industrial activities into a historically residential setting. Therefore, project implementation would have an adverse effect to the district's integrity of feeling.

Furthermore, project activity would introduce historically discordant industrial activity into the property's residential setting and substantially alter the property's association with the residential development of the neighborhood. Therefore, project implementation would have an adverse effect to the property's integrity of association.

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



**Figure 20**

Facing southeast across Martin Luther King Jr. Boulevard from southeast NRHP boundary of Cass-Davenport Historic District

### Hotel Stevenson

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

The Hotel Stevenson is a modest eight-story, brown brick-clad, Georgian Revival-style apartment hotel. The building was constructed in 1913 by an unknown architect and was initially owned by prominent local leader and businessman, Charles Hugh Stevenson. The apartment hotel was primarily occupied by automotive workers for much of its early twentieth-century history. The property was listed in the NRHP under Criterion A for its association with the residential development patterns of Midtown Detroit, under Criterion B for its association with Stevenson, and under Criterion C as a notable example of the Georgian Revival style in Detroit.

Near the Hotel Stevenson, project implementation under Design Option 1 would include installation of the guideway alignment, the corresponding OCS, and an LRT station in the central lane of Woodward Avenue. Project implementation would also include construction of the VSMF south of the property. The guideway would be embedded in the central lanes of Woodward Avenue, approximately 270 feet from the property's southeast corner and NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. The proposed LRT station would be constructed in the central lane of Woodward Avenue, south of Martin Luther King Boulevard, and approximately 280 feet from the property's southeast corner and NRHP boundary. The potential VSMF, consisting of a rail yard and industrial buildings, may be constructed west of Woodward Avenue, south of Martin Luther King Jr. Boulevard, and along both sides of Stimson Street; it would be approximately 160 feet from the historic building's facade and southern NRHP boundary.

No physical impacts to the Hotel Stevenson 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 Hotel Stevenson's eastern visual setting has been altered by land clearance and recent development. Although the proposed embedded guideway, OCS, and LRT station may be visible from some portions of the Hotel Stevenson, no historically significant views to or from the property would be obstructed or obscured. These facilities would be located east of the property along Woodward Avenue and in front of vacant parcels or non-historic commercial and residential buildings. Therefore, these facilities would represent minor alterations to the property's substantially diminished eastern setting. However, the proposed VSMF site would be located approximately 160 south of the property in an area dominated by residential properties. Although the property's immediate southern setting has also been altered by land clearance, this area maintains its character as a residential neighborhood. The VSMF would introduce an incompatible industrial facility into the Hotel Stevenson's historically residential southern setting. This facility would interfere with significant views north to the property and south from the property, and character-defining features of the property's setting would be impacted. Therefore, implementation of the Woodward Avenue LRT under Design Option 1 would partially obstruct and obscure historically significant views to the property's south, resulting in an adverse effect to the Hotel Stevenson's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

Project activity would not alter the property's feeling as a Georgian Revival-style apartment hotel. Therefore, project implementation under Design Option 1 would have no adverse effect to the property's integrity of feeling.

However, project activity would introduce historically discordant industrial activity into the property's residential setting, altering the property's association with the residential development of the neighborhood. Therefore, project implementation would have an adverse effect to the property's integrity of association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have an **adverse effect** on the Hotel Stevenson.



**Figure 21**

Facing southeast across Martin Luther King Jr. Boulevard from south-facing facade of Hotel Stevenson



**Figure 22**

Facing southwest across Martin Luther King Jr. Boulevard from south-facing facade of Hotel Stevenson

### Orchestra Hall

(See Map Attachment C; see Figures 23-24)

Orchestra Hall is three-story, brick, Beaux Arts-style concert hall with a richly decorated, limestone-clad facade. Constructed in 1915 by Charles Howard Crane, the building is the historic home of the Detroit Symphony Orchestra. The property was listed in the NRHP under Criterion A for its association with the Detroit Symphony Orchestra and the social history of Detroit and under Criterion C as an example of the Beaux Arts-style theaters designed by Charles Howard Crane.

Near Orchestra Hall, project implementation under Design Option 1 would include construction of the guideway alignment, the corresponding OCS, and an LRT station along Woodward Avenue's central lanes. The guideway would be embedded at-grade approximately 60 feet from the property's western NRHP boundary. The OCS, consisting of support poles and wires, would also be installed in roadway rights-of-way along the alignment. The proposed LRT station would be located south of the property, approximately 185 feet from its southeast NRHP boundary.

No physical impacts to the Orchestra Hall would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur under Design Option 1.

Orchestra Hall no longer retains integrity of setting due to recent commercial and residential development along Woodward Avenue in the property's immediate vicinity. Although the proposed embedded guideway, OCS, and LRT station would be visible from Orchestra Hall's facade and south, side elevation, no historically significant views to or from the property would be obstructed or obscured, and no character-defining features of the property's setting would be impacted. The proposed guideway alignment and OCS would be located along Woodward Avenue and in front of non-historic, 1960s-era commercial buildings. The LRT station would be located south of the property and in front of a non-historic, multi-story condominium building. The proposed facilities would represent a minor alteration to the property's already compromised visual setting. Because the property does not retain integrity of setting, no significant views to or from the property were identified, and no proximate views would be obscured; no visual impacts to this property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts have been identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting under Design Option 1.

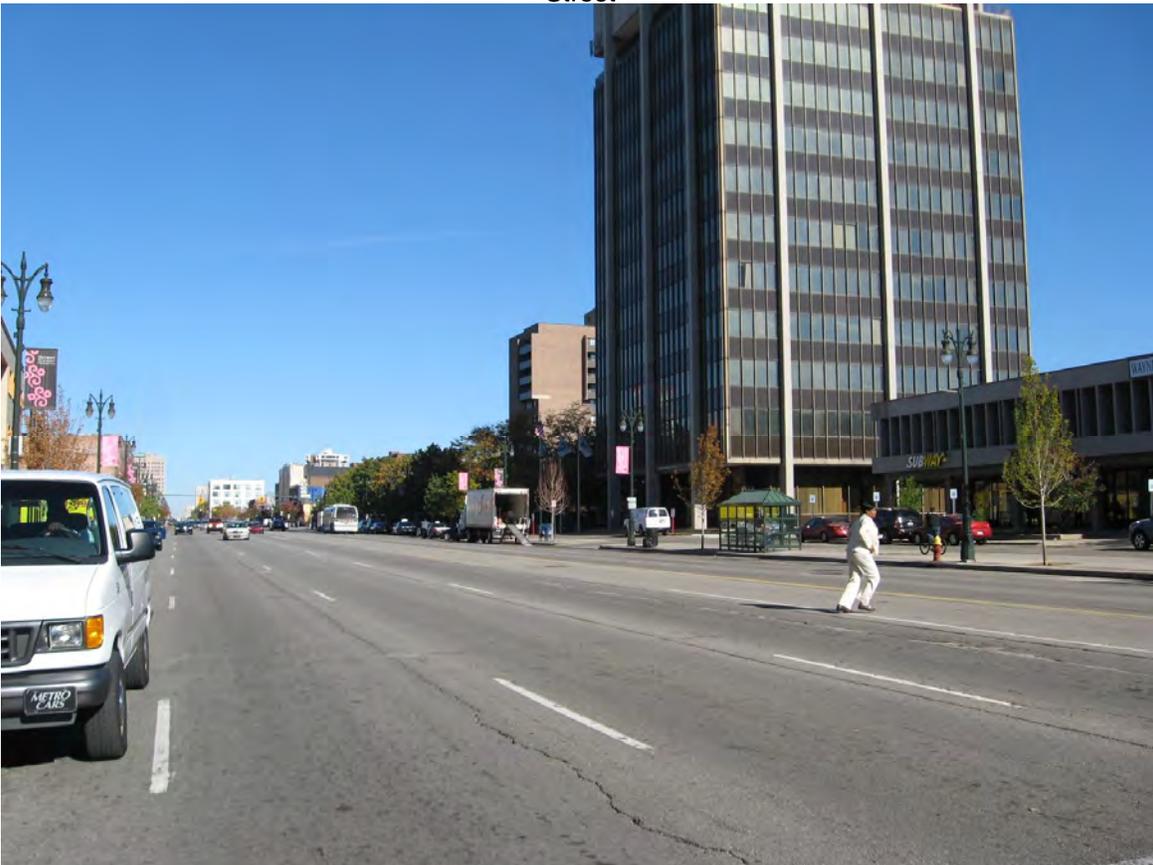
Furthermore, no project activity would alter the property's feeling as a Beaux Arts-style theater, or its association with that style, the work of Charles Howard Crane, the Detroit Symphony Orchestra, or the social history of Detroit. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to Orchestra Hall under Design Option 1.



**Figure 23**

Facing southeast along Woodward Avenue from southeast corner of Orchestra Hall at Parsons Street



**Figure 24**

Facing northeast along Woodward Avenue from southeast corner of Orchestra Hall

### Willis-Selden Historic District

(See Map Attachment C; see Figures 25-26)

The Willis-Selden Historic District, bounded by West Willis Street, Woodward Avenue, Selden Street, and Third Avenue, contains a large concentration of late nineteenth- and early twentieth-century commercial, residential, and industrial buildings. The buildings are generally similar in style and scale, constructed primarily of brick, and representative of an early streetcar suburb in Detroit. Represented architectural styles within the district include Gothic Revival, Italianate, Queen Anne, Stick Style, Romanesque, Colonial Revival, Classical Revival, Beaux Arts, and Art Deco. The district was listed in the NRHP under Criterion A for its significance in the social history of Detroit and under Criterion C as a significant example of a turn-of-the-twentieth-century neighborhood.

Near the Willis-Selden Historic District, project implementation under Design Option 1 would be limited to construction of the guideway alignment and the corresponding OCS along Woodward Avenue's central lanes between Selden and Willis streets, congruent with the district's east NRHP boundary and approximately 60 feet from the western-facing facades of contributing properties along Woodward Avenue. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. No planned stations are proximate to the Willis-Selden Historic District.

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

Although the proposed guideway alignment and OCS would be visible from contributing properties within the district, these facilities would represent minor alterations to the district's greater urban setting. No significant views to or from the contributing properties would be obscured and no character-defining features of the district's setting would be impacted. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation under Design Option 1 would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a turn-of-the-twentieth-century neighborhood, or its association with the various represented architectural types and styles; no project activity would alter the district's association with the social history of Detroit. Therefore, project implementation would have no effect to the district's integrity of feeling and association under Design Option 1.

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



**Figure 25**

Facing southeast along Woodward Avenue from northwest corner of Woodward Avenue and Alexandrine Street



**Figure 26**

Facing northeast along Woodward Avenue from northwest corner of Woodward Avenue and Alexandrine Street

### Garden Bowl

(See Map Attachment C; see Figures 27-28)

The Garden Bowl is a multi-level commercial building encompassing two, adjacent and formerly separate, flat-roofed buildings. The property has a distinguished history as a popular bowling alley and entertainment venue. The property was listed in the NRHP under Criterion A and Criteria Consideration G for its significance in the social history of Detroit since 1966.

Near the Garden Bowl, project implementation under Design Option 1 would be limited to construction of the guideway alignment and corresponding OCS along Woodward Avenue's central lanes, approximately 55 feet from the property's west NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. No planned stations are proximate to the Garden Bowl.

No physical impacts to the Garden Bowl 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.

No significant historical views within the property's immediate, historic setting were identified and no character-defining features of the historic property's setting would be impacted. Although the proposed embedded guideway and OCS would be visible from the Garden Bowl, these facilities would represent minor alterations to the property's greater urban setting. Because no significant historical views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a mid-twentieth-century bowling alley and entertainment venue, or its association with that building type. Therefore, project implementation would have no effect to the property's integrity of feeling or association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Garden Bowl under Design Option 1.



**Figure 27**

Facing southwest along Woodward Avenue to Willis-Selden Historic District (at right) from southwest corner of Garden Bowl



**Figure 28**

Facing northwest along Woodward Avenue to Willis-Selden Historic District (at left) from northwest corner of Garden Bowl

### Majestic Theater

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

The Majestic Theater is a four-story theater constructed in 1915 by local architect Charles Howard Crane and partially reconstructed in the Art Deco style in 1934 by the local firm of Bennett & Straight. The theater's facade is dominated by polychromatic, porcelain enameled-steel panels. The property was listed in the NRHP under Criterion C as a significant example of Art Deco architecture in Detroit.

Near the Majestic Theater, project implementation under Design Option 1 would be limited to construction of the guideway alignment and the corresponding OCS along Woodward Avenue's central lanes, approximately 55 feet from the property's west NRHP boundary. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. No planned stations are proximate to the Majestic Theater.

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

No significant historical views within the property's immediate, historic setting were identified and no character-defining features of the theater's setting would be impacted. Although the proposed embedded guideway and OCS would be visible from the Majestic Theater, these facilities would represent minor alterations to the property's greater urban setting. Because no significant historical views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early twentieth-century, Art Deco-style theater, or its association with that building type and style. Therefore, project implementation would have no effect to the property's integrity of feeling or association under Design Option 1.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Majestic Theater under Design Option 1.



**Figure 29**

Facing southwest along Woodward Avenue to Willis-Selden Historic District (at right) from southwest corner of Majestic Theater



**Figure 30**

Facing northwest along Woodward Avenue from northwest corner of Majestic Theater

Attachment C – Determinations of Effect – Downtown Design Option 1

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

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

### Detroit Edison Company Willis Avenue Station

(See Map Attachment C; see Figure 31)

The Detroit Edison Company Willis Avenue Station is a square, red brick, four-story building composed of three, tiered masses and present elements of the Georgian Revival style. The property was listed in the NRHP under Criterion A for its association with the development of Detroit's central heating system.

Near the Detroit Edison Company Willis Avenue Station, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue and approximately 250 feet to the property's northeast. The embedded guideway and the OCS, consisting of support poles and wires, would be located in the center of and in the rights-of-way of Woodward Avenue. No planned stations are proximate to the Detroit Edison Company Willis Avenue Station.

No physical impacts to the Detroit Edison Company Willis Avenue Station 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 have no effect on the Detroit Edison Company Willis Avenue Station's setting. Although the proposed embedded guideway and OCS would be visible from some portions of the property, these project facilities represent a minor alteration to its visual setting. Existing alterations to the property's setting in this area include non-historic, low-rise building construction and demolition. No historically significant views to or from the property in this area were identified or would be obscured, and no character-defining features of the property's setting would be impacted. Because no significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Because no physical impacts or impacts to setting were identified, the project would have no effect on the property's integrity of feeling. Likewise, project components would have no effect on the building's association with the development of Detroit's central heating system. Therefore, project implementation would have no effect on the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Detroit Edison Company Willis Avenue Station.



**Figure 31**

Facing west to Woodward Avenue from Detroit Edison Company Willis Avenue Station's south-facing facade on Willis Street

### David Whitney House

(See Map Attachment C; see Figures 32-34)

The David Whitney House is an irregularly massed, three-story, Romanesque Revival-style mansion. The property was listed in the NRHP under Criterion B for its association as the home of Detroit lumber baron David Whitney, Jr., and under Criterion C as a significant example of late nineteenth-century Romanesque Revival residential architecture.

Near the David Whitney House, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 60 feet to the property's northeast. The embedded guideway and the corresponding OCS, consisting of support poles and wires, would be located in the center of and in Woodward Avenue's right-of-way. No planned stations are proximate to the David Whitney House.

No physical impacts to the David Whitney House 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 affect the David Whitney House's setting. Although the proposed embedded guideway and OCS would be visible from the property, these project facilities represent a minor alteration to its visual setting in the urban environment. Alterations to the property's setting include construction of non-historic, low-rise buildings to the property's north and east, and construction of a large, multi-story, non-historic building to the property's northwest. No historically significant views to or from the property would be obscured by the guideway or OCS. Because no significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, because no physical impacts or impacts to setting were identified, the project would have no effect to the property's integrity of feeling as a Romanesque Revival mansion. Likewise, the project would not impact the property's ability to convey its association with that architectural style or with Detroit lumber baron David Whitney, Jr. Therefore, the project would have no effect on the property's integrity of association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the David Whitney House.



**Figure 32**

Facing southeast along Woodward Avenue to Canfield Street from David Whitney House's southeast corner



**Figure 33**

Facing east across Woodward Avenue to vacant lot from David Whitney House's facade on west side of Woodward Avenue



**Figure 34**

Facing northeast along Woodward Avenue to Edwin S. George Building (at right, center) from northeast corner of David Whitney House's property

### Edwin S. George Building

(See Map Attachment C; see Figures 35-36)

The Edwin S. George Building is a five-story, two-part, commercial-block building and a celebrated example of Chicago Style commercial architecture in Detroit; it has a roughly square footprint and a reinforced-concrete frame with a flat roof. The building was listed in the NRHP under Criterion A for its significance in the commercial development of Detroit, under Criterion B for its association with Detroit real estate developer Edwin S. George, and under Criterion C as a significant example of Chicago Style architecture in Detroit.

Near the Edwin S. George Building, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 55 feet to the property's southwest. 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 Edwin S. George Building.

No physical impacts to the Edwin S. George 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.

Project implementation would have no effect to the Edwin S. George Building's integrity of setting. Although the proposed embedded guideway and OCS would be visible from the property, these project facilities represent a minor alteration to its compromised visual setting. The property does not retain integrity of setting due to the construction of numerous non-historic buildings within the property's viewshed, including buildings to the property's north and west. No historically significant views to or from the property were identified or would be obscured. Because no significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's integrity of feeling as a Chicago Style commercial block building. Likewise, the project would not impact the property's association with that architectural type, with commercial development in Detroit, or with Edwin S. George. Therefore, project implementation would have no effect to the property's integrity of association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Edwin S. George Building.



**Figure 35**

Facing south along Woodward Avenue from Edwin S. George Building's southwest corner at Garfield Street



**Figure 36**

Facing northwest along Woodward Avenue to Warren-Prentiss Historic District (at left, center) from Edwin S. George Building's northwest corner

### First Congregational Church

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

The First Congregational Church is an exquisite example of the Richardsonian Romanesque style enriched by Byzantine influences; it has a cruciform plan with an end-gabled chapel. The property was listed in the NRHP under Criterion C and Criteria Consideration A as a significant example of Richardsonian Romanesque architecture in Detroit.

Near the First Congregational Church, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 50 feet to the property's west and approximately 65 feet from the building's facade. 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 First Congregational Church.

No physical impacts to the First 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.

Project implementation would not affect the First Congregational Church's setting. Although the proposed embedded guideway and OCS would be visible from the property, these project facilities represent a minor alteration to its visual setting. Alterations to the property's setting include construction of non-historic, low-rise buildings to the property's north and south. No historically significant views to or from the property were identified or would be obscured, and no character-defining features of the property's setting would be affected. Because no significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

No project activity would alter the property's feeling as a nineteenth-century, Richardsonian Romanesque church; the project would have no effect on the property's integrity of feeling. Likewise, the project would not impact the church's association with that architectural style or building type. Therefore, project implementation would have no effect to the property's integrity of association.

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



**Figure 37**

Facing southwest along Woodward Avenue to Warren-Prentis Historic District (at right) from First Congregational Church's west-facing facade



**Figure 38**

Facing north along Woodward Avenue to Warren-Prentis Historic District (at left), Maccabees Building (at center), and Cathedral Church of St. Paul Complex (at right) from First Congregational Church's northwest corner

### Warren-Prentis Historic District

(See Map Attachment C; see Figures 39-40)

The Warren-Prentis Historic District maintains one of the largest, generally intact concentrations of late nineteenth and early twentieth-century, upper- and upper-middle class housing extant in Detroit. The district primarily contains single-family residences and small to large-scale, brick apartment buildings located west of Woodward Avenue; other uses, including commercial, religious, healthcare, and educational, moved into the district following this residential growth. The historic district was listed in the NRHP under Criterion A for its significance as the preferred neighborhood of the first wave of upper and upper-middle class professionals moving out from the inner city in the late 1800s; it was also listed under Criterion C for its significance as one of the last, largely intact neighborhoods of upper and upper-middle class, late nineteenth- and early twentieth-century housing in Detroit.

Within the Warren-Prentis Historic District, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue and along the district's eastern NRHP boundary, which corresponds to Woodward Avenue's centerline between Warren and Forest avenues. 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 60 feet east of remaining contributing commercial buildings fronting that roadway. A split-platform LRT station, including two single-sided platforms within Woodward Avenue and on either side of its intersection with Warren Avenue, is also proposed within and near the property; the station would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided platform would be located within the district and Woodward Avenue, just south of Warren Avenue; the northbound, single-sided platform would be located outside the district and across Warren Avenue, approximately 150 feet north of the NRHP boundary's northeast corner.

No physical impacts to contributing properties within the Warren-Prentis Historic District would occur under Design Option 1. All construction activity would take place within existing rights-of-way; no project activity is proposed within the legal parcels of any contributing property. Rights-of-way within the district that would be affected by proposed LRT construction contain surface streets and reconstructed sidewalks and curbing; these features do not contribute to the historic district's significance. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur under Design Option 1.

Project implementation would not adversely affect the Warren-Prentis Historic District's setting. Although the proposed embedded guideway, OCS, and LRT station would be located within and visible from and to portions of the district, these project facilities represent a minor alteration to the district's visual setting. More substantial alterations to the property's setting in this area include the non-project-related, widespread demolition of buildings within the district along Woodward Avenue between Warren Avenue and Hancock Street, and along Warren Avenue between Woodward Avenue and Cass Avenue. In addition, construction of non-historic, low-rise buildings has occurred in this area and to the district's north and east. The proposed southbound, single-sided LRT platform within the district would be located just east of the area where substantial demolition has recently occurred; the northbound platform would be located across Warren Avenue and outside the district. No historically significant views to, from, or within the historic district would be obscured by project implementation and no character-defining features of the district's setting would be affected. Because no significant views would be obscured, no visual impacts to the district were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for the district. Therefore, project implementation under Design Option 1 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 an intact concentration of late nineteenth and early twentieth-century, upper- and upper-middle class housing in Detroit or its association with the residential development of the city. 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 Warren-Prentis Historic District under Design Option 1.



**Figure 39**

Facing southeast along Woodward Avenue to First Congregation Church (at left) and Edwin S. George Building (at center) from Warren-Prentis Historic District's east NRHP boundaries at Hancock Street



**Figure 40**

Facing northeast along Woodward Avenue to Cathedral Church of St. Paul Complex (at right) from Warren-Prentis Historic District's east NRHP boundaries at Hancock Street

### Cathedral Church of St. Paul Complex

(See Map Attachment C; see Figures 41-43)

The Cathedral Church of St. Paul Complex is a magnificent Gothic Revival-style building with a cross plan and massive proportions; the monolithic building is clad in smooth limestone blocks that are elegantly paired with a copper roof and vibrant red-painted, wood doors. A parish house is also located on the property. The property was listed in the NRHP under Criterion C and Criteria Consideration A as a significant example of Gothic Revival-style sacred architecture designed by nationally prominent architect Ralph Adams Cram.

Near the Cathedral Church of St. Paul Complex, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 45 feet west of the property's 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 single-sided platforms to the property's west and north, is also proposed near the property; it would be located in the center of Woodward Avenue and within the roadway's right-of-way. The southbound, single-sided platform would be located within Woodward Avenue and approximately 70 feet west of the property's NRHP boundary; the northbound, single-sided platform would be located across Warren Avenue and approximately 190 feet north of the NRHP boundary.

No physical impacts to the Cathedral Church of St. Paul Complex 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 affect the Cathedral Church of St. Paul Complex's setting; the property does not retain integrity of setting. Although the proposed embedded guideway, OCS, and southbound, single-sided LRT station platform would be visible from the property to its west, these project facilities would not interrupt or obscure any historically significant views to or from the property. Non-historic and substantial alterations to the property's setting include recent and ongoing demolition of historic buildings to the property's west, and the construction of non-historic buildings to its north, east, and south. Because no historically significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a nineteenth-century, Gothic Revival 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 Design Option 1 would have **no effect** to the Cathedral Church of St. Paul Complex.



**Figure 41**

Facing southwest along Woodward Avenue to Warren-Prentis Historic District (at right, center) from Cathedral Church of St. Paul Complex's southwest corner on east side of Woodward Avenue



**Figure 42**

Facing northwest along Woodward Avenue to Warren-Prentis Historic District's vacant lots at southwest corner of Woodward Avenue and Warren Avenue from Cathedral Church of St. Paul Complex's west-facing facade



**Figure 43**

Facing northwest along Woodward Avenue to Warren Avenue and Maccabees Building (at center) from Cathedral Church of St. Paul Complex's west-facing facade

### Samuel L. Smith House

(See Map Attachment C; see Figures 44-45)

The Samuel L. Smith House is a three-story, cross-gabled, brick, Queen Anne-style house with both Romanesque and Colonial Revival stylistic elements. The property was listed in the NRHP under Criterion B for its association with the productive lives of prominent early Detroiters, including William C. Williams and Samuel L. Smith, and under Criterion C as an excellent example of Queen Anne residential architecture.

Near the Samuel L. Smith House, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 40 feet east of the property's NRHP boundary and approximately 75 feet east of the building's facade. 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 single-sided platforms to the property's east and south, is also proposed near the property; it would be located in the center of Woodward Avenue and within the roadway's right-of-way. The northbound, single-sided platform would be located within Woodward Avenue and approximately 50 feet east of the property's NRHP boundary; the southbound, single-sided platform would be located across Warren Avenue and approximately 250 feet south of the NRHP boundary.

No physical impacts to the Samuel L. Smith House 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 affect the Samuel L. Smith House's setting; the property does not retain integrity of setting. Although the proposed embedded guideway, OCS, and northbound, single-sided LRT station platform would be visible from the property to its east, these project facilities would not interrupt or obscure any historically significant views to or from the property. The house is located proximate to and between the fourteen-story Maccabees Building on the north and the non-historic, four- to six-story Wayne State University Welcome Center building on the south. These non-project-related buildings substantially obscure the house's historic residential setting and views to and from the property. Because no historically significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Queen Anne-style house or its association with that architectural style or prominent early Detroit citizens. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Samuel L. Smith House.



**Figure 44**

Facing southeast along Woodward Avenue to Warren Avenue from Samuel L. Smith House's southeast corner on west side of Woodward Avenue



**Figure 45**

Facing northwest along Woodward Avenue to Farnsworth Street and The Wardell (at center) from Samuel L. Smith House's northeast corner on west side of Woodward Avenue

## Maccabees Building

(See Map Attachment C; see Figures 46-47)

The Maccabees Building is an imposing, fourteen-story, Art Deco-inspired skyscraper; its steel frame supports a reinforced concrete structure clad in limestone. The building has an H-shaped plan with a fourteen-story, rectangular central section flanked by four subordinate, ten-story wings. The property was listed in the NRHP under Criterion A for its significance in the social history of Detroit and under Criterion C as a significant example of prominent Detroit architect Albert Kahn's work.

Near the Maccabees Building, project implementation under Design Option 1 would include the installation of the guideway alignment and OCS within Woodward Avenue, approximately 55 feet east of the building's facade and 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 single-sided, LRT station platform, a component of a split-platform LRT station proposed near the property, would be located to the property's east; it would be located in the center of Woodward Avenue and within the roadway's right-of-way. This northbound, single-sided platform would be located approximately 75 feet east of the building's facade and NRHP boundary.

No physical impacts to the Maccabees 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.

Project implementation would not adversely affect the Maccabees Building'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. Based on the fourteen-story Maccabees Building's scale, the proposed project components would represent a minor alteration to the property's setting. Furthermore, historically significant views from the property to the Cultural Center Historic District, including to the Detroit Institute of Arts, would not be obscured. Because no significant views would be obscured, no visual impacts to this property were identified. In addition, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no adverse effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an Art Deco-style skyscraper or its association with that architectural style or architect Albert Kahn. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

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



**Figure 46**

Facing southeast along Woodward Avenue to Warren Avenue from Maccabees Building's southeast corner on west side of Woodward Avenue



**Figure 47**

Facing northeast along Woodward Avenue to Farnsworth Street and The Wardell (at center) from Maccabees Building's northeast corner on west side of Woodward Avenue

## Cultural Center Historic District

(See Map Attachment C; see Figures 48-50)

The Cultural Center Historic District consists of three landmark buildings that form the nucleus of Detroit's Cultural Center area: the Detroit Public Library, a white marble Italian Renaissance Revival-style building; the Detroit Institute of Arts, a white marble Beaux Arts-style building; and the Horace H. Rackham Education Memorial Building, a limestone, stripped-classical-style structure with Art Deco influences. The district was listed in the NRHP under Criterion A for its significance as the original nucleus of Detroit's cultural district and under Criterion C as a significant example of community planning and civic architecture completed by master architects, including Cass Gilbert, Paul Philippe Cret, and the firm of Harley, Ellington & Day.

Near the Cultural Center Historic District, project implementation under Design Option 1 would include construction of the guideway alignment, the corresponding OCS, and an LRT station along Woodward Avenue's central lanes. The guideway would be embedded at-grade along Woodward Avenue. The OCS, consisting of support poles and wires, would be installed in roadway rights-of-way along the alignment. A single-sided, LRT station platform, a component of the split-platform LRT station proposed near the district, would be located to the district's west. This northbound, single-sided platform would be located outside of the district's NRHP boundary, approximately 35 feet from the western boundary and approximately 135 feet from the west, side elevation of the contributing Horace H. Rackham Education Memorial Building.

No physical impacts to contributing properties within the Cultural Center 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. The proposed LRT station is not located within the district's boundaries and would have no physical effect to the district or its contributing properties. Therefore, no effects to the district's integrity of location, design, materials, and workmanship would occur.

Although the proposed 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. Each of the contributing buildings is separated from Woodward Avenue by ample, landscaped front lawns. The Detroit Institute of Arts and Detroit Public Library are oriented toward each other across Woodward Avenue; the Horace H. Rackham Memorial Building is oriented toward the south, side elevation of the Detroit Institute of Arts, across Farnsworth Street. However, each of the buildings' main entrances are elevated above street level, giving the advantage of overlooking traffic along Woodward Avenue and allowing clear views to the other contributing properties. 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 of Warren Avenue, and south and west of the contributing Horace H. Rackham Memorial Building, would represent a minor alteration to the district's western setting by slightly obscuring views from that building's west, side elevation to the Samuel L. Smith House and the Maccabees Building, located on the west side of Woodward Avenue. No significant views were identified further south and west, as the building's proximate southwestern setting is compromised by the recent construction of a multi-story building at the northwest corner of Woodward and Warren avenues. Further, the Horace H. Rackham Memorial Building's minor, west, side elevation has a limited number of windows and is heavily shielded by vegetation, limiting views to and from that portion of the building within the already diminished western setting. The building's facade and elevated main entrance, which are oriented away from the project area, face north across Farnsworth Street to

the Detroit Institute of Arts. This orientation, the architect's intended vantage point to and from the building, would not be obstructed or obscured by the LRT station. Views west from the facade's elevated, landscaped plaza also would not be obscured by the LRT station. The station's size and scale do not compare to the size and scale of historic properties west of it, including the Maccabees Building and Samuel L. Smith House, especially when viewed from the elevated plaza. Because no historically significant views would be obscured or obstructed by any of the project's proposed facilities and no character-defining features of the setting would be impacted, implementation of the Woodward Avenue LRT under Design Option 1 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 property.

Project implementation would not alter the district's feeling as a planned cultural center or its association with civic architecture and the work of Cass Gilbert, Paul Philippe Cret, and the firm of Harley, Ellington & Day. Therefore, project implementation under Design Option 1 would have no adverse effect to the district's integrity of feeling or association.

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



**Figure 48**

Facing southwest along Woodward Avenue to Warren Avenue from Horace H. Rackham Education Memorial Building at Farnsworth Street



**Figure 49**

Facing southwest along Woodward Avenue to Maccabees Building (at center) from Detroit Institute of Arts on east side of Woodward Avenue



**Figure 50**

Facing northwest along Woodward Avenue to Detroit Historical Museum (at center) from Detroit Institute of Arts on east side of Woodward Avenue

## Detroit Historical Museum

(See Map Attachment C; see Figures 51-52)

The Detroit Historical Museum is a skillfully designed museum building that displays a sophisticated blend of Prairie Style and International Style architectural elements. The two-story, granite-clad, Z-shaped building exhibits mid-century Modern aesthetics; the minimally ornamented building's clerestory fenestration is its primary defining feature. The building is set back from Woodward Avenue and incorporates a landscaped entry plaza at the property's southeast corner. The property was determined eligible to the NRHP under Criterion A as a locally significant museum integral to the development of Detroit's Cultural Center and under Criterion C as a distinctive example of a mid-twentieth-century institutional building exhibiting characteristics of the late Prairie Style and International Style.

Near the Detroit Historical Museum, project implementation under Design Option 1 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 50 feet east of the property's NRHP boundary. No planned stations are proximate to the Detroit Historical Museum.

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

Although the proposed guideway and OCS would be visible from portions of the Detroit Historical Museum's facade and south, side 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 Detroit Historical Museum 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 under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a mid-twentieth-century institutional building exhibiting Prairie Style and International Style architectural elements or its association with those styles or as a locally significant museum in the development of Detroit's Cultural Center. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Detroit Historical Museum.



**Figure 51**

Facing southwest along Woodward Avenue to Cultural Center Historic District from Detroit Historical Museum's southeast boundary



**Figure 52**

Facing northeast along Woodward Avenue to The Wardell (at right) from Detroit Historical Museum's northeast boundary at Kirby Street

## The Wardell

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

The Wardell is a twelve-story, E-shaped apartment building with Italian Renaissance details. Skillfully designed, the building has a granite-clad foundation, a rusticated limestone-clad first story, a smooth limestone-clad second story, and stone-colored terra cotta from the third to twelfth stories with polychrome ornamental bands between the tenth and eleventh and above the twelfth stories. The building was listed in the NRHP under Criterion A for its association with Detroit's social history as a 1920s luxury apartment hotel; under Criterion B for its association with prominent Detroiters Fred Wardell; and under Criterion C as an excellent example of an early twentieth-century Italian Renaissance-style building as designed by the local architectural firm Weston and Ellington.

Near The Wardell, project implementation under Design Option 1 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 50 feet west of the property's NRHP boundary. No planned stations are proximate to The Wardell.

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

Although the proposed embedded guideway and OCS would be visible from The Wardell's south-facing facade and west, side elevation, these project facilities represent a minor alteration to the property's visual setting. No historically significant views to or from the property would be obscured, and no character-defining features of the setting would be impacted. No proximate views to or from The Wardell would be obstructed or obscured. The building's orientation is to Kirby Street and not Woodward Avenue, where the guideway and OCS would be located. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

No project activity would alter the property's feeling as an early twentieth-century, Italian Renaissance-style luxury apartment building or its association with that style, the productive life of Detroiters Fred Wardell, or Detroit's social history. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to The Wardell.



**Figure 53**

Facing southwest along Woodward Avenue to Cultural Center Historic District and Maccabees Building (at center) from The Wardell's southwest corner at Kirby Street



**Figure 54**

Facing northwest along Woodward Avenue to East Ferry Avenue Historic District from The Wardell's west, side elevation

### Colonel Frank J. Hecker House

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

The Colonel Frank J. Hecker House is an imposing three-story mansion in the Chateausque style distinguished by three corner towers, Indiana Bedford limestone cladding, and a steeply pitched hipped roof clad in slate shingles. A similarly styled, original carriage house is located at the property's southeast corner. Both buildings have an orientation to Woodward Avenue. The property was listed in the NRHP under Criterion B for its association with prominent Detroit citizen Colonel Frank J. Hecker and under Criterion C as a significant example of Chateausque architecture in Detroit.

Near the Colonel Frank J. Hecker House, project implementation under Design Option 1 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 50 feet west of the property's NRHP boundary and approximately 100 feet west of the building's west-facing facade. No planned stations are proximate to the Colonel Frank J. Hecker House.

No physical impacts to the Colonel Frank J. Hecker House 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 Colonel Frank J. Hecker House no longer retains integrity of setting due to non-historic construction in its vicinity; this includes the construction of a parking garage to the south, a gasoline station to the north, and surface parking lots to the northwest. No historically significant views to or from the property were identified and no character-defining elements of the setting would be impacted. Although the proposed embedded guideway and OCS would be visible from the facade and side elevations of the Colonel Frank J. Hecker House, these project facilities represent a minor alteration to the property's visual setting, which does not reflect its period of significance. No proximate views to or from the Colonel Frank J. Hecker House would be obstructed or obscured by implementation of the Woodward Avenue LRT. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth-century, Chateausque mansion or its association with that style or the productive life of Colonel Frank J. Hecker. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Colonel Frank J. Hecker House.



**Figure 55**

Facing southwest along Woodward Avenue to Cultural Center Historic District and Maccabees Building (at center) from property's southwest corner at Ferry Avenue



**Figure 56**

Facing northwest along Woodward Avenue to Palmer Street from property's northwest corner

### East Ferry Avenue Historic District

(See Map Attachment C; see Figures 57-59)

The East Ferry Avenue Historic District consists of twenty-four large, single-family houses built between 1885 and 1920 that represent the progression of residential architecture in Detroit; these architectural styles include Queen Anne, Romanesque Revival, Colonial Revival, Mediterranean Revival, and Arts and Crafts designs. The houses are predominately located on three blocks of East Ferry Avenue between Woodward Avenue and Beaubien Street; two houses are located on Woodward Avenue and include 5435 Woodward Avenue and the Beecher House. The district was listed in the NRHP under Criterion A for its significance as one of the first upper-class residential subdivisions in the City of Detroit and the progression of wealth north along Woodward Avenue in the late nineteenth and early twentieth century; it was also listed under Criterion C as a significant collection of historic residential architecture.

Within the East Ferry Avenue Historic District, project implementation under Design Option 1 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. No planned stations are proximate to the East Ferry Avenue Historic District.

No physical impacts to the East Ferry Avenue Historic District would occur. Rights-of-way within the district that would be affected by the LRT guideway and OCS contain non-historic sidewalks and reconstructed roadways; these features do not contribute to the district's significance. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Although the proposed guideway and OCS would be visible within, from, and to some portions of the district, particularly those contributing properties along Woodward Avenue, these project elements represent a minor alteration to the district's visual setting. No historically significant views to or from the district were identified and no character-defining components of setting would be affected. No proximate views to or from East Ferry Avenue Historic 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 under Design Option 1 would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a late nineteenth- and early twentieth-century, upper-class neighborhood of Queen Anne, Romanesque Revival, Colonial Revival, Mediterranean Revival, and Arts and Crafts-style homes, or its association with those styles and the progression of residential architectural styles and wealth in the City 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 Design Option 1 would have **no adverse effect** to the East Ferry Avenue Historic District.



**Figure 57**

Facing southwest along Woodward Avenue to contributing building at 5435 Woodward Avenue (at right) and non-contributing parking garage (at left) from southeast corner of East Ferry and Woodward avenues



**Figure 58**

Facing west across Woodward Avenue to contributing Beecher House at southwest corner of Woodward and West Ferry avenues



**Figure 59**

Facing northwest along Woodward Avenue to Palmer Street from district's northwest boundary at East Ferry Avenue

### Barlum Apartments Building

(See Map Attachment C; see Figures 60-61)

The Barlum Apartments Building is an eight-story, U-shaped, brick and terra cotta-clad apartment building with geometric Art Deco-style ornamentation. The building has hierarchical elevations with a prominently decorated facade oriented south to East Palmer Avenue. The property was previously determined eligible for the NRHP under Criterion B for its association with local real estate developer John J. Barlum and under Criterion C as a local example of an early twentieth-century apartment building with Art Deco-style ornamentation.

Near the Barlum Apartments Building, project implementation under Design Option 1 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 120 feet west of the property's western NRHP boundary. No planned stations are proximate to the Barlum Apartments Building.

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

Although the proposed embedded guideway and OCS would be visible from the south-facing facade and west, side elevation of the Barlum Apartments Building, these project elements represent a minor alteration to the property's visual setting. No historically significant views to or from the property were identified. No proximate views to or from the Barlum Apartments Building would be obstructed or obscured. Located one parcel off of Woodward Avenue, the building's orientation is to East Palmer Avenue and not to Woodward Avenue, where the guideway and OCS would be located. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 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 apartment building with Art Deco-style ornamentation or its association with that style or the productive life of local real estate developer John J. Barlum. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no effect** to the Barlum Apartments Building.



**Figure 60**

Facing southwest to Woodward Avenue from the Barlum Apartments Building's southwest corner on East Palmer Avenue



**Figure 61**

Facing west across Woodward Avenue from the Barlum Apartments Building's southwest corner on East Palmer Avenue

### St. Joseph's Episcopal Church

(See Map Attachment C; see Figures 62-63)

St. Joseph's Episcopal Church is a complex, sandstone-clad, Richardsonian Romanesque building notable for its cross-gable core surrounded by turrets and towers of varying heights. The building was designed by the prominent Detroit architectural firm Malcomson & Higginbotham who were known for their religious and educational buildings designed in the Richardsonian Romanesque style. The building was listed in the NRHP under Criterion C and Criteria Consideration A as a significant example of Richardsonian Romanesque church architecture in Michigan and as an important work of the architectural firm Malcomson & Higginbotham.

Near St. Joseph's Episcopal Church, project implementation under Design Option 1 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 50 feet west of the property's western NRHP boundary and approximately 65 feet west of the building's facade. No planned stations are proximate to St. Joseph's Episcopal Church.

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

St. Joseph's Episcopal Church no longer retains integrity of setting due to the construction of I-94/Edsel Ford Freeway to the property's south and the construction of a non-historic gasoline station to its north. No historically significant views to or from the property were identified. Although the proposed embedded guideway and OCS would be visible from the west-facing facade and side elevations of St. Joseph's Episcopal Church, these project facilities represent a minor alteration to the property's visual setting. No historically significant views to or from the property were identified due to the significant changes in historic setting. No proximate views to or from St. Joseph's Episcopal Church would be obstructed or obscured. Because no views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a late nineteenth-century Richardsonian Romanesque church or its association with that style or the Detroit architectural firm Malcomson & Higginbotham. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

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



**Figure 62**

Facing southwest along Woodward Avenue from St. Joseph's Episcopal Church's west-facing facade and western NRHP boundary



**Figure 63**

Facing northwest along Woodward Avenue to New Amsterdam Historic District (at left, center) from St. Joseph's Episcopal Church's west-facing facade and western NRHP boundary

### New Amsterdam Historic District

(See Map Attachment C; see Figures 64-68)

The New Amsterdam Historic District consists of twenty-three, early twentieth-century commercial and industrial buildings, twenty-two of them contributing, which were associated with the automobile industry and used for the manufacturing, distribution, and repair of automobiles. The district also includes several factory and warehouse buildings, two Detroit Edison Company power substations, and a City of Detroit fire station. Many of the buildings are constructed of reinforced concrete and have been adaptively reused. The work of prominent local Detroit architects, including Albert Kahn and George D. Mason, are represented in the district. The district was listed in the NRHP under Criterion A for its association with Detroit's industrial history and under Criterion C for its architecturally significant, automobile-related buildings.

Near the New Amsterdam Historic District, project implementation under Design Option 1 would include construction of the guideway alignment and OCS in the median of Woodward Avenue; construction of a split-platform, median-running LRT station, including single-sided platforms located within and along that street between Burroughs Street and Amsterdam Street and between Amsterdam Street and Endicott Street; and the potential construction of a VSMF just west of Woodward Avenue between the Conrail and Grand Trunk Western railroads and Amsterdam Street. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed in the center of Woodward Avenue and in the roadway's right-of-way. The proposed single-sided LRT station platforms, consisting of near-grade platforms and approximately one-story station shelters, would be located along Woodward Avenue's median and in its existing right-of-way. The southbound platform would be located approximately 40 feet east of the district's western NRHP boundary and contributing buildings fronting Woodward Avenue; the northbound platform would be approximately 120 feet northeast of the district's NRHP boundaries. The potential VSMF site would be located on two vacant lots northwest of the district's NRHP boundaries and separated from the district on the south by Amsterdam Street. The VSMF would consist of a yard and various industrial-style buildings. It would be located approximately 50 feet north of the district's northern NRHP boundary and approximately 90 feet east of the district's easternmost contributing building at 450 Amsterdam Street.

No physical impacts to the New Amsterdam Historic District would occur; no project activity is proposed within the district's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

Near its northwestern NRHP boundary, the New Amsterdam Historic District no longer retains integrity of setting due to demolitions and land clearance and construction of large surface parking lots located across Woodward Avenue to the east. The majority of the district's contributing resources are located off of Woodward Avenue and not within the viewshed of the proposed embedded guideway, OCS, or LRT station. The district's industrial character would not be compromised by the implementation of the proposed LRT stations as the district currently overlooks busy, multi-lane Woodward Avenue to a vacant lot on the east side of that street, which contributes to a diminished integrity of setting. Although the proposed guideway, OCS, and LRT station would be visible from portions of the New Amsterdam Historic District, particularly those contributing buildings fronting Woodward Avenue, no historically significant views are present within the property's setting and no character-defining elements would be impacted; therefore, the proposed LRT station would not obstruct or obscure important viewsheds.

Although the proposed VSMF site is located adjacent to the district, the VSMF site's industrial design and style would be compatible with the industrial character of the district's contributing buildings that have a viewshed onto the VSMF site; additionally, rail lines have historically been located proximate to the site. Further, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this district. Therefore, project implementation under Design Option 1 would have no effect to the district's integrity of setting.

Furthermore, although an alteration to the district's setting would occur, no project activity would alter the district's feeling as an early twentieth-century collection of commercial and industrial buildings associated with the automobile industry or its association with industrial design or Detroit's industrial history. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

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



**Figure 64**

Facing southeast along Woodward Avenue to St. Joseph's Episcopal Church (at left, center) from New Amsterdam Historic District's southeast NRHP boundary, just south of Burroughs Street



**Figure 65**

Facing north along Woodward Avenue to Piquette Avenue Industrial Historic District (at right) and New Amsterdam Historic District (at left) from just south of Burroughs Street



**Figure 66**

Facing northeast along Woodward Avenue to Piquette Avenue Industrial Historic District (at right) and Conrail and Grand Trunk Western Railroad Bridges (at center) from Amsterdam Street



**Figure 67**

Facing northwest to vacant lots bounded by Woodward Avenue (east), Amsterdam Street (south), and Conrail and Grand Trunk Western Railroad Bridges (north) from Amsterdam Street



**Figure 68**

Facing northwest along Amsterdam Street to proposed VSMF site (at right) and 450 Amsterdam Street (at left, center) from Amsterdam Street

Piquette Avenue Industrial Historic District  
(See Map Attachment C; see Figures 69-71)

The Piquette Avenue Industrial Historic District includes twenty automobile-related buildings, predominately industrial and commercial in use but also some residential; eighteen buildings are contributing resources. The district's mill-style industrial buildings represent the pre-assembly era of the automobile industry and are best reflected by the Ford Piquette Avenue Plant National Historic Landmark, included in the district's boundaries but located outside the Woodward Avenue LRT's APE. The district was listed in the NRHP under Criterion A for its association with Detroit's automobile industry; under Criterion B for its association with automotive pioneers; and under Criterion C for its architecturally significant, automobile-related buildings.

Near the Piquette Avenue Industrial Historic District, project implementation under Design Option 1 would include construction of the guideway alignment and OCS in the median of Woodward Avenue; construction of a split-platform, median-running LRT station, including single-sided platforms located within and along that street between Burroughs Street and Amsterdam Street and between Amsterdam Street and Endicott Street; and the construction of a VSMF just west of Woodward Avenue between the Conrail and Grand Trunk Western railroads and Amsterdam Street. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed along the alignment and in the right-of-way of Woodward Avenue. The proposed single-sided LRT station platforms, consisting of near-grade platforms and an approximately one-story station shelter, would be located along Woodward Avenue's median and in its existing right-of-way. The northbound platform would be approximately 40 feet west of the district's west NRHP boundaries and contributing buildings fronting Woodward Avenue; the southbound platform would be approximately 130 feet southwest of the district's NRHP boundaries. The VSMF site would be located on two vacant lots west of the district's NRHP boundaries and separated from the district to the west by Woodward Avenue. The VSMF would consist of a yard and various industrial-style buildings. It would be located approximately 125 feet west of the district's NRHP boundaries.

No physical impacts to the Piquette Avenue Industrial Historic District would occur; no project activity is proposed within the district's NRHP boundary. Therefore, no effects to the property's integrity of location, design, materials, and workmanship would occur.

The Piquette Avenue Industrial Historic District no longer retains integrity of setting due to demolitions and construction of large surface parking lots located between Harper Avenue and Piquette Avenue and adjacent to the district's western NRHP boundaries. The large surface parking lots provide a buffer to the district's contributing buildings located a block east that are partially visible from Woodward Avenue; the proposed southbound LRT platform would be located approximately 235 feet west of these buildings and would not obstruct any significant viewsheds to or from the district. The majority of the district's contributing resources are located off Woodward Avenue and not within the viewshed of the proposed guideway, OCS, or LRT station. The district's industrial character would not be compromised by the construction of the proposed LRT stations. Although the northbound LRT platform would be located in front of the district's contributing building at 6250 Woodward Avenue, that building has been significantly altered and appears to be a modern car dealership; it has no historic integrity and currently has a viewshed across busy, multi-lane Woodward Avenue to a vacant lot on the west side of that street. This contributes to a diminished integrity of setting. Although the proposed guideway, OCS, and LRT station would be visible from portions of the Piquette Avenue Industrial Historic District, particularly those contributing buildings fronting Woodward Avenue, no historically significant views are present within the district's setting in this area, and no character-defining

features would be impacted; therefore, the proposed station would not obstruct or obscure important viewsheds. Located across Woodward Avenue from the district, the proposed VSMF site's industrial design and style would be compatible with the industrial character of the district's contributing buildings that have a viewshed onto the VSMF site. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this district. Therefore, project implementation under Design Option 1 would have no effect to the district's integrity of setting.

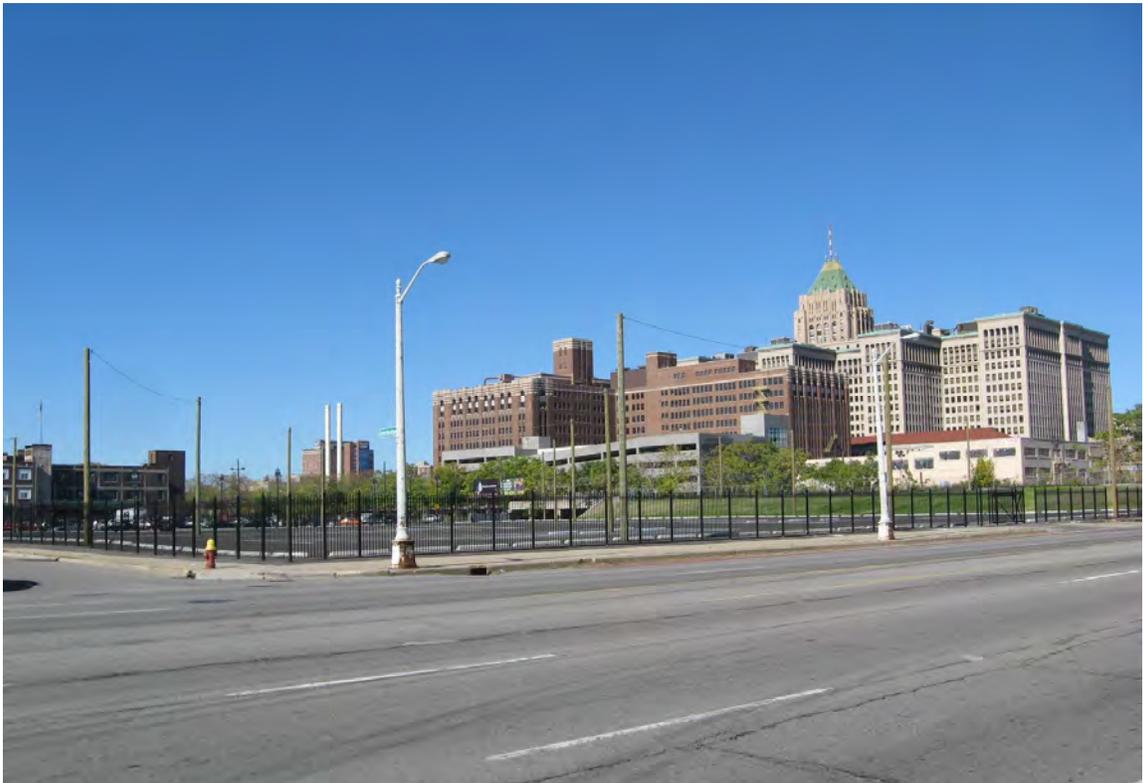
Furthermore, although a minor alteration to the district's setting would occur, no project activity would alter the district's feeling as a collection of historic commercial and industrial buildings associated with the automobile industry or its association with industrial design or Detroit's industrial history. Therefore, project implementation would have no effect to the district's integrity of feeling and association.

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



**Figure 69**

Facing southwest along Woodward Avenue to New Amsterdam Historic District (at right) from Piquette Avenue



**Figure 70**

Facing northwest along Woodward Avenue to vacant lots (at center) north of Amsterdam Street from Piquette Avenue



**Figure 71**

Facing northwest along Woodward Avenue to Conrail and Grand Trunk Western Railroad Bridges (at center) from contributing building at 6250 Woodward Avenue (at right)

### Conrail and Grand Trunk Western Railroad Bridges

(See Map Attachment C; see Figures 72-73)

The Conrail and Grand Trunk Western Railroad Bridges carry those railroads over Woodward Avenue, between Endicott and Baltimore avenues, on dual, single-span, steel girder-floorbeam bridges. Each bridge features a steel deck and geometric-patterned, metal, Art Deco-style railings and Art Deco-style concrete piers. Each bridge carries two sets of steel railroad tracks with wood ties on a gravel bed. The bridges were determined eligible for the NRHP under Criterion A for its association with early Depression-era public works projects in Detroit and under Criterion C as locally significant examples of Art Deco-style railroad bridges.

Near the Conrail and Grand Trunk Western Railroad Bridges, project implementation under Design Option 1 would include construction of the guideway alignment and OCS in the median of Woodward Avenue and the construction of a split-platform, median-running LRT station, including single-sided platforms located within and along that street between Burroughs Street and Amsterdam Street and between Amsterdam Street and Endicott Street. The OCS, consisting of support poles and wires, and the embedded, median-running guideway would be installed in the center of Woodward Avenue and in the roadway's right-of-way. The proposed split-platform LRT station, consisting of near-grade platforms and approximately one-story station shelters, would be located along Woodward Avenue's median and in its existing right-of-way. The southbound platform would be located approximately 595 feet south of the bridges' NRHP boundary, and the northbound platform would be located approximately 195 feet south of the bridges' NRHP boundaries.

Unless the OCS is directly connected to the bridges, no physical impacts to the Conrail and Grand Trunk Western Railroad Bridges would occur; all project activity is proposed to occur below the bridge. Historically, previous OCS for the former streetcar line on Woodward Avenue was attached directly to the underside of this bridge; if required, the OCS could be attached to the bridge in a similar manner. Therefore, at this time, no adverse effects to the property's integrity of location, design, materials, and workmanship are anticipated.

Although the proposed guideway and OCS would be visible from the north and south elevations of the Conrail and Grand Trunk Western Railroad Bridges, these project facilities represent a minor alteration to the property's visual setting and would not obstruct significant views to or from the bridges. The Conrail and Grand Trunk Western Railroad Bridges' viewshed south along Woodward Avenue would be partially obstructed by the median-running LRT stations. Although the proposed guideway, OCS, and LRT stations would be visible from the Conrail and Grand Trunk Western Railroad Bridges, no historically significant views are present within the property's setting in this area; therefore, the proposed LRT stations would not obstruct or obscure important viewsheds. Because no historically significant views would be obscured, no visual impacts to the property were identified. The continued use of rail lines within the area is historically compatible. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation under Design Option 1 would have no adverse effect to the property's integrity of setting.

Furthermore, although a minor alteration to the bridges' setting would occur, no project activity would alter their feeling as early twentieth-century Art Deco-style railroad bridges or their association with that style or Detroit's early Depression-era public works projects. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT Design Option 1 would have **no adverse effect** to the Conrail and Grand Trunk Western Railroad Bridges.



**Figure 72**

Facing southwest along Woodward Avenue to New Amsterdam Historic District (at right) from Conrail and Grand Trunk Western Railroad Bridges



**Figure 73**

Facing northwest along Woodward Avenue to Conrail and Grand Trunk Western Railroad Bridges from Endicott Street

### New Center Commercial Historic District

(See Map Attachment C; see Figures 74-78)

The New Center Commercial Historic District is composed of fifteen late nineteenth- and early twentieth-century commercial buildings located along Woodward Avenue; eleven buildings are contributing resources. The district includes two architecturally notable buildings: an Art Deco-style commercial building and the Neoclassical Detroit Savings Bank branch building. Commercial buildings dating to the 1930s and 1940s are clad with porcelain enamel panel-clad facades and altered commercial storefronts. The district was determined eligible for the NRHP under Criterion A for its historically significant association with the development of early suburban Detroit and the New Center area as one of the country's first edge cities.

Within the New Center Commercial Historic District, project implementation under Design Option 1 would include installation of the guideway alignment and OCS along Woodward Avenue and construction of a median-running, double-sided LRT station along that street between Milwaukee Street and Grand Boulevard. 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. The proposed double-sided LRT station, consisting of a near-grade platform and an approximately one-story station shelter, would be located along Woodward Avenue's median and in its existing right-of-way; the proposed LRT station would be located approximately 45 feet west of the district's buildings on the east side of Woodward Avenue and approximately 55 feet east of the district's buildings on the west side of Woodward Avenue.

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

Project implementation under Design Option 1 would alter the New Center Historic District's setting because it would adversely affect the immediate historic setting of contributing resources within the district. The construction of embedded guideway and the installation of OCS along the alignment within and near the district would represent a minor change to the district's and contributing properties' settings. These elements would not obscure any views within, to, or from the historic district. However, the proposed LRT station would diminish the integrity of setting of the historic district, as it would interrupt the relationship of the district's small-scale buildings to each other as a cohesive commercial district. Located in the median of Woodward Avenue, the proposed LRT station would obscure views to and from contributing buildings on either side of Woodward Avenue. Because project implementation would alter the visual setting for contributing properties within the New Center Historic District, implementation of Design Option 1 would have an adverse effect to the property's integrity of setting. Based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property.

In addition to an adverse effect to the district's setting, project activity would have an adverse effect on the district's feeling as a small-scale commercial streetscape of nineteenth- and twentieth-century commercial buildings. The project would also have an adverse effect on the district's association with the various architectural styles and the buildings' relationships to each other within the district as well as the district's ability to convey Detroit's historic suburban

development. Therefore, project implementation would have an adverse effect to the property's integrity of feeling and association.

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



**Figure 74**

Facing northwest along Woodward Avenue to buildings on west side of Woodward Avenue between Milwaukee Street and Grand Boulevard from southeast corner of Milwaukee Street



**Figure 75**

Facing southwest along Woodward Avenue to buildings on west side of Woodward Avenue between Milwaukee Street and Grand Boulevard from northeast corner of Grand Boulevard



**Figure 76**

Facing southeast along Woodward Avenue to buildings on east side of Woodward Avenue between Milwaukee Street and Grand Boulevard from northwest corner of Grand Boulevard



**Figure 77**

Facing west across Woodward Avenue to contributing building at 6565 Woodward Avenue from contributing building at 6544 Woodward Avenue between Milwaukee Street and Grand Boulevard

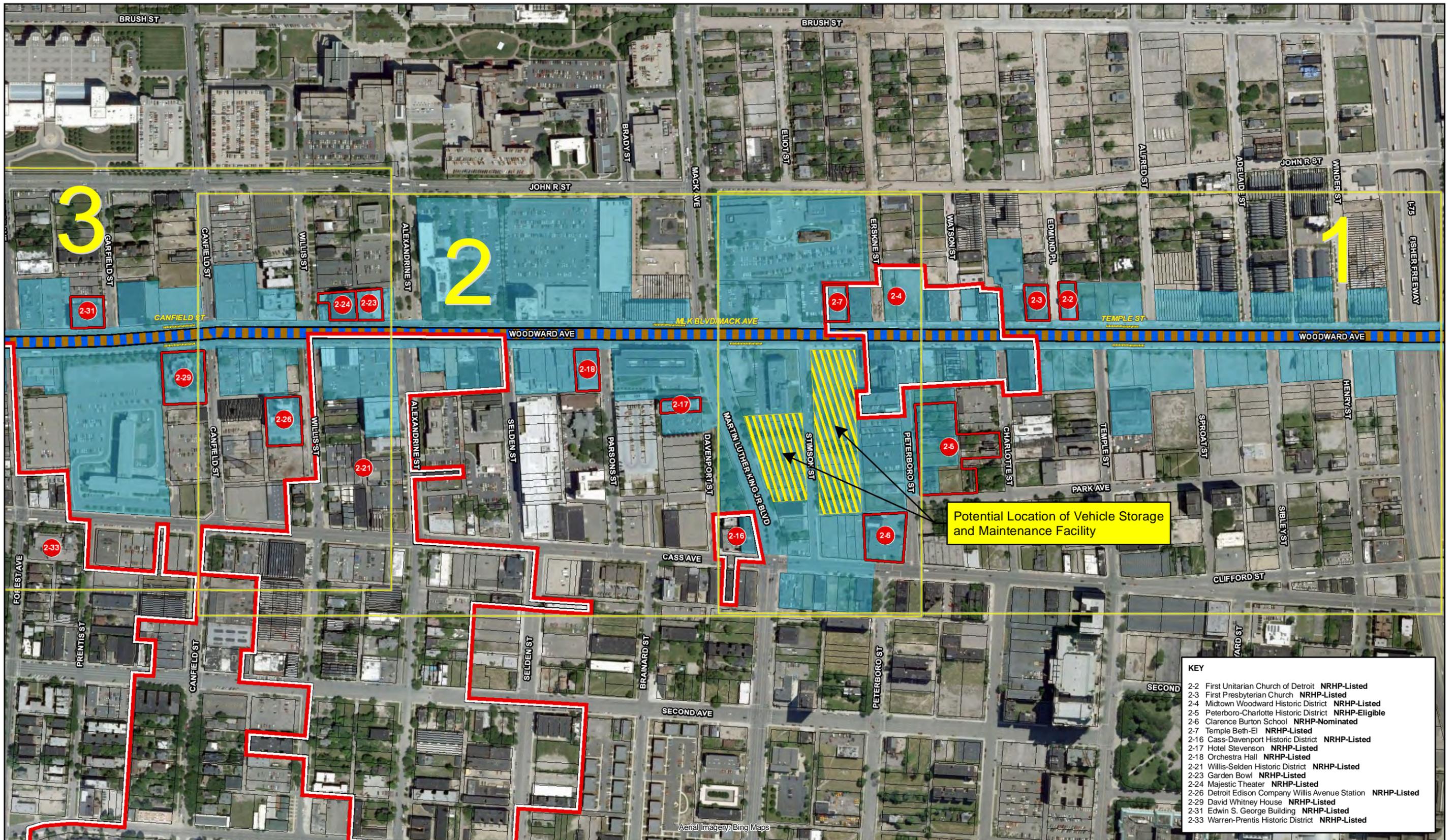


**Figure 78**

Facing east across Woodward Avenue to contributing building at 6544 Woodward Avenue from contributing building at 6565 Woodward Avenue between Milwaukee Street and Grand Boulevard

**Attachment D**  
Determinations of Effect  
Downtown Design Options 2 and 3

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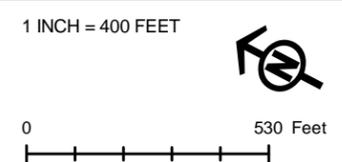


Potential Location of Vehicle Storage and Maintenance Facility

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



**WOODWARD LIGHT RAIL**



Guideway Alignment - Design Options 2 & 3

Proposed Station

NRHP-Listed or Eligible Historic Property

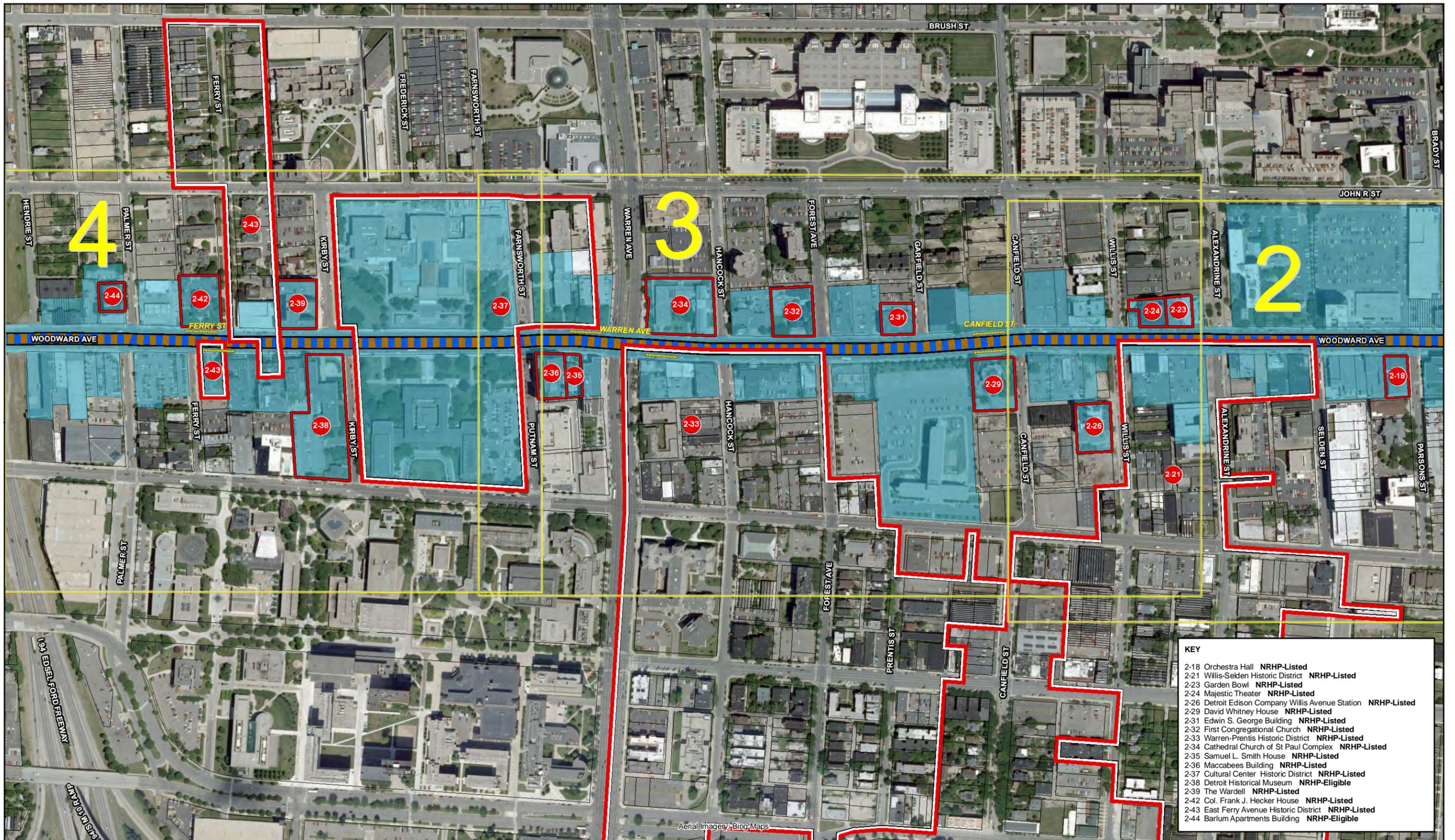
National Historic Landmark

Area of Potential Effects

Sheet Index

Map Attachment D: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard  
Design Options 2 & 3 - Sheet Index 1 (Map 1 of 8)



**KEY**

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



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



0 530 Feet

Guideway Alignment - Design Options 2 & 3  
 Proposed Station

NRHP-Listed or Eligible Historic Property

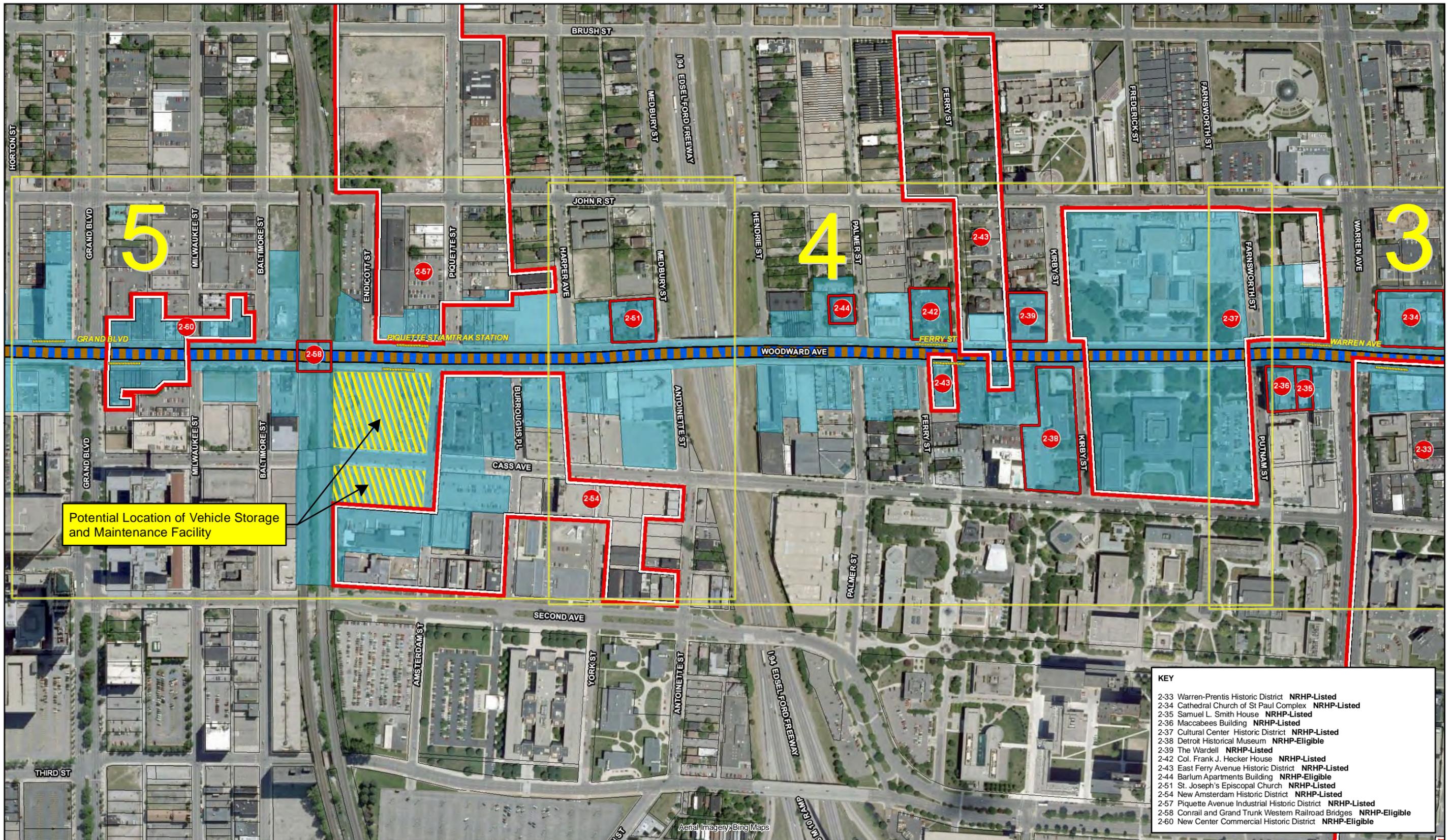
National Historic Landmark

Area of Potential Effects

Sheet Index

Map Attachment D: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard  
 Design Options 2 & 3 - Sheet Index 2 (Map 2 of 8)

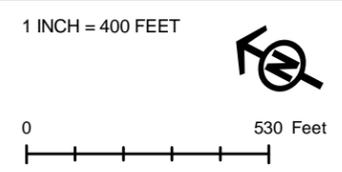


**KEY**

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



**WOODWARD LIGHT RAIL**

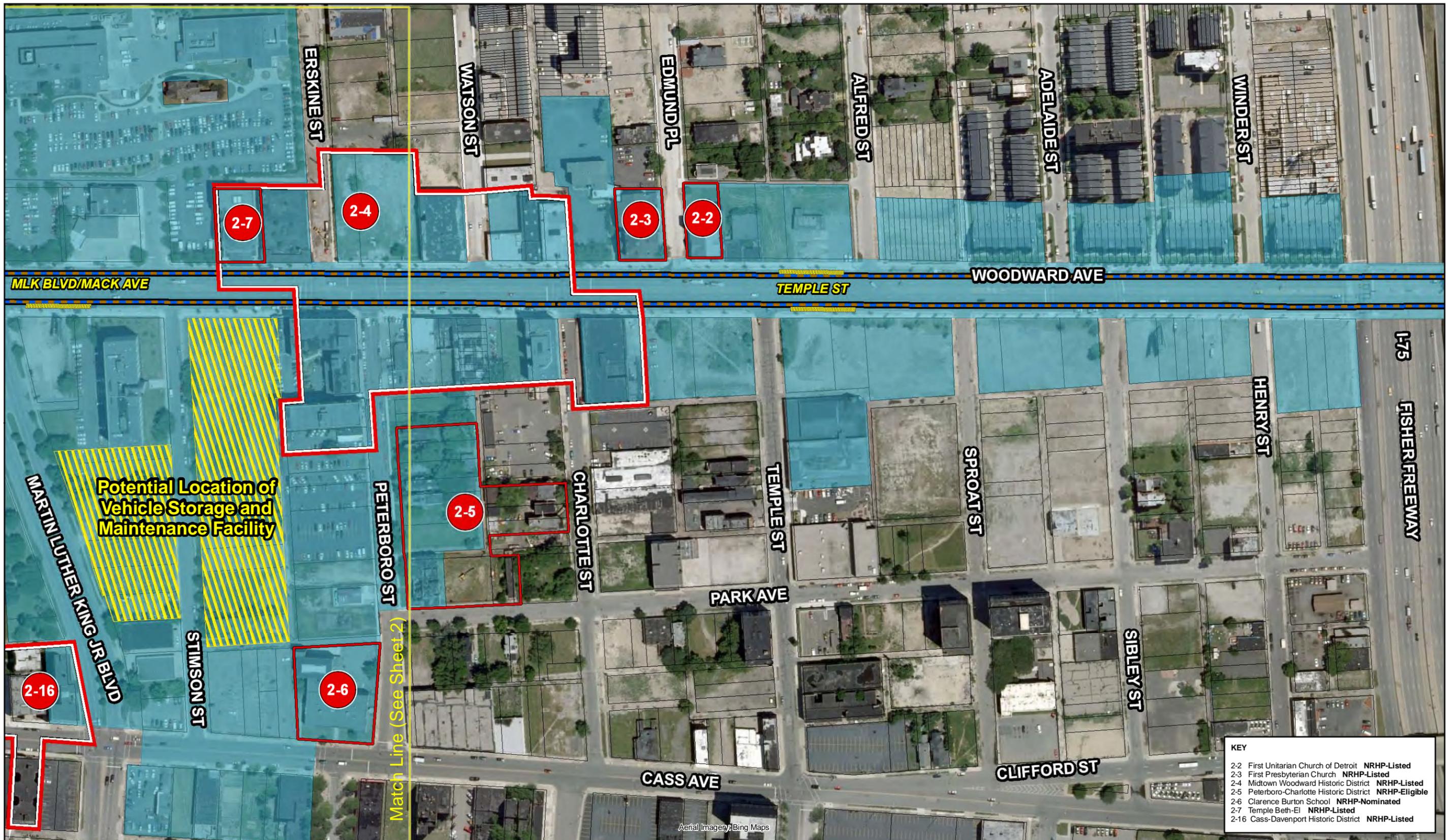


- Guideway Alignment - Design Options 2 & 3
- Proposed Station

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

**Map Attachment D: Area of Potential Effects and Historic Properties**

I-75/Fisher Freeway to Grand Boulevard  
Design Options 2 & 3 - Sheet Index 3 (Map 3 of 8)

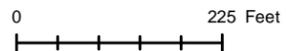


KEY	
2-2	First Unitarian Church of Detroit NRHP-Listed
2-3	First Presbyterian Church NRHP-Listed
2-4	Midtown Woodward Historic District NRHP-Listed
2-5	Peterboro-Charlotte Historic District NRHP-Eligible
2-6	Clarence Burton School NRHP-Nominated
2-7	Temple Beth-El NRHP-Listed
2-16	Cass-Davenport Historic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



**WOODWARD LIGHT RAIL**

1 INCH = 200 FEET



Guideway Alignment - Design Options 2 & 3

Proposed Station

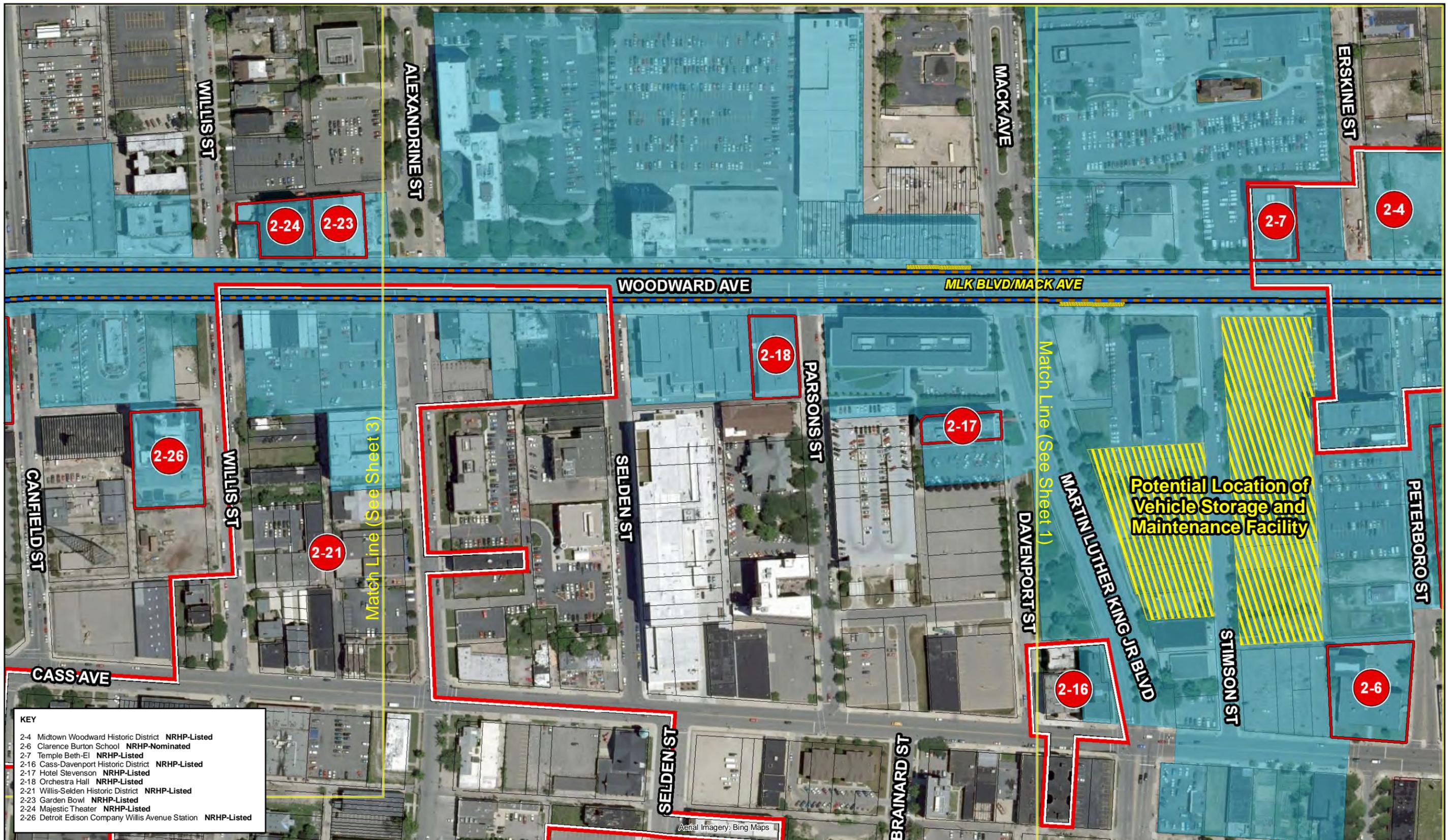
NRHP-Listed or Eligible Historic Property

National Historic Landmark

Area of Potential Effects

Map Attachment D: Area of Potential Effects and Historic Properties

I-75/Fisher Freeway to Grand Boulevard  
Design Options 2 & 3 - Sheet 1 (Map 4 of 8)

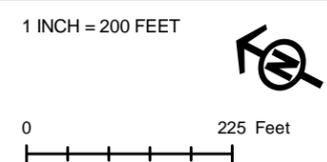


**KEY**

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



**WOODWARD LIGHT RAIL**



- Guideway Alignment - Design Options 2 & 3
- Proposed Station

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

Map Attachment D: Area of Potential Effects and Historic Properties