

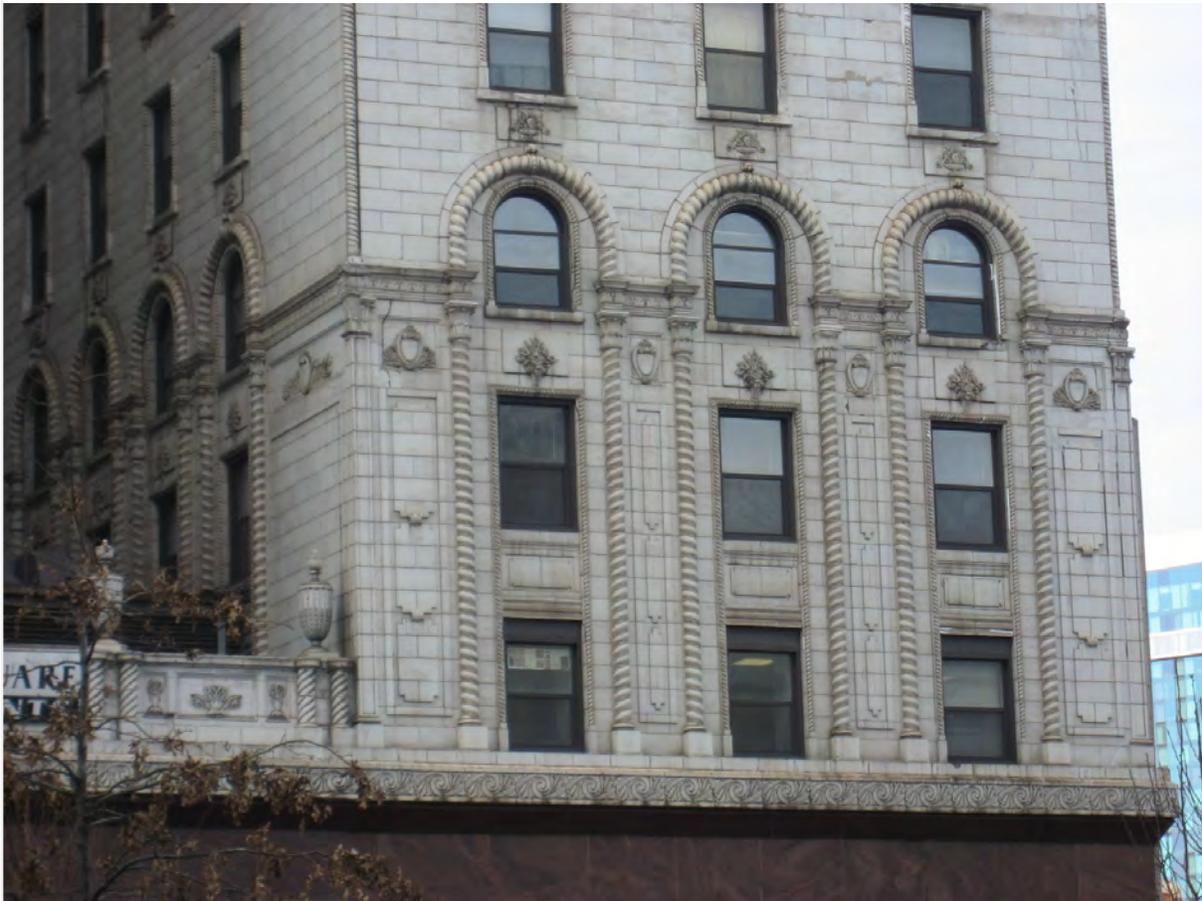


## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

New Cadillac Square Apartments  
**SURVEY ID** 1-32

Photo 3 - New Cadillac Square Apartments



Close-up view of facade's Italian Renaissance Revival-style terra cotta ornamentation at third to fifth stories

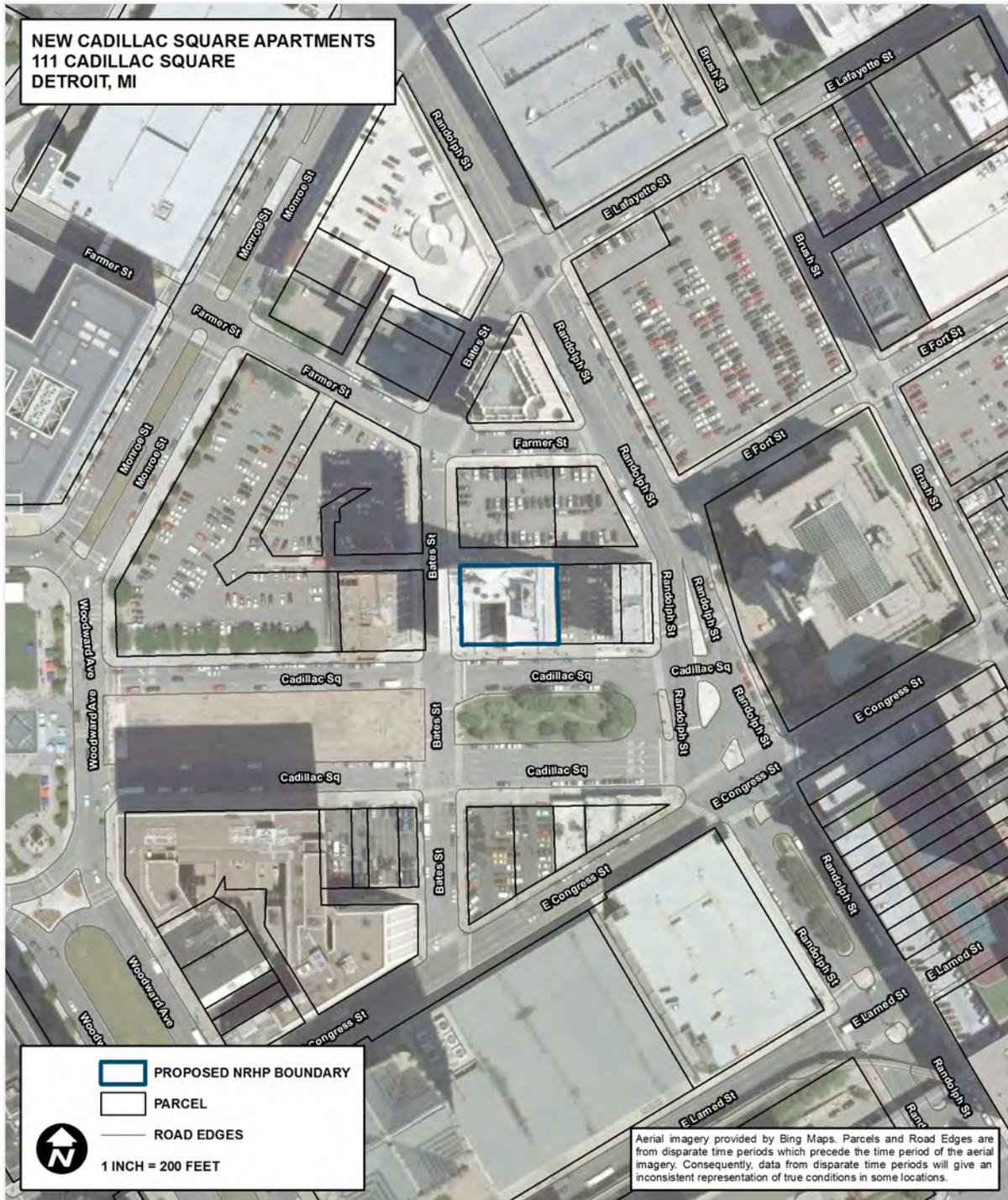


Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Eligible

New Cadillac Square Apartments  
SURVEY ID 1-32

Map - New Cadillac Square Apartments





## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

### NAME

Detroit Public Library Downtown Branch

### OTHER NAME(S)

The Rose & Robert Skillman Branch of the Detroit Public Library

### STREET ADDRESS

121 Gratiot Avenue

### CITY

Detroit

### OWNERSHIP

Detroit Public Library

### TAX PARCEL NUMBER

01000246.

### YEAR BUILT SOURCE

1932 Detroit Public Library

### DESIGNER/BUILDER

Smith, Hinchman, & Grylls

### STYLE

Classical Revival

### PROPERTY TYPE

Recreation and Culture

### FOUNDATION

Concrete

### WALLS

Stone/Limestone

### ROOF

Metal/Copper

### DESCRIPTIVE NOTES

The three-story, Classical Revival-style Detroit Public Library Downtown Branch is a roughly triangular-plan building that stands alone on a triangular block bounded by Gratiot Avenue, Library Street, and Farmer Street. The south-facing Gratiot Avenue facade is curved; the north (rear) elevation consists of a small rounded bay at the narrow apex of the triangle. The smooth limestone building has a copper roof, bronze entrances, and prominent metal window muntins. Each of the building's elevations carries the same decorative elements. A Greek key pattern-engraved beltcourse encircles the building, separating a tall basement level from the two stories above. The copper roof is embellished by a denticulated cornice and vegetal bronze antefixae.

The sleek, south-facing facade is dominated by a recessed central entrance colonnade comprising five bays, each separated by engaged Doric columns and containing two stories of large multi-pane windows with metal muntins and carved spandrels. The central main entrance features a bronze revolving door and a transom with bronze muntins. The words "Downtown Library" are affixed in bronze above the door. The door frame is further embellished by an elaborately carved entablature and pediment. A second, less elaborate entrance is located in the westernmost bay of the pavilion. The colonnade's smaller first-story windows are framed by a classical surround consisting of Doric pilasters, a frieze with carved medallions, and a denticulated cornice. Large second-story windows with label molding and wide projecting sills flank the colonnade; the sills contain human figures engaged in study and are supported by console brackets. Vents below contain two columns of geometric openwork. The facade's frieze is inscribed with the statement: "The fountain of wisdom flows through books." Carved angels are located at the frieze's corners.

The eastern, Library Street elevation has three Doric colonnades containing three bays each. Auxiliary entrances, consisting of bronze doors within simple limestone surrounds, are located between each colonnade. A carved inscription across the frieze reads: "The wealth of the mind is the only true wealth." The west elevation also has three colonnades containing three bays each; unlike the east elevation, it has no entrances. A carved inscription across its frieze reads: "Civilization is the accumulated culture of mankind." The rounded, five-bay colonnade of the north, rear elevation carries the same ornamentation as other portions of the building.

A low hedge surrounds the building, and a modest lawn fills the north end of its block. A non-historic bronze statue of Abraham Lincoln is located on the lawn; it stands on a concrete pedestal inscribed with the phrase "Let Man Be Free." An asphalt-paved surface parking lot and underground parking structure are located west of the library; another paved parking lot is located east of the library. The recently constructed Compuware building



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

and elevated Detroit People Mover are located south of the building. The Detroit People Mover tracks are elevated above the median along Gratiot Avenue, in front of the library's facade.

### HISTORY/DEVELOPMENT

The Detroit Public Library was founded in 1865 in a single reading room at Capitol High School (now demolished) located at State and Griswold streets. In 1875, the first stand-alone library opened at the present location of the Detroit Public Library Downtown Branch. Between 1906 and 1975, the Detroit Public Library Commission constructed twenty-four branch libraries within the City of Detroit. Those constructed primarily before 1920 were financed by wealthy philanthropist Andrew Carnegie who funded the construction of over 2,500 libraries world-wide between 1889 and 1919. Later branches were funded by the library commission. The closed -stack Centre Park Library was demolished in the late 1920s, shortly after the Detroit Public Library main branch was constructed at 5201 Woodward Avenue.

The present building, constructed in 1932, was designed by William Kapp of the local architecture firm of Smith, Hinchman & Grylls. Kapp led the design department at Smith, Hinchman & Grylls during the 1920s and 1930s. His commissions while at the firm are recognized for their eclectic styles, especially his fusion of the various revival styles with the Art Deco style. Some of his most notable local designs during these years include the Players Club (1925) and Wilson Theater (1928), both in Detroit; Meadowbrook Hall in Rochester Hills, Michigan (1929); and the Horace H. Rackham Graduate School on the University of Michigan campus in Ann Arbor, Michigan (1936).

For the Detroit Public Library Downtown Branch, Kapp was challenged to design a building that would conform to the site's unusual triangular lot, itself a result of the 1807 Woodward Plan that created radial streets emanating from Grand Circus Park in Downtown Detroit. His successful design was executed in a simplified Classical Revival style. The use of classical motifs in modern design originated in nineteenth-century interests in archaeology and Greek and Roman architecture. The style was commonly applied to civic buildings such as schools, libraries, and government buildings because it was thought to evoke the ideals of Greek democracy. Classical motifs such as colonnades, blended classical orders, decorative garlands, floral patterns, enriched entablatures, and free-standing statuary were typically applied to these buildings, and symmetrical designs were often employed to achieve a sense of balance.

In 1998, the Detroit Public Library closed the Downtown Branch to accommodate a budget shortfall. In 2000, a \$5 million dollar donation from the Skillman Foundation resulted in the renovation and re-opening of the library as the Rose and Robert Skillman Downtown Branch of the Detroit Public Library. This funding allowed for the 2004 restoration undertaken by the Smith Group. The firm's work on this building earned awards from both the Detroit and Michigan chapters of the American Institute of Architects (AIA). Restored elements include the exterior limestone, bronze entrances, and copper roofing and fascia, as well as interior upgrades.

The non-historic bronze statue of Abraham Lincoln located on the library grounds replicates one originally cast in 1915 and located at Lincoln Motor Car Company's West Side Detroit plant. In 1958, when the Ford Motor Company closed that factory, the statue was reinstalled at the Detroit Public Library Downtown Branch. The original statue was destroyed by vandals in 1969. In the early 1990s, vandals also destroyed a replacement cast in the 1980s. The Oliver Dewey Marcks Foundation donated funds to recast the statue after the library's 2004 restoration.

### NRHP STATUS

### DATE LISTED

Eligible

### NRHP CRITERIA

A  B  C  D  Not Applicable

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The Detroit Public Library Downtown Branch was evaluated for the National Register of Historic Places (NRHP) under Criteria A, B, and C. The Detroit Public Library was established in 1865 and eventually grew to twenty-three branch libraries. Although the library's first main branch stood at this location, the building was demolished



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch

**SURVEY ID** 1-33

in the 1920s. However, this trend was common nationwide, as library usage grew and new and more impressive buildings specifically built to house the functions of modern libraries replaced what were considered to be outmoded structures. While this building is one of many library branches, it conveys the significance of the Detroit Public Library system during the 1930s, a time when public libraries nationwide played an important role in supporting citizens impacted by the Great Depression. Therefore, the library building is eligible under Criterion A.

The library was not found to be associated with individuals significant to the past. Therefore, it is not eligible under Criterion B.

Architect William E. Kapp designed the Detroit Public Library Downtown Branch while employed at the prestigious local firm of Smith, Hinchman & Grylls. The Classical Revival-style building is an excellent representation of Kapp's eclectic design abilities. Its unique footprint and modern yet classical treatments are important achievements in his career. Therefore, the building is eligible under Criterion C as a good example of a Classical Revival-style building in Detroit and as a good example of the work of noted local architect William E. Kapp. The period of significance is 1932, the year it was constructed. The building retains integrity in all areas except setting. The late-twentieth-century construction of the Detroit People Mover and the recent construction of the Compuware building immediately south of the building, the demolition of the massive J.L. Hudson Department Store immediately east of the building, and the demolition of commercial block buildings west of the building have substantially altered its historic setting.

### NRHP BOUNDARY

The proposed NRHP boundary for the Detroit Public Library Downtown Branch is parcel number 01000246., the entire property on which the building is located and which contains all associated historic features.

### SOURCES

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## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

Photo 1 - Detroit Public Library Downtown Branch



View northwest to facade from Gratiot Avenue



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

Photo 2 - Detroit Public Library Downtown Branch



View northeast to facade and west (side) elevation, People Mover tracks in foreground



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

Photo 3 - Detroit Public Library Downtown Branch



View southwest to north (rear) elevation



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Eligible

Detroit Public Library Downtown Branch  
**SURVEY ID** 1-33

Photo 4 - Detroit Public Library Downtown Branch



View southwest to east (side) elevation



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Eligible

Detroit Public Library Downtown Branch  
SURVEY ID 1-33

Map - Detroit Public Library Downtown Branch





## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

50 Westminster Street  
**SURVEY ID** 3-75

### NAME

50 Westminster Street

### OTHER NAME(S)

Westminster Apartments

### STREET ADDRESS

50 Westminster Street

### CITY

Detroit

### OWNERSHIP

Todd Group LLC

### TAX PARCEL NUMBER

01003134.001

### YEAR BUILT SOURCE

1935 City of Detroit Assessor's Database

### DESIGNER/BUILDER

Unknown

### STYLE

Renaissance Revival

### PROPERTY TYPE

Domestic

### FOUNDATION

Brick

### WALLS

Brick

### ROOF

Built-Up

### DESCRIPTIVE NOTES

The three-story, flat-roofed brick apartment building at 50 Westminster Street is a modest, altered example of the Italian Renaissance Revival style. It is located on the south side of Westminster Street, one block east of Woodward Avenue. The building is defined by an articulated facade, secondary elevations devoid of ornamentation, and a raised basement with glass-block-infilled window openings on all elevations.

Facing north to Westminster Street, the symmetrical three-bay facade comprises a central entrance bay flanked by three-story bay windows in the outer bays. The facade has two different wall finishes separated by a projecting painted-wood beltcourse above the first story. The raised basement and first story have a rusticated appearance achieved by defined horizontal bands of buff brick. The second and third stories are clad in orange brick to the cornice. The facade entrance comprises an enclosed one-story replacement vestibule clad with brown enamel panels; it contains a central metal-framed glass entry door flanked by fixed sidelights and surmounted by a fixed transom. The vestibule incorporates a flat awning that spans its full width. Directly above the entry vestibule, a second-story, round-arched, wood-sash window is divided by mullions and muntins following the shape of the arch. A projecting brick window surround, defined by three limestone voussoirs, frames the window. The third story's central bay contains a wood-framed oriel window supported by a stepped brick corbel. The oriel window comprises three double-hung wood-framed windows; the windows are surmounted by fixed transom windows and separated by Doric pilasters supporting a projecting cornice and rounded roof. At each story, the outer bays' identical bay windows consist of a large, central, fixed, vinyl-clad window flanked by double-hung, nine-over-one, vinyl-clad replacement windows. Each window rests on a limestone sill. The first story's bay windows are partially obscured by the entry vestibule. Spanning the facade, a painted wood beltcourse divides the third story from the projecting decorative wood cornice, which is supported by stepped wood-block modillions. The facade terminates in a brick parapet wall.

The brick-clad, seven-bay east and west (side) elevations are identical in composition and fenestration; all the windows are surmounted by an arched wood lintel. The first story has slightly darker brick than the second and third stories, divided by a stepped brick beltcourse. From north to south, the first bay comprises a brick chimney. The second and sixth bays comprise three-story bay windows with double-hung, nine-over-one, vinyl-clad windows on stone sills. The second bay's three-story bay window has no window openings on its face. The third, fifth, and seventh bays contain a double-hung, nine-over-one, vinyl-clad window on a stone sill at each floor. The fourth bay contains a smaller double-hung vinyl-clad window on a stone sill at each floor. The east and west elevations terminate in a stepped brick parapet wall. The six-bay brick-clad south (rear) elevation



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

50 Westminster Street  
**SURVEY ID** 3-75

contains a three-story wood fire escape with an asphalt-shingled shed roof in the central four bays. The elevation's outer bays contain a double-hung wood-sash window at each floor. A brick chimney is located at the southwest corner.

A fenced asphalt-paved parking lot adjoins the building's east (side) elevation, while a driveway for the building at 20-38 Westminster Street adjoins the building's west (side) elevation. An alley runs along the south (rear) elevation.

### HISTORY/DEVELOPMENT

The apartment building at 50 Westminster Street was constructed in 1935 and originally called the Westminster Apartments. From 1960 to 1985, the African Medical Education Fund occupied an office in the building. The fund was founded by Dr. Charles H. Wright, a prominent Detroit physician, who also founded the Museum of African American History in Detroit. The building continues to be used as an apartment building, but it is no longer called the Westminster Apartments.

The building at 50 Westminster Street was designed in the Italian Renaissance Revival style, which was popular in the United States from 1890 to 1935 and directly inspired by Italian Renaissance houses. The style is characterized by multi-story buildings, horizontally divided by pronounced beltcourses and differently articulated floors. The style incorporates arcades, arched openings, pedimented windows, quoins, projecting cornices, and roofline balustrades or parapet walls. The apartment building at 50 Westminster Street incorporates some of these elements, primarily the pronounced beltcourses, differently articulated floors, and projecting cornice. Although the building retains these elements, the addition of an entry vestibule on the facade and the extensive replacement of the original windows with vinyl-clad units alter the original design intent of the building. The entry vestibule most likely dates to the 1960s or 1970s based on its simple, streamlined design and materials, while the vinyl-clad replacement window units most likely date to the late twentieth century.

Apartment buildings became popular in early-twentieth-century Detroit and Highland Park when large numbers of young professionals and factory workers sought affordable and convenient housing close to their places of employment. By the 1920s, apartment buildings in a variety of sizes and styles became common in the expanding residential suburbs of Detroit and Highland Park. Sophisticated architect-designed buildings, such as many of those constructed in the Palmer Park Apartments Historic District in Detroit, set a high standard for apartment building design in the area during and after the 1920s; these buildings are characterized by integrated, rather than applied, designs. The apartment building at 50 Westminster Street is a modest example of the period's apartment buildings with an applied design.

### NRHP STATUS

### DATE LISTED

Not Eligible

### NRHP CRITERIA

A  B  C  D  Not Applicable

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The building at 50 Westminster Street was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Although the building is associated with Dr. Charles H. Wright, a prominent local physician in the community, it has no known historically significant associations with his productive life. Therefore, the building at 50 Westminster Street is not eligible under Criteria A and B.

The building at 50 Westminster Street is a basic example of an early-twentieth-century apartment building in the Italian Renaissance Revival style in Detroit. The building's Italian Renaissance Revival elements are limited to different wall finishes, wood beltcourses, and a decorative cornice. The building's type, style, and features do not indicate architectural or artistic significance, and it is not a distinctive example in Detroit as better examples exemplifying period styles and sophisticated design vocabularies exist in Detroit and the metropolitan area. Furthermore, the building does not retain integrity of design and materials due to the addition of a non-historic



WOODWARD LIGHT RAIL

### Historic Resources Survey

**RESOURCE TYPE** Property

50 Westminster Street

**NRHP STATUS** Not Eligible

**SURVEY ID** 3-75

incompatible entry vestibule and the extensive use of replacement vinyl-clad windows. Therefore, the building at 50 Westminster Street is not eligible under Criterion C.

#### SOURCES

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City of Detroit. Assessment Division. Assessor's Database, 2009.

R.L. Polk and Company. Polk's Detroit City Directory. Mult. vols. Detroit: R.L. Polk and Company, 1915-75.

Sanborn Map Company. Digital Sanborn Maps, 1867-1970. Environmental Data Resources, Inc.

Wayne County (including City of Detroit) Aerial Photography Collection, 1949-1997. Wayne State University. [http://www.clas.wayne.edu/photos/ap\\_index.htm](http://www.clas.wayne.edu/photos/ap_index.htm).



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

50 Westminster Street  
**SURVEY ID** 3-75

Photo 1 - 50 Westminster Street



Facing southeast to north-facing facade and west (side) elevation from Westminster Street



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

50 Westminster Street  
**SURVEY ID** 3-75

Photo 2 - 50 Westminster Street



Facing southeast to north-facing facade and east (side) elevation from Westminister Street



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

50 Westminster Street  
SURVEY ID 3-75

Map - 50 Westminster Street





## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

24 Avalon Street  
**SURVEY ID** 3-76

**NAME**

24 Avalon Street

**OTHER NAME(S)**

N/A

**STREET ADDRESS**

24 Avalon Street

**CITY**

Highland Park

**OWNERSHIP**

Moon Ministry

**TAX PARCEL NUMBER**

43012020162000

**YEAR BUILT SOURCE**

1914 Polk's Detroit City Directory

**DESIGNER/BUILDER**

Unknown

**STYLE**

Craftsman

**PROPERTY TYPE**

Domestic

**FOUNDATION**

Brick

**WALLS**

Brick

**ROOF**

Asphalt

**DESCRIPTIVE NOTES**

The two-story, hipped-roof rectangular house at 24 Avalon Street is a modest Craftsman-style American Foursquare house with select Colonial Revival elements. It is located on the north side of Avalon Street, one block west of Woodward Avenue. The house has a raised brick foundation, a brick-clad first story, and a wood-shingle-clad second story. The raised foundation is pierced by rectangular window openings infilled with plywood. The house terminates in an asphalt-shingled hipped roof that has wide, overhanging flared eaves supported by decorative wood brackets. On the facade and east and west (side) elevations, the roof incorporates identical hipped dormers comprised of wood-shingled side walls, paired double-hung vinyl-sash windows, and flared eaves also supported by decorative wood brackets.

Facing south to Avalon Street, the facade's first story is composed of a bay window to the east and a one-story partial-width entry porch with an asphalt-shingled half-hipped roof to the west. The bay window contains three identical double-hung wood-sash windows on concrete sills and terminates in a shallow asphalt-shingled half-hipped roof. The partial-width entry porch is composed of a raised-wood foundation with open, slatted skirting; wood steps with one metal pipe railing; a wood floor; a simple turned-wood balustrade; and three Colonial Revival-style wood Ionic columns supporting the asphalt-shingled half-hipped roof, which has wide overhanging eaves supported by decorative wood brackets. The porch leads to the slightly off-centered wood entry door and a double-hung vinyl-sash window on a concrete sill to the door's west. The facade's second story comprises two paired, double-hung vinyl-sash replacement windows.

Facing toward Woodward Avenue, the east (side) elevation's first story contains a double-hung vinyl-sash replacement window on a concrete sill at the southeast corner, a brick chimney near the southeast corner that terminates several feet above the house's roof, and a first-story bay window at the northeast corner. The first-story bay window contains three double-hung vinyl-sash replacement windows on concrete sills and terminates in a shallow asphalt-shingled, half-hipped roof. A slightly projecting wood beltcourse, aligned with the facade and east elevation's bay window roofs, divides the first and second stories; the second story's wood shingles flare slightly to meet the projecting beltcourse. The east elevation's second-story fenestration comprises a double-hung vinyl-sash replacement window at the southeast and northeast corners and a small, arched, and fixed wood-sash window.

The west (side) elevation is similarly finished and contains a central, ground-level entry door and a small, double-hung, wood-sash window to its north. A paired, fixed wood-sash window pierces the center of the beltcourse.



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

24 Avalon Street  
**SURVEY ID** 3-76

The second story contains a fixed wood-sash window at the southwest corner and a double-hung wood-sash window near the northwest corner. The north (rear) elevation contains a first-story porch to the west and several windows on the first and second stories. Large vacant lots completely surround the house, isolating it from the remainder of the houses on Avalon Street to the west and providing a sightline to Woodward Avenue to the east, across a vacant block.

### HISTORY/DEVELOPMENT

The house at 24 Avalon Street was constructed circa 1914 as a private residence. Moon Ministry, a local nonprofit outreach group for women in Highland Park, purchased the building in early 2009 and continues to occupy the building. The original wood-sash windows were recently replaced with vinyl-sash units.

The American Foursquare plan is a basic house type distinguished by its nearly square two-story plan and massing, hip roof with central dormer, and attached full-width or partial-width entry porch. The basic American Foursquare type was often executed in the Craftsman style, Prairie Style, or any of the revival styles; many incorporate elements from all these styles. The Arts and Crafts movement—which first emerged in England around 1880 in response to the perceived destructive effects of the Industrial Revolution that threatened manual crafts with extinction—inspired the American Foursquare house, which was commonly constructed in early twentieth-century suburban developments. While this American Foursquare house exhibits modest elements of the Craftsman style, it also incorporates Colonial Revival-style elements through its use of Ionic porch columns. A dominant and popular style in the early twentieth century, the Craftsman style incorporated wide overhanging eaves with exposed supportive beams; porches supported by columns, typically tapered and square; low-pitched gable roofs and occasionally hipped roofs; and various wall claddings, such as wood clapboard, wood shingles, stone, brick, concrete block, and stucco.

### NRHP STATUS

### DATE LISTED

Not Eligible

### NRHP CRITERIA

A  B  C  D  Not Applicable

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The house at 24 Avalon Street was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations; therefore, the house at 24 Avalon Street is not eligible under Criteria A and B. The house at 24 Avalon Street is a typical example of an early-twentieth-century Craftsman-style American Foursquare house in Highland Park; numerous houses in this style and type were constructed throughout Highland Park and Detroit during this period. The building's type, style, and features do not indicate architectural or artistic significance, and it is not a distinctive example of the type or style in Highland Park. Furthermore, the majority of the original wood-sash windows were recently replaced with vinyl-clad units, obscuring the building's original historic fenestration and appearance. Therefore, the house at 24 Avalon Street is not eligible under Criterion C.

### SOURCES

R.L. Polk and Company. Polk's Detroit City Directory. Mult. vols. Detroit: R.L. Polk and Company, 1915-75.

Sanborn Map Company. Digital Sanborn Maps, 1867-1970. Environmental Data Resources, Inc.

Wayne County (including City of Detroit) Aerial Photography Collection, 1949-1997. Wayne State University. [http://www.clas.wayne.edu/photos/ap\\_index.htm](http://www.clas.wayne.edu/photos/ap_index.htm).



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

24 Avalon Street  
**SURVEY ID** 3-76

Photo 1 - 24 Avalon Street



Facing north to south-facing facade from Avalon Street



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

24 Avalon Street  
**SURVEY ID** 3-76

Photo 2 - 24 Avalon Street



Facing northwest to south-facing facade and east (side) elevation from Avalon Street



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

24 Avalon Street  
SURVEY ID 3-76

Map - 24 Avalon Street



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## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

248 West McNichols Road  
**SURVEY ID** 4-122

### NAME

248 West McNichols Road

### OTHER NAME(S)

N/A

### STREET ADDRESS

248 West McNichols Road

### CITY

Detroit

### OWNERSHIP

Warren McAlpine

### TAX PARCEL NUMBER

02002540.

### YEAR BUILT SOURCE

1933 City of Detroit Assessor's Database

### DESIGNER/BUILDER

Unknown

### STYLE

No Discernible Style

### PROPERTY TYPE

Commerce

### FOUNDATION

Brick

### WALLS

Wood/Plywood

### ROOF

Built-Up

### DESCRIPTIVE NOTES

The substantially altered commercial building at 248 West McNichols Road is a one-story rectangular, flat-roofed brick and wood-paneled building of no discernable style; it is located on the north side of West McNichols Road, west of Woodward Avenue. Facing south to West McNichols Road, the facade is clad entirely in wood paneling from the foundation to the parapet. The facade contains a slightly off-centered, modified storefront comprised of a recessed, metal-framed double-door entry to the west and three identical fixed, metal-sash rectangular windows to the entry's east; two tiled engaged columns frame the three windows, separating them from the entry doors. A weathered, round vinyl awning, with applied lettering reading "Mr. Sud's Super Coin Laundry," spans the storefront's width. West of the storefront, three identical, vertically oriented, rectangular window openings pierce the facade; plywood covers the two easternmost windows. Above the storefront awning, a deteriorating metal sign for the laundry is attached perpendicularly to the facade's parapet and roof by a metal-framed apparatus. The facade terminates in a low parapet wall.

The brick-clad east (side) elevation abuts a smaller one-story brick commercial building at 231 West McNichols Road; its stepped, painted parapet wall is visible above the smaller building's roof. The east elevation's stepped parapet wall is painted with signs for its former occupant, Action Attorneys. Visible from the east elevation is a brick chimney centrally located near the north (rear) elevation. The brick-clad west (side) elevation contains a single central-entry door and no windows; it terminates in a stepped parapet wall.

### HISTORY/DEVELOPMENT

The building at 248 West McNichols Road was constructed in 1933 as two adjacent one-story buildings; archival research did not reveal when the two buildings were merged into one building with a shared facade. A restaurant occupied the western building in the 1950s. The building was most recently occupied by Mr. Sud's Super Coin Laundry and Action Attorneys; signage for both businesses remains on the building. The building is currently vacant and suffers from extensive alterations, which include the wood-paneled facade, replacement windows, and the replacement storefront. These alterations appear to date to the late twentieth century.

### NRHP STATUS

Not Eligible

### DATE LISTED

### NRHP CRITERIA

A  B  C  D  Not Applicable



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

248 West McNichols Road  
**SURVEY ID** 4-122

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The building at 248 West McNichols Road was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations; therefore, the building at 248 West McNichols Road is not eligible under Criteria A and B. The building at 248 West McNichols Road is not a distinctive example of a 1930s commercial building. The building's original appearance has been completely altered due to the combining of two formerly separate buildings, the addition of wood paneling on the facade, and the replacement of original windows and doors. Therefore, the building at 248 West McNichols Road is not eligible under Criterion C.

### SOURCES

City of Detroit. Assessment Division. Assessor's Database, 2009.

R.L. Polk and Company. Polk's Detroit City Directory. Mult. vols. Detroit: R.L. Polk and Company, 1915-75.

Sanborn Map Company. Digital Sanborn Maps, 1867-1970. Environmental Data Resources, Inc.

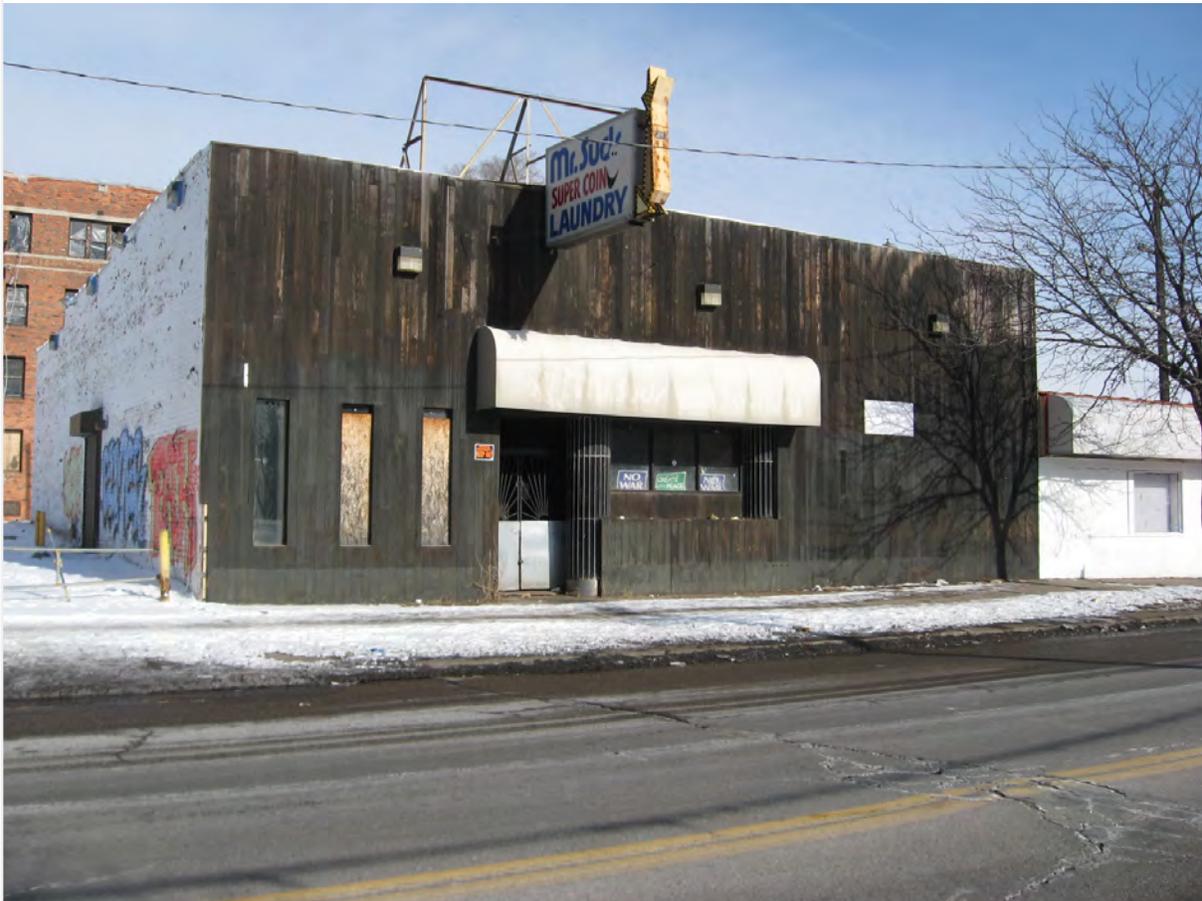


## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

248 West McNichols Road  
**SURVEY ID** 4-122

Photo 1 - 248 West McNichols Road



Facing northeast to south-facing facade and west (side) elevation from West McNichols Road



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

248 West McNichols Road  
SURVEY ID 4-122

Map - 248 West McNichols Road





## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

De Lido Motel  
**SURVEY ID** 4-125

**NAME**

De Lido Motel

**OTHER NAME(S)**

N/A

**STREET ADDRESS**

20266 Woodward Avenue

**CITY**

Detroit

**OWNERSHIP**

Q & F Hotel Management Company

**TAX PARCEL NUMBER**

01009846-51

**YEAR BUILT SOURCE**

1955 City of Detroit Assessor's Database

**DESIGNER/BUILDER**

Unknown

**STYLE**

No Discernible Style

**PROPERTY TYPE**

Commerce

**FOUNDATION**

Brick

**WALLS**

Brick

**ROOF**

Built-Up

**DESCRIPTIVE NOTES**

The modest De Lido Motel is a two-story, L-shaped, flat-roofed, Dryvit and brick-clad motel building with limited restrained elements indicative of the mid-twentieth-century Googie style. It is located at the southeast corner of Woodward Avenue and West Winchester Avenue. The Googie-style influence is limited to the angular, geometric lines created by the sawtooth-shaped north wing and the extensive use of widely overhanging balcony awnings and roofs. The building is composed of two wings forming an L-shaped plan around an asphalt-paved courtyard and parking lot at the property's southwest corner. The building's motel rooms are sited to the courtyard and directly accessed via the courtyard and the second story balcony that runs the length of the wings' courtyard elevations. The second-story balcony has metal railings and posts and is supported at various intervals by painted metal poles on the north wing. The balcony also overhangs and shelters the first-story motel rooms. The building's flat roof has an overhanging eave on the courtyard elevations of both wings that similarly shelters the second-story motel room units.

Perpendicular to Woodward Avenue, the building's sawtooth-shaped north wing comprises ten bays of motel room units at each story; projecting, perpendicular brick piers, three of which extend above the roofline, divide the bays. Each Dryvit-clad motel room unit is composed of an off-centered entry door flanked by a sliding aluminum-sash window on a stone sill over an air conditioning unit set into wood siding. Staircases to the second-story balcony are located at the north wing's east and west ends and provide access between the wings. The west staircase terminates at a small second-story landing directly above a one-story, brick-clad perpendicular wing projecting from the north wing's south elevation. This smaller wing contains an additional motel room unit spanned by a metal awning. The north wing's west elevation contains an additional motel unit and metal awning that is accessed from the south elevation. The west elevation extends above the roofline in the form of a parapet wall with stone coping. A sign for the De Lido Motel is attached to the north wing's west elevation wall at the parapet. A one-and-a-half-story plain brick wall extends north from the north wing's northwest corner and screens six additional first-story motel room units; projecting, perpendicular brick piers divide these bays, and the overhanging roof shelters each unit.

Parallel to Woodward Avenue, the building's rectangular east wing also comprises five bays of motel room units at each story along the west elevation; the units are identical to those on the north wing and are divided by brick piers. The first story contains an open vehicle passageway in the northernmost bay with the motel office immediately south of the passageway; motel room units comprise the remaining three bays. The vehicle passageway leads to additional parking lots at the east and north ends of the fenced property. The Dryvit-clad



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

De Lido Motel  
**SURVEY ID** 4-125

motel office's west elevation, facing the courtyard, is composed of a tripartite fixed, aluminum-sash window with "Office" painted above; the office entrance is located on the north elevation adjacent to the vehicle passageway. Above the vehicle passageway, the northernmost second-story bay facing the courtyard is enclosed by Dryvit-clad walls. Two large satellite dishes are attached to the flat roof.

### HISTORY/DEVELOPMENT

The De Lido Motel was constructed in 1955 as the De Lido Motel and was advertised as convenient lodging for its close proximity to the Michigan State Fairgrounds. It has been in continuous use as a motel since its construction under several different owners.

The De Lido Motel incorporates elements indicative of the Googie style, a popular cultural subset of Modern architecture used for coffee shops, bowling alleys, motels, and automobile-oriented buildings from the 1950s to the late 1960s. Originating in Southern California, the playful style incorporates bold angles, colorful distinctive signs, plate glass, boomerang shapes, atomic models, exposed steel beams, flying saucer shapes, and sweeping cantilevered roofs. The style is defined by extremes in shape and size. Googie-style motels were most highly articulated in the New Jersey seashore towns collectively known as the Wildwoods where numerous examples proliferated in the mid-1950s to the mid-1960s. The De Lido Motel's design elements allude to this movement, but the building's elements do not include a critical collection of character-defining features.

In the 1950s and 1960s, motel construction boomed nationwide due in large part to increased ownership of the automobile and the federal interstate highway system. Typically organized around large courtyards, motels were designed to accommodate automobiles and on-the-go tourists with free, convenient parking outside each motel room; room doors oriented and leading directly to the parking lot; and inexpensive room rates. In addition to the courtyard configuration, motels were also designed in simpler row and L-shaped configurations. These designs often expressed the period's Modern design tenets and incorporated large neon signs at driveway entrances that visually dominated the motel grounds. Some of these motels began as family-owned businesses that grew into motel chains with locations across the United States. Holiday Inn, TraveLodge, and Howard Johnson were popular chains that standardized the convenience, service, and design of motels from the 1950s to 1970s.

Along Woodward Avenue in Highland Park and northern Detroit, motels were primarily constructed in the simple row or U-shaped configurations with varying amounts of ornament and design. These include the Crown Motel at 16375 Woodward Avenue, Ciro's Motel at 17351 Woodward Avenue, the Fontaine Motel at 17850 Woodward Avenue, and La Renaissance Motel at 18850 Woodward Avenue. As one of the earlier motels along this corridor, the De Lido Motel is distinctive for its L-shaped plan and angular, geometric shape. Although all of these motels retain elements of their mid-century-modern motel aesthetics, extensive replacement materials have altered their original design intent.

**NRHP STATUS** Not Eligible **DATE LISTED**

### NRHP CRITERIA

A  B  C  D  Not Applicable

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The De Lido Motel building was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. Although this building was constructed during a nationwide boom in motel construction and has continued to operate as a motel, it is not known to have made a significant contribution to the development of the hospitality industry in Detroit, and, therefore, the De Lido Motel is not eligible under Criterion A. Background research did not indicate any significant associations with the lives of significant persons in the past; therefore, the De Lido Motel is not eligible under Criterion B. The De Lido Motel is not a distinctive example of a mid-twentieth-century motel building. The building's type, style, and features do not indicate architectural or artistic significance and are typical of early motel buildings. Its restrained Googie stylistic elements are limited to the sawtooth-shaped wing, geometric lines, and widely overhanging balcony awnings and roof. Furthermore, the building's exterior has been altered by replacement materials, such as the extensive use of Dryvit cladding on the individual room units. Therefore, the De Lido Motel is not eligible under Criterion C.



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

De Lido Motel  
**SURVEY ID** 4-125

### SOURCES

City of Detroit. Assessment Division. Assessor's Database, 2009.

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. "The Motel in America." Baltimore, MD: John Hopkins University Press, 1996.

Margolies, John. "Home Away From Home: Motels in America." New York: Little, Brown and Company, 1995.

R.L. Polk and Company. Polk's Detroit City Directory. Mult. vols. Detroit: R.L. Polk and Company, 1915-75.

Wayne County Register of Deeds. Real Estate Index, 2009-10.  
<http://www.waynecountylandrecords.com/RealEstate/SearchEntry.aspx>.



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

De Lido Motel  
**SURVEY ID** 4-125

Photo 1 - De Lido Motel



Facing east to west elevation from Woodward Avenue



## Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

De Lido Motel  
SURVEY ID 4-125

Photo 2 - De Lido Motel



Facing northeast to south elevation from Woodward Avenue



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

De Lido Motel  
**SURVEY ID** 4-125

Photo 3 - De Lido Motel



Facing southeast to north and west elevations from Woodward Avenue and Winchester Street



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

De Lido Motel  
SURVEY ID 4-125

Map - De Lido Motel



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**Historic Resources Survey**

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

20404 Woodward Avenue  
**SURVEY ID** 4-126

**NAME**

20404 Woodward Avenue

**OTHER NAME(S)**

N/A

**STREET ADDRESS**

20404 Woodward Avenue

**CITY**

Detroit

**OWNERSHIP**

Haig's Mower Sales and Service

**TAX PARCEL NUMBER**

01009852-4

**YEAR BUILT SOURCE**

1948 City of Detroit Assessor's Database

**DESIGNER/BUILDER**

Unknown

**STYLE**

No Discernible Style

**PROPERTY TYPE**

Commerce

**FOUNDATION**

Concrete

**WALLS**

Concrete

**ROOF**

Built-Up

**DESCRIPTIVE NOTES**

The altered, modest commercial building at 20404 Woodward Avenue is a one-story, rectangular, flat-roofed, concrete-block building of no discernable style; it is located at the northeast corner of Woodward Avenue and West Winchester Street. The building's angled southwest corner contains the recessed building entrance comprised of two metal doors flanked by fixed vinyl-sash windows. An asphalt-shingled faux mansard roof surmounts the entrance and spans the west elevation and one-third of the south elevation; a sign for Haig's Mower Service is attached to the roof above the entrance. Facing Woodward Avenue, the symmetrical west elevation contains four fixed vinyl-sash windows. Facing West Winchester Street, the south elevation contains two fixed, multi-pane, steel-sash windows. The west and south elevations terminate in a parapet wall above the roofline. The east elevation comprises one door, an overhead garage door, and a concrete-block chimney at the northeast corner. The north elevation is painted, devoid of window or door openings, and terminates in a stepped parapet wall above the roof. Near the building's northwest corner, the north elevation contains a painted sign for Haig's Mower Sales and Service.

Vacant lots adjoin the fenced property at the north and east elevations. A large two-story billboard is located within the fenced property, adjacent to the south elevation.

**HISTORY/DEVELOPMENT**

The building at 20404 Woodward Avenue was constructed in 1948 as a florist shop. Several different florist shops occupied the building from its construction to the late 1970s. In 1979, Haig's Mower Sales and Service purchased the building and continues to occupy the building today. Alterations to the building include vinyl-clad replacement window units.

**NRHP STATUS**

Not Eligible

**DATE LISTED**

**NRHP CRITERIA**

A  B  C  D  Not Applicable

**NRHP CRITERIA CONSIDERATIONS**

A  B  C  D  E  F  G  Not Applicable

**NRHP EVALUATION/JUSTIFICATION**

The building at 20404 Woodward Avenue was evaluated for significance under National Register of Historic



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

20404 Woodward Avenue  
**SURVEY ID** 4-126

Places (NRHP) Criteria A, B, and C. This property is not known to be associated with events that have made a significant contribution to the broad patterns of United States history or with the lives of persons significant in the past. Background research did not indicate any significant associations; therefore, the building at 20404 Woodward Avenue is not eligible under Criteria A and B. The building at 20404 Woodward Avenue is not a distinctive example of a 1940s commercial building. The modest building's type and features are typical of this era and do not indicate architectural or artistic significance. Therefore, the building at 20404 Woodward Avenue is not eligible under Criterion C.

### SOURCES

City of Detroit. Assessment Division. Assessor's Database, 2009.

R.L. Polk and Company. Polk's Detroit City Directory. Mult. vols. Detroit: R.L. Polk and Company, 1915-75.

Sanborn Map Company. Digital Sanborn Maps, 1867-1970. Environmental Data Resources, Inc.

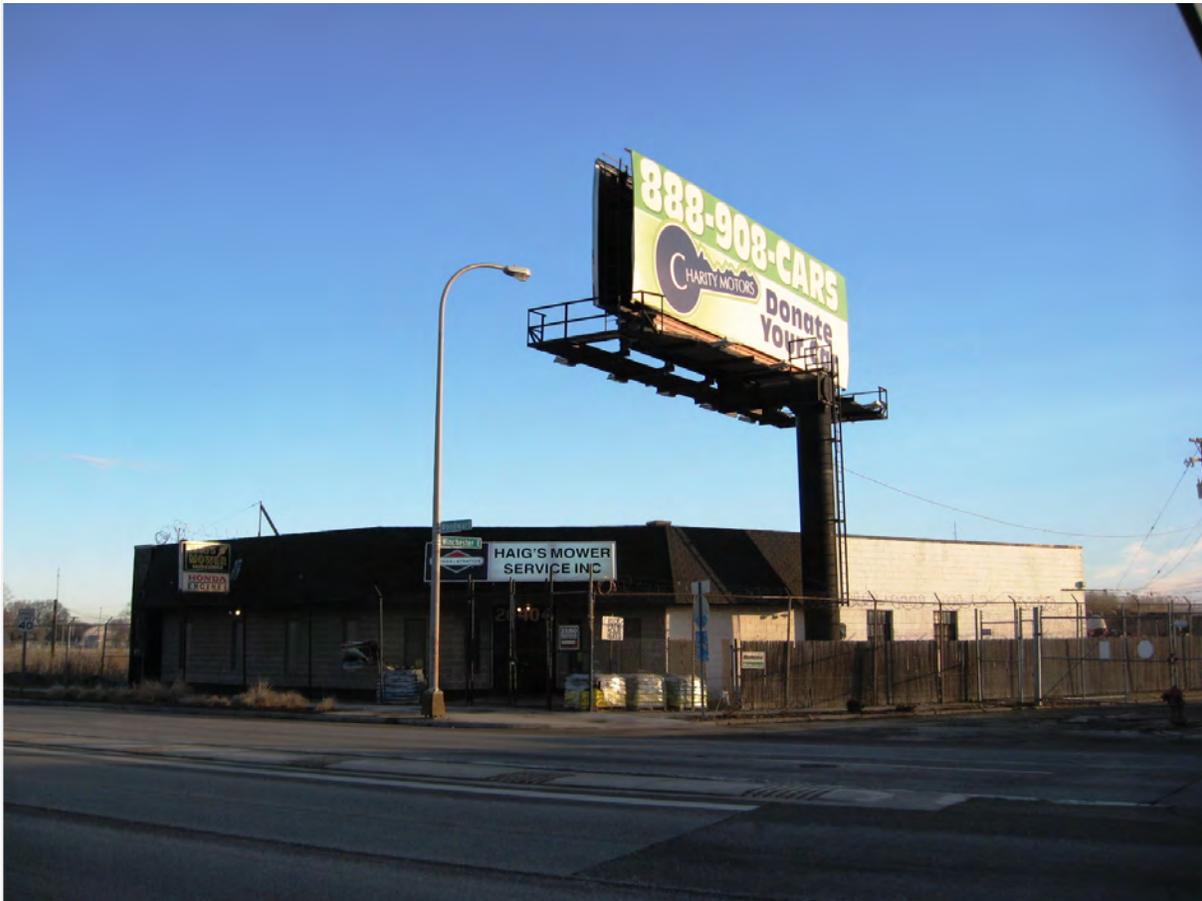


## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Not Eligible

20404 Woodward Avenue  
**SURVEY ID** 4-126

Photo 1 - 20404 Woodward Avenue



Facing northeast to building entrance and west and south elevations from Woodward Avenue



## Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

20404 Woodward Avenue  
SURVEY ID 4-126

Photo 2 - 20404 Woodward Avenue



Close-up view of building entrance at southwest corner



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Not Eligible

20404 Woodward Avenue  
SURVEY ID 4-126

Map - 20404 Woodward Avenue



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**Attachment E**  
Determinations of Effects  
Design Alternatives A1, B2, B3

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**Attachment E – Determinations of Effect**  
**Design Alternatives A1, B2, B3**  
See Map Attachment C

Evaluations included in this attachment assess potential project effects to the four additional NRHP-listed and NRHP-eligible historic properties within the Woodward Avenue LRT's expanded APE that were identified based on new project information.

As described in Attachment A, the Woodward Avenue LRT Project would consist of an approximately 9.5-mile fixed guideway LRT system located primarily along the Woodward Avenue corridor in Detroit and Highland Park, Michigan (see Attachment C). Three design options, Design Alternatives A1, B2, and B3 remain under consideration. From Downtown Detroit to near Grand Boulevard, the three design alternatives' elements vary, while from near Grand Boulevard to the project's northern terminus near M-102/8 Mile Road, the three design alternatives are identical. Where applicable, this attachment's effects assessments address each of the three design options separately. In addition to previously described ground-disturbing activity, new project information indicates the proposed locations of traction power substations (TPSS) and construction staging areas, as well as a refinement to the State Fair station location and associated park-and-ride facility. The following effects determinations address the new and previously described project information.

Four additional NRHP-listed and NRHP-eligible historic properties within the Woodward Avenue LRT's expanded APE were identified based on new project information; no adverse effects to these historic properties were identified.

In addition, due to refinements at the project's northern terminus, including moving the Michigan State Fairgrounds station and its associated park-and-ride facility further north, potential project effects to the Woodlawn Cemetery and the Michigan State Fairgrounds Historic District were reevaluated. Based on these evaluations, the adverse effect finding to the Woodlawn Cemetery was changed to no effect, and the no adverse effect finding to the Michigan State Fairgrounds Historic District was maintained.

The following table (Figure 1) and maps (Map Attachment E) summarize effects to each property under Design Alternatives A1, B2, and B3.

Project implementation under Design Alternative A1 would result in no Adverse Effects, one finding of No Adverse Effect, and five findings of No Effect.

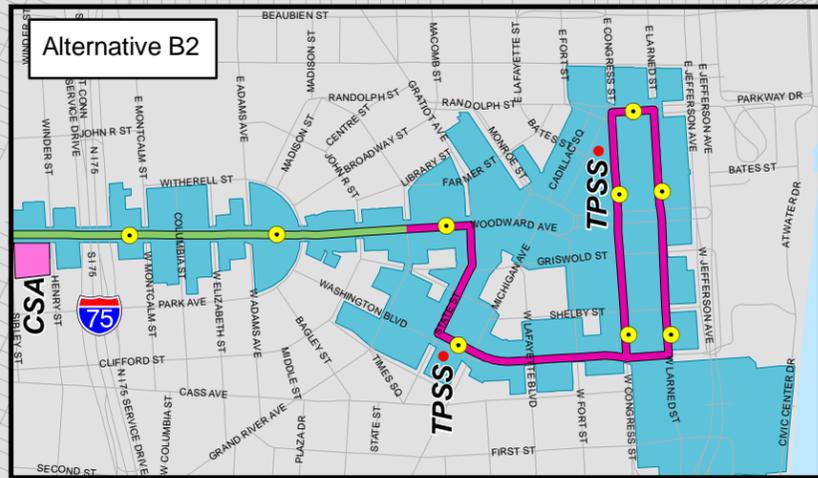
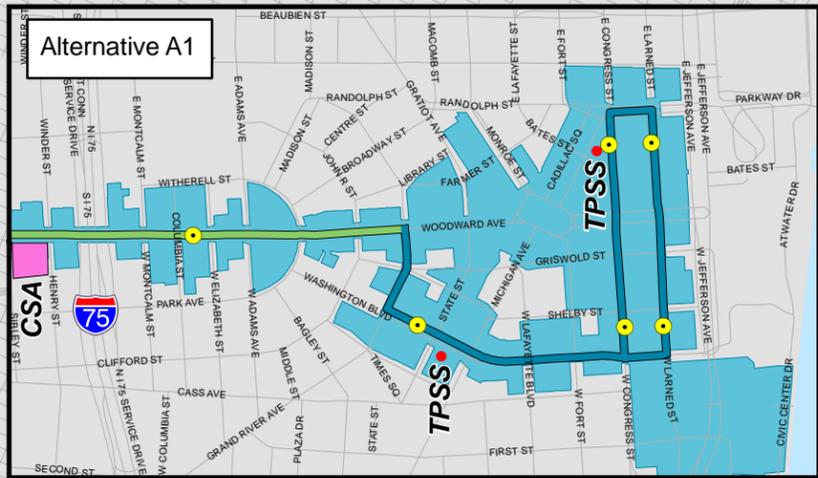
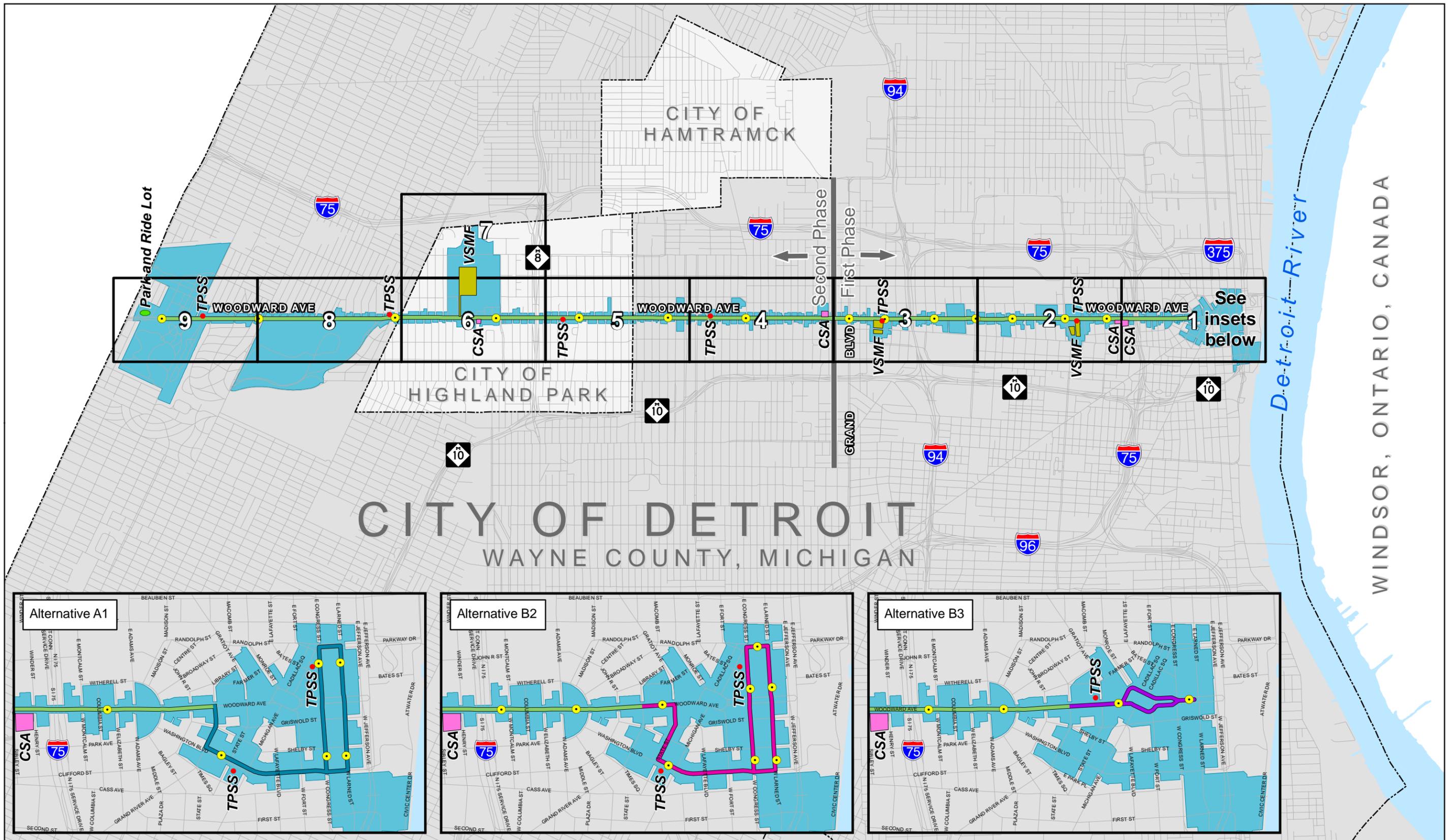
Project implementation under Design Alternatives B2 and B3 would result in no Adverse Effects, one finding of No Adverse Effect, and five findings of No Effect.

Although each historic property has been considered individually to allow for an accurate effects assessment, an overall finding of Adverse Effect has been determined for the Woodward Avenue LRT.

**Figure 1 – Summary of Effects Determinations**

NA = No Adverse Effect; NE = No Effect

<b>Historic Property</b>	<b>Design Alternative A1</b>	<b>Design Alternatives B2 and B3</b>
<b>John J. Bagley Memorial Fountain</b> <i>Listed 1971</i>	NE	NE
<b>Barlum Tower</b> <i>Listed 2005</i>	NE	NE
<b>New Cadillac Square Apartments</b> <i>Determined Eligible 2011</i>	NE	NE
<b>Detroit Public Library Downtown Branch</b> <i>Determined Eligible 2011</i>	NE	NE
<b>Michigan State Fairgrounds Historic District</b> <i>Determined Eligible 2010</i>	NA	NA
<b>Woodlawn Cemetery</b> <i>Determined Eligible 2010</i>	NE	NE



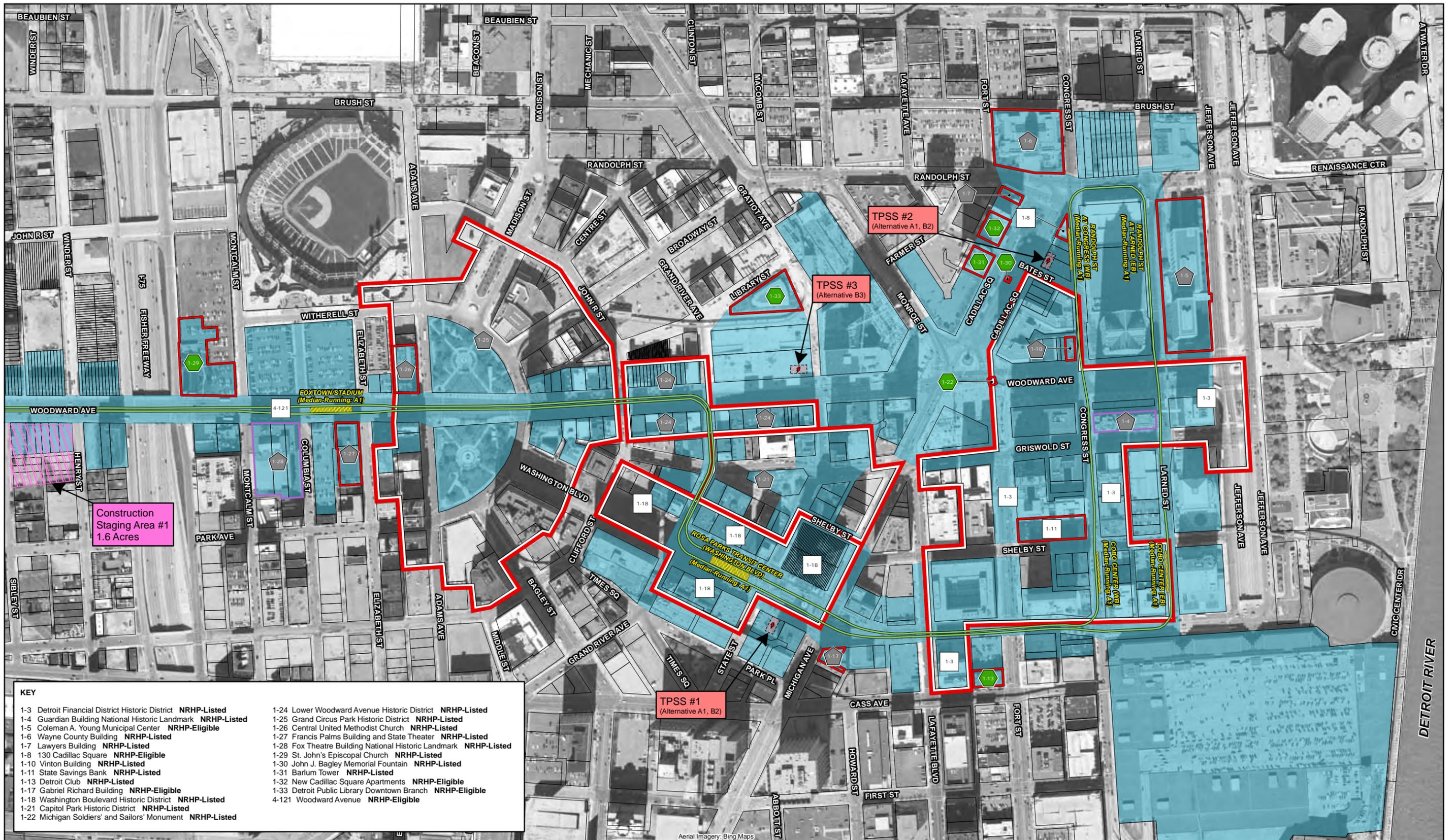
- Locally Preferred Alternative (LPA)
- Alternative A1
- Alternative B2
- Alternative B3
- Proposed Station
- Construction Staging Area (CSA)
- Park and Ride Lot
- Traction Power Substation (TPSS)
- Vehicle Storage Maintenance Facility (VSMF)

- Area of Potential Effects (APE)

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

WINDSOR, ONTARIO, CANADA

Detroit River



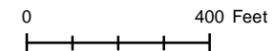
**KEY**

1-3 Detroit Financial District Historic District <b>NRHP-Listed</b>	1-24 Lower Woodward Avenue Historic District <b>NRHP-Listed</b>
1-4 Guardian Building National Historic Landmark <b>NRHP-Listed</b>	1-25 Grand Circus Park Historic District <b>NRHP-Listed</b>
1-5 Coleman A. Young Municipal Center <b>NRHP-Eligible</b>	1-26 Central United Methodist Church <b>NRHP-Listed</b>
1-6 Wayne County Building <b>NRHP-Listed</b>	1-27 Francis Palms Building and State Theater <b>NRHP-Listed</b>
1-7 Lawyers Building <b>NRHP-Listed</b>	1-28 Fox Theatre Building National Historic Landmark <b>NRHP-Listed</b>
1-8 130 Cadillac Square <b>NRHP-Eligible</b>	1-29 St. John's Episcopal Church <b>NRHP-Listed</b>
1-10 Vinton Building <b>NRHP-Listed</b>	1-30 John J. Bagley Memorial Fountain <b>NRHP-Listed</b>
1-11 State Savings Bank <b>NRHP-Listed</b>	1-31 Barlum Tower <b>NRHP-Listed</b>
1-13 Detroit Club <b>NRHP-Listed</b>	1-32 New Cadillac Square Apartments <b>NRHP-Eligible</b>
1-17 Gabriel Richard Building <b>NRHP-Eligible</b>	1-33 Detroit Public Library Downtown Branch <b>NRHP-Eligible</b>
1-18 Washington Boulevard Historic District <b>NRHP-Listed</b>	4-121 Woodward Avenue <b>NRHP-Eligible</b>
1-21 Capitol Park Historic District <b>NRHP-Listed</b>	
1-22 Michigan Soldiers' and Sailors' Monument <b>NRHP-Listed</b>	



**WOODWARD LIGHT RAIL**

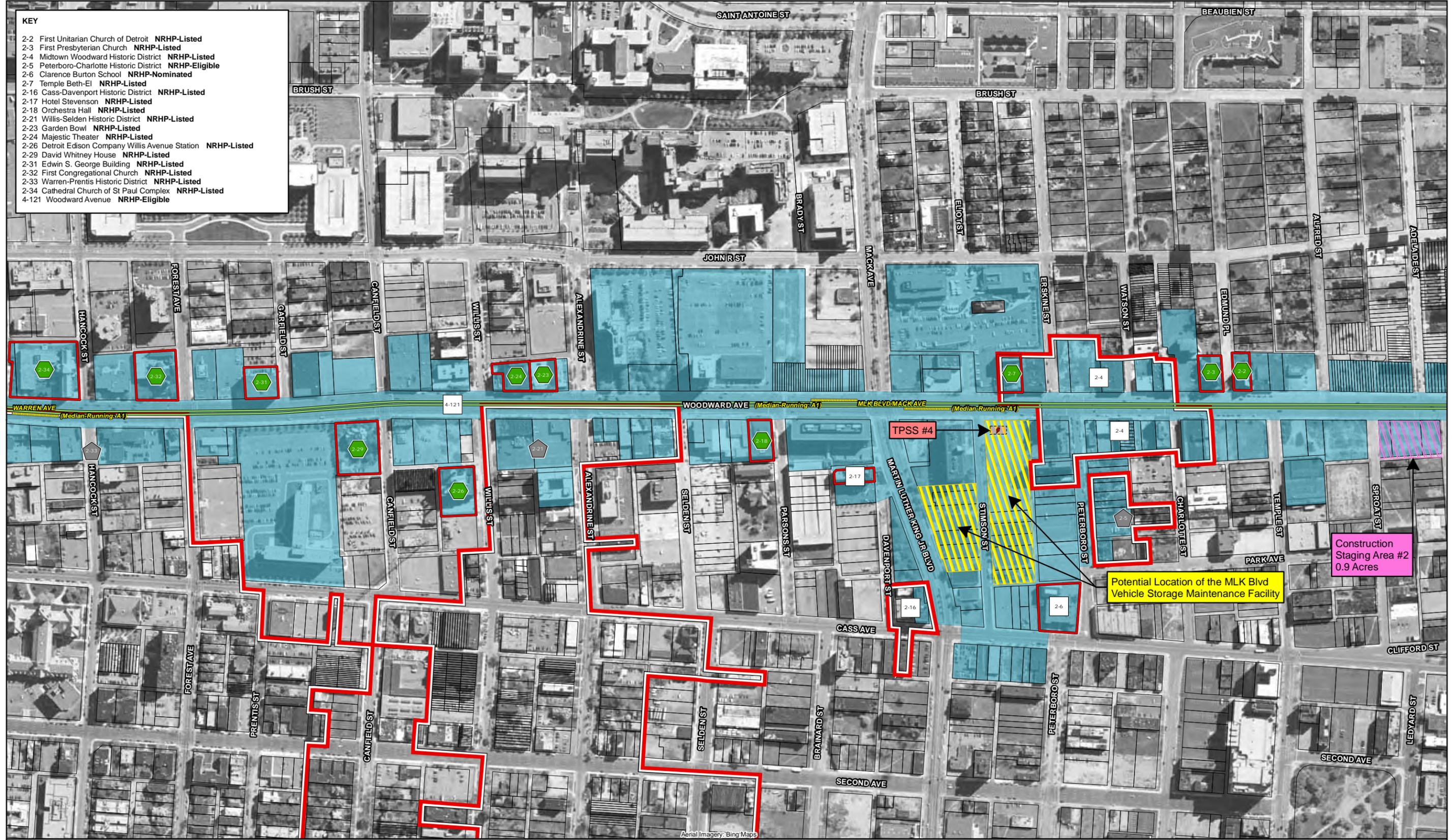
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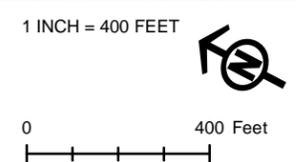
Guideway Alignment	Construction Staging Area	NRHP-Listed or Eligible Historic Property	Adverse Effect
Proposed Station	Traction Power Substation (TPSS)	National Historic Landmark	No Adverse Effect
Parcel	Park and Ride Lot	Area of Potential Effects	No Effect
Vehicle Storage Maintenance Facility			

Map Attachment E: Effects Determinations

- 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**
  - 2-32 First Congregational Church **NRHP-Listed**
  - 2-33 Warren-Prentis Historic District **NRHP-Listed**
  - 2-34 Cathedral Church of St. Paul Complex **NRHP-Listed**
  - 4-121 Woodward Avenue **NRHP-Eligible**



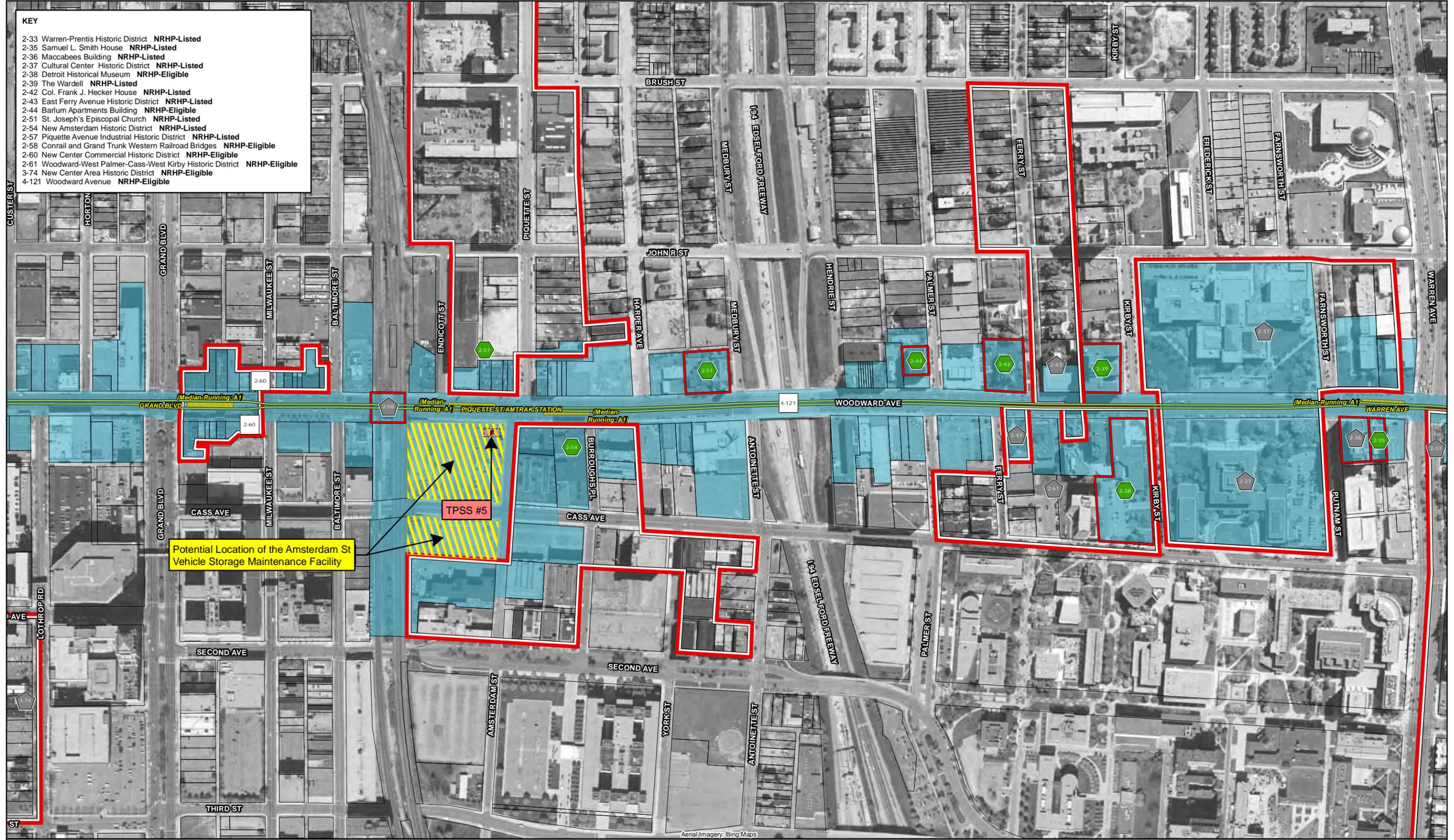
**WOODWARD LIGHT RAIL**



- Guideway Alignment
- ▨ Construction Staging Area
- ▭ NRHP-Listed or Eligible Historic Property
- ▨ Proposed Station
- ▭ Traction Power Substation (TPSS)
- ▭ National Historic Landmark
- ▭ Parcel
- Park and Ride Lot
- ▭ Area of Potential Effects
- ⊗ Adverse Effect
- ⊗ No Adverse Effect
- ⊗ No Effect
- ▨ Vehicle Storage Maintenance Facility

Map Attachment E: Effects Determinations

- KEY**
- 2-33 Warren-Prentiss Historic District 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
  - 2-61 Woodward-West Palmer-Cass-West Kirby Historic District NRHP-Eligible
  - 3-74 New Center Area Historic District NRHP-Eligible
  - 4-121 Woodward Avenue NRHP-Eligible



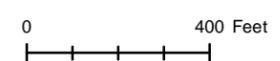
Potential Location of the Amsterdam St Vehicle Storage Maintenance Facility

TPSS #5



**WOODWARD LIGHT RAIL**

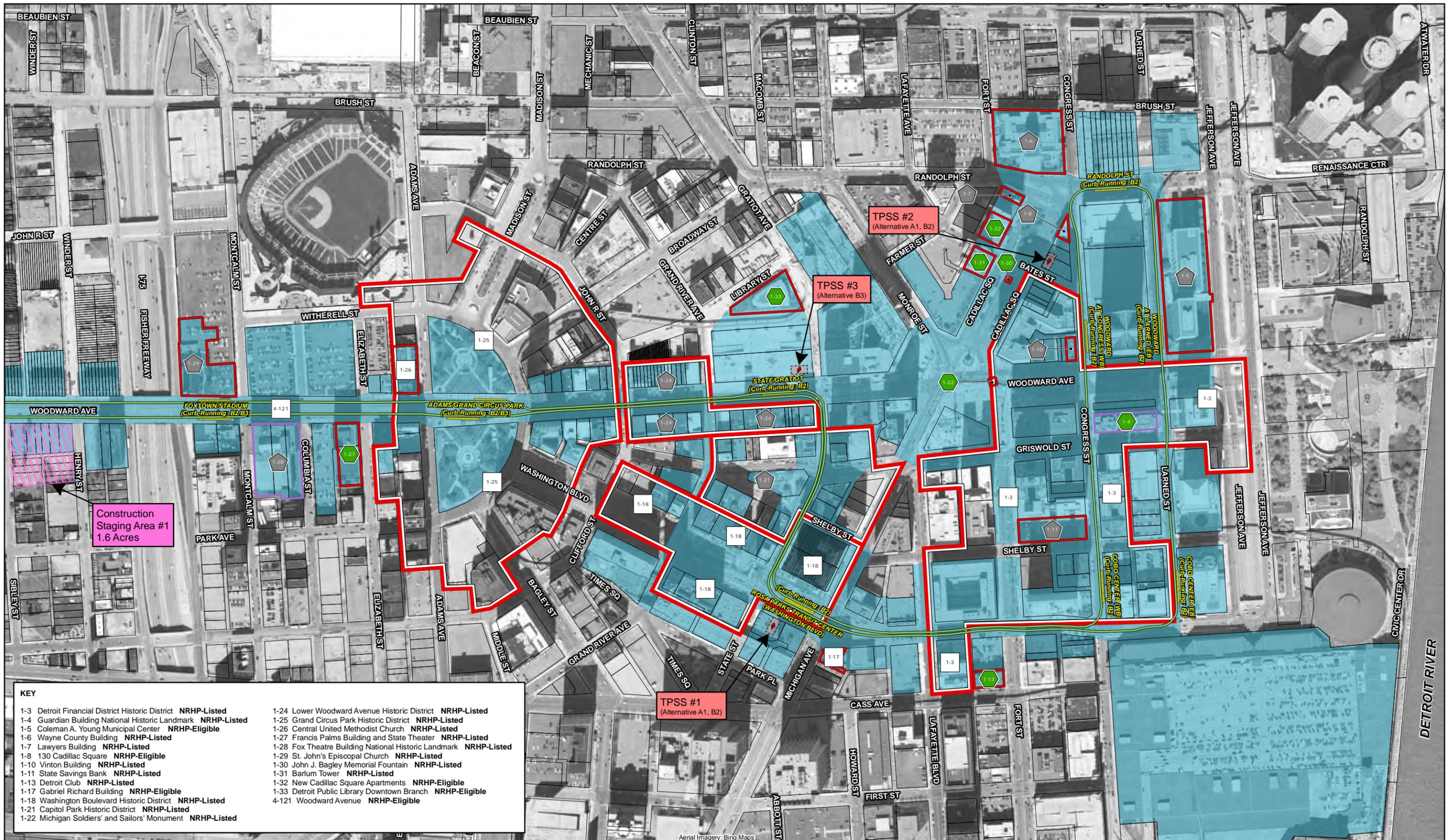
1 INCH = 400 FEET



- Guideway Alignment
- ▨ Construction Staging Area
- ▨ Proposed Station
- ⚡ Traction Power Substation (TPSS)
- Parcel
- Park and Ride Lot
- ▨ Vehicle Storage Maintenance Facility
- ▭ NRHP-Listed or Eligible Historic Property
- ▭ National Historic Landmark
- ▭ Area of Potential Effects

- xx Adverse Effect
- ⬢ No Adverse Effect
- ⬢ No Effect

Map Attachment E: Effects Determinations



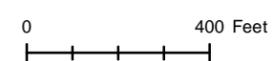
**KEY**

1-3 Detroit Financial District Historic District <b>NRHP-Listed</b>	1-24 Lower Woodward Avenue Historic District <b>NRHP-Listed</b>
1-4 Guardian Building National Historic Landmark <b>NRHP-Listed</b>	1-25 Grand Circus Park Historic District <b>NRHP-Listed</b>
1-5 Coleman A. Young Municipal Center <b>NRHP-Eligible</b>	1-26 Central United Methodist Church <b>NRHP-Listed</b>
1-6 Wayne County Building <b>NRHP-Listed</b>	1-27 Francis Palms Building and State Theater <b>NRHP-Listed</b>
1-7 Lawyers Building <b>NRHP-Listed</b>	1-28 Fox Theatre Building National Historic Landmark <b>NRHP-Listed</b>
1-8 130 Cadillac Square <b>NRHP-Eligible</b>	1-29 St. John's Episcopal Church <b>NRHP-Listed</b>
1-10 Vinton Building <b>NRHP-Listed</b>	1-30 John J. Bagley Memorial Fountain <b>NRHP-Listed</b>
1-11 State Savings Bank <b>NRHP-Listed</b>	1-31 Barlum Tower <b>NRHP-Listed</b>
1-13 Detroit Club <b>NRHP-Listed</b>	1-32 New Cadillac Square Apartments <b>NRHP-Eligible</b>
1-17 Gabriel Richard Building <b>NRHP-Eligible</b>	1-33 Detroit Public Library Downtown Branch <b>NRHP-Eligible</b>
1-18 Washington Boulevard Historic District <b>NRHP-Listed</b>	4-121 Woodward Avenue <b>NRHP-Eligible</b>
1-21 Capitol Park Historic District <b>NRHP-Listed</b>	
1-22 Michigan Soldiers' and Sailors' Monument <b>NRHP-Listed</b>	



**WOODWARD LIGHT RAIL**

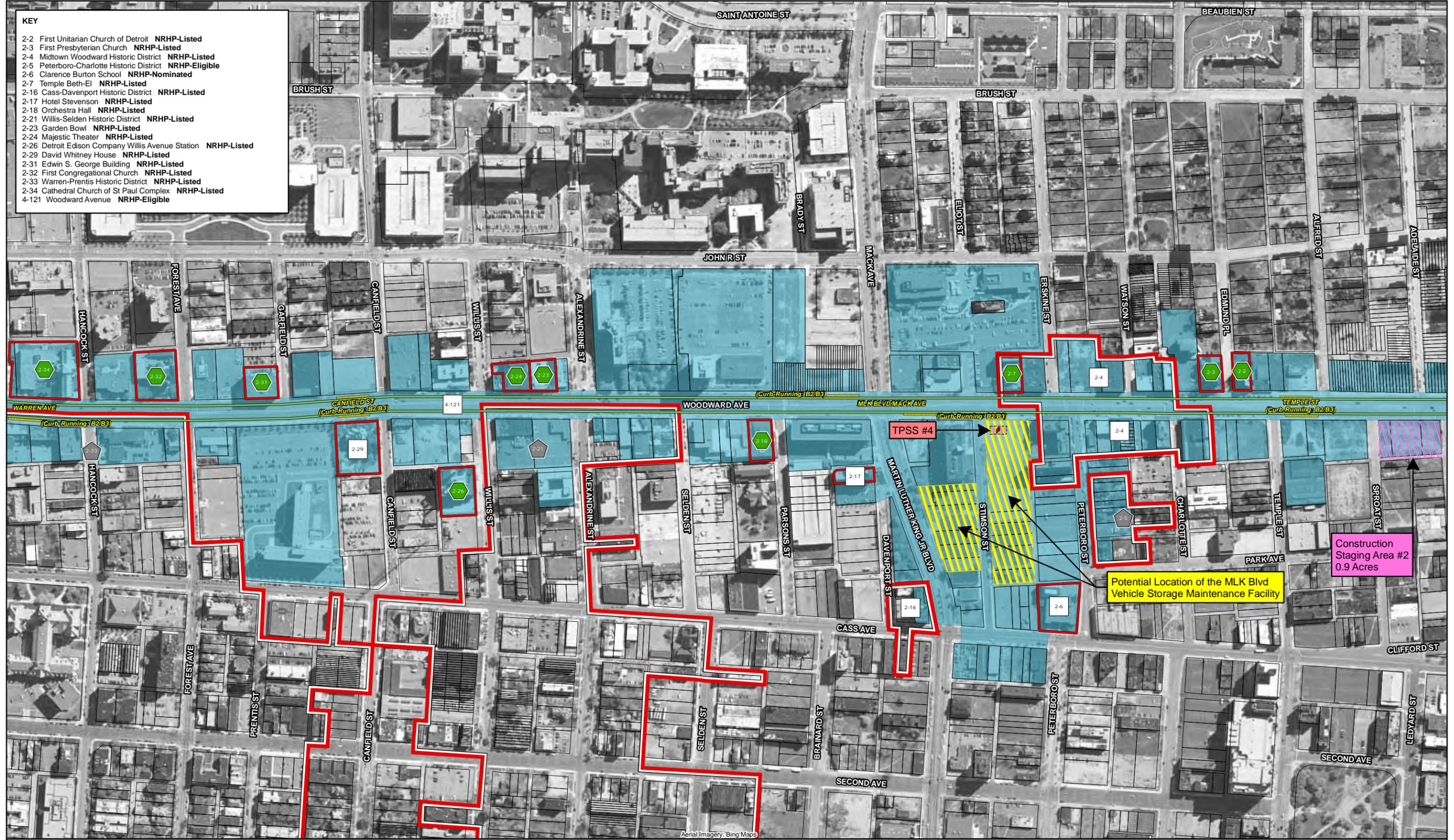
1 INCH = 400 FEET



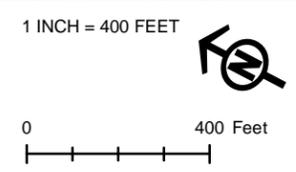
Guideway Alignment	Construction Staging Area	NRHP-Listed or Eligible Historic Property	Adverse Effect
Proposed Station	Traction Power Substation (TPSS)	National Historic Landmark	No Adverse Effect
Parcel	Park and Ride Lot	Area of Potential Effects	No Effect
Vehicle Storage Maintenance Facility			

Map Attachment E: Effects Determinations

- 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**
  - 2-32 First Congregational Church **NRHP-Listed**
  - 2-33 Warren-Prentis Historic District **NRHP-Listed**
  - 2-34 Cathedral Church of St. Paul Complex **NRHP-Listed**
  - 4-121 Woodward Avenue **NRHP-Eligible**



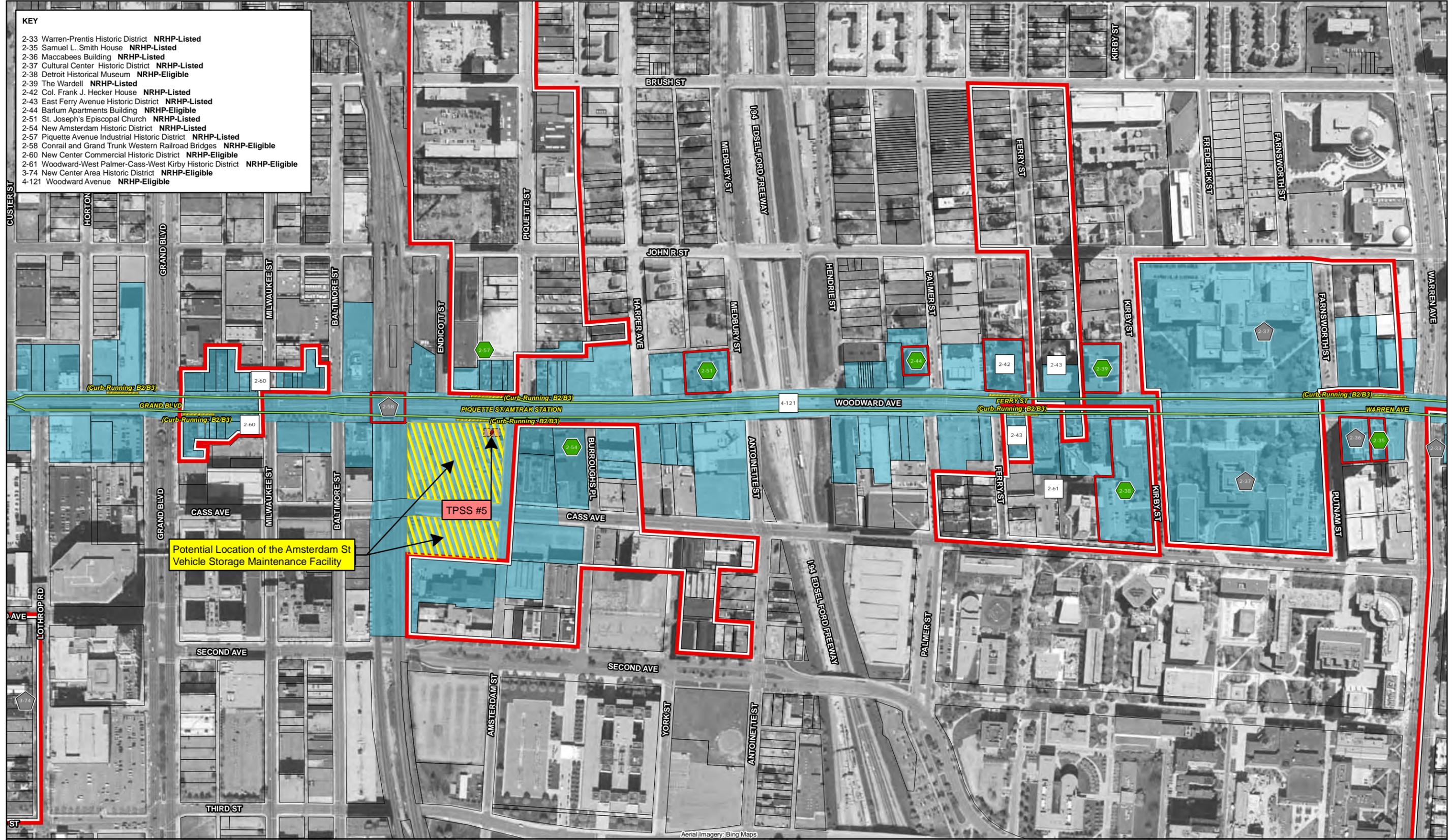
**WOODWARD LIGHT RAIL**



- Guideway Alignment
- ▨ Construction Staging Area
- ▭ NRHP-Listed or Eligible Historic Property
- ▨ Proposed Station
- ▭ National Historic Landmark
- ▭ Parcel
- Park and Ride Lot
- ▨ Area of Potential Effects
- ▨ Vehicle Storage Maintenance Facility
- ⊗ Adverse Effect
- ⊗ No Adverse Effect
- ⊗ No Effect

Map Attachment E: Effects Determinations

- KEY**
- 2-33 Warren-Prentiss Historic District 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
  - 2-61 Woodward-West Palmer-Cass-West Kirby Historic District NRHP-Eligible
  - 3-74 New Center Area Historic District NRHP-Eligible
  - 4-121 Woodward Avenue NRHP-Eligible

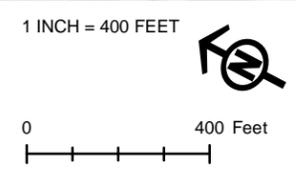


Potential Location of the Amsterdam St Vehicle Storage Maintenance Facility

TPSS #5



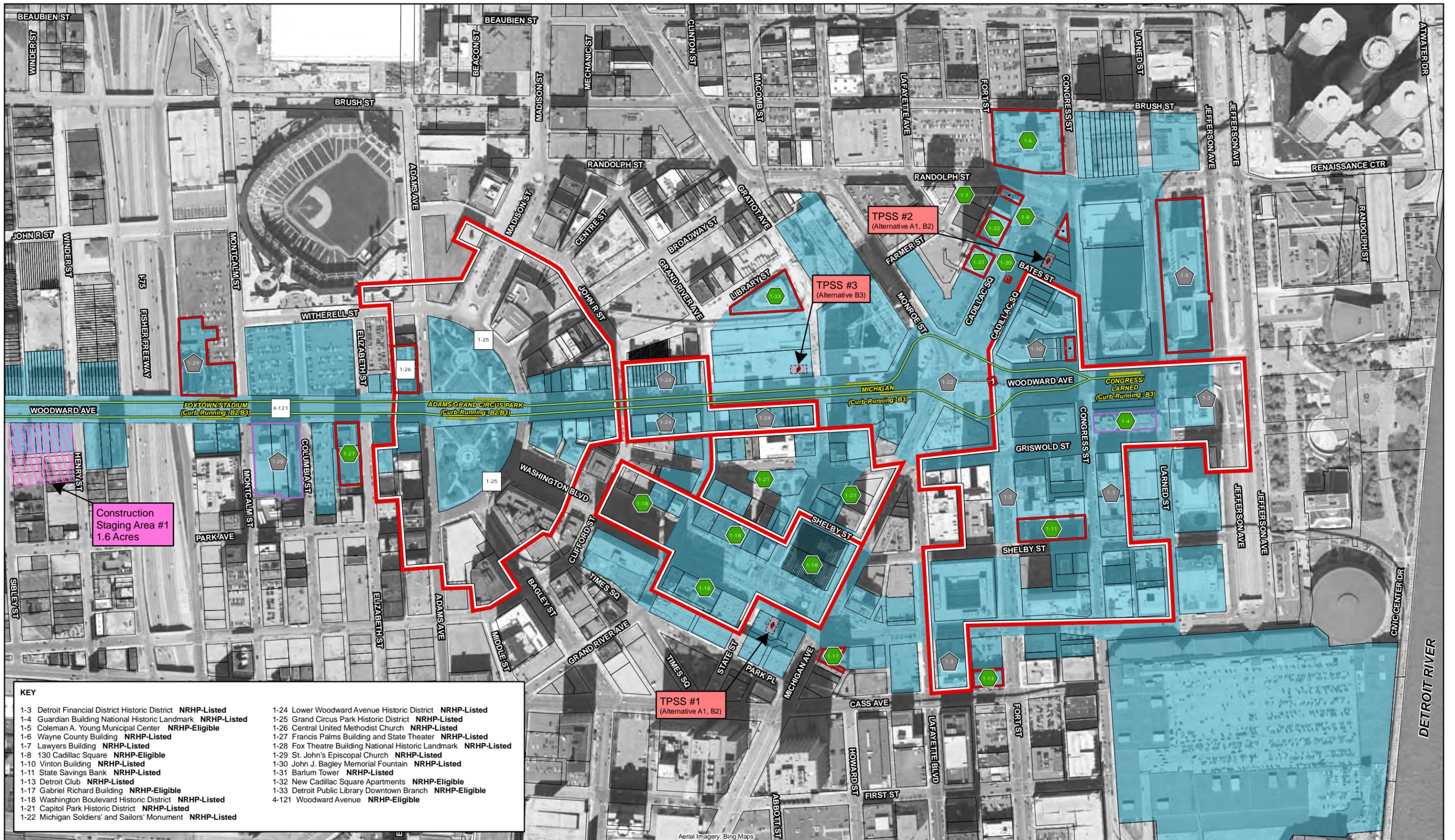
**WOODWARD LIGHT RAIL**



- Guideway Alignment
- Construction Staging Area
- NRHP-Listed or Eligible Historic Property
- Parcel
- Park and Ride Lot
- Area of Potential Effects
- Vehicle Storage Maintenance Facility

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations



**KEY**

1-3 Detroit Financial District Historic District <b>NRHP-Listed</b>	1-24 Lower Woodward Avenue Historic District <b>NRHP-Listed</b>
1-4 Guardian Building National Historic Landmark <b>NRHP-Listed</b>	1-25 Grand Circus Park Historic District <b>NRHP-Listed</b>
1-5 Coleman A. Young Municipal Center <b>NRHP-Eligible</b>	1-26 Central United Methodist Church <b>NRHP-Listed</b>
1-6 Wayne County Building <b>NRHP-Listed</b>	1-27 Francis Palms Building and State Theater <b>NRHP-Listed</b>
1-7 Lawyers Building <b>NRHP-Listed</b>	1-28 Fox Theatre Building National Historic Landmark <b>NRHP-Listed</b>
1-8 130 Cadillac Square <b>NRHP-Eligible</b>	1-29 St. John's Episcopal Church <b>NRHP-Listed</b>
1-10 Vinton Building <b>NRHP-Listed</b>	1-30 John J. Bagley Memorial Fountain <b>NRHP-Listed</b>
1-11 State Savings Bank <b>NRHP-Listed</b>	1-31 Barlum Tower <b>NRHP-Listed</b>
1-13 Detroit Club <b>NRHP-Listed</b>	1-32 New Cadillac Square Apartments <b>NRHP-Eligible</b>
1-17 Gabriel Richard Building <b>NRHP-Eligible</b>	1-33 Detroit Public Library Downtown Branch <b>NRHP-Eligible</b>
1-18 Washington Boulevard Historic District <b>NRHP-Listed</b>	4-121 Woodward Avenue <b>NRHP-Eligible</b>
1-21 Capitol Park Historic District <b>NRHP-Listed</b>	
1-22 Michigan Soldiers' and Sailors' Monument <b>NRHP-Listed</b>	

1 INCH = 400 FEET

Guideway Alignment

Construction Staging Area

NRHP-Listed or Eligible Historic Property

Adverse Effect

Proposed Station

Traction Power Substation (TPSS)

National Historic Landmark

No Adverse Effect

Parcel

Park and Ride Lot

Area of Potential Effects

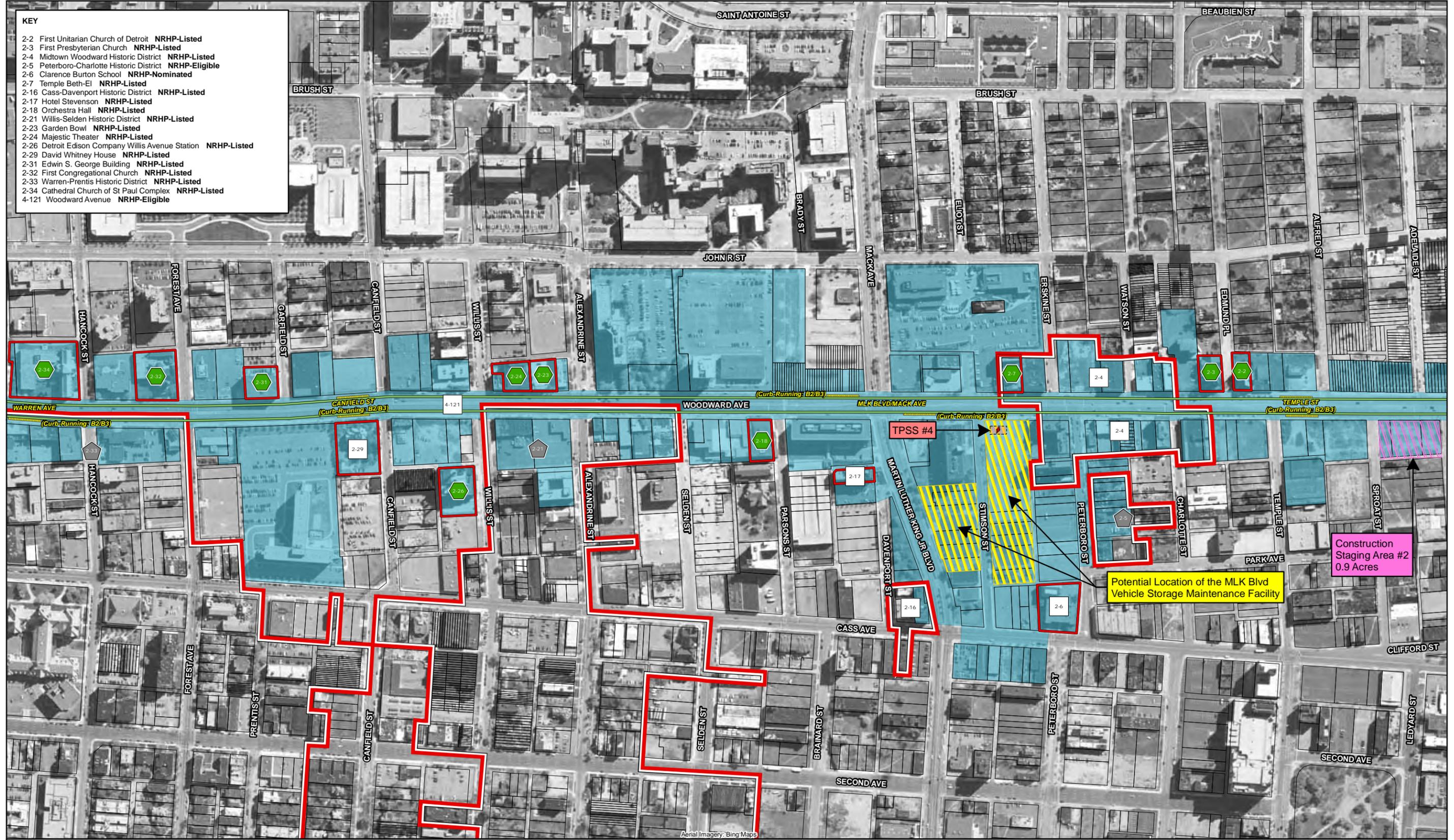
No Effect

Vehicle Storage Maintenance Facility

Map Attachment E: Effects Determinations

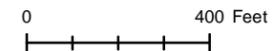
Alternative B3  
Sheet 1 of 3, Page 8 of 16

- 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**
  - 2-32 First Congregational Church **NRHP-Listed**
  - 2-33 Warren-Prentis Historic District **NRHP-Listed**
  - 2-34 Cathedral Church of St. Paul Complex **NRHP-Listed**
  - 4-121 Woodward Avenue **NRHP-Eligible**



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET

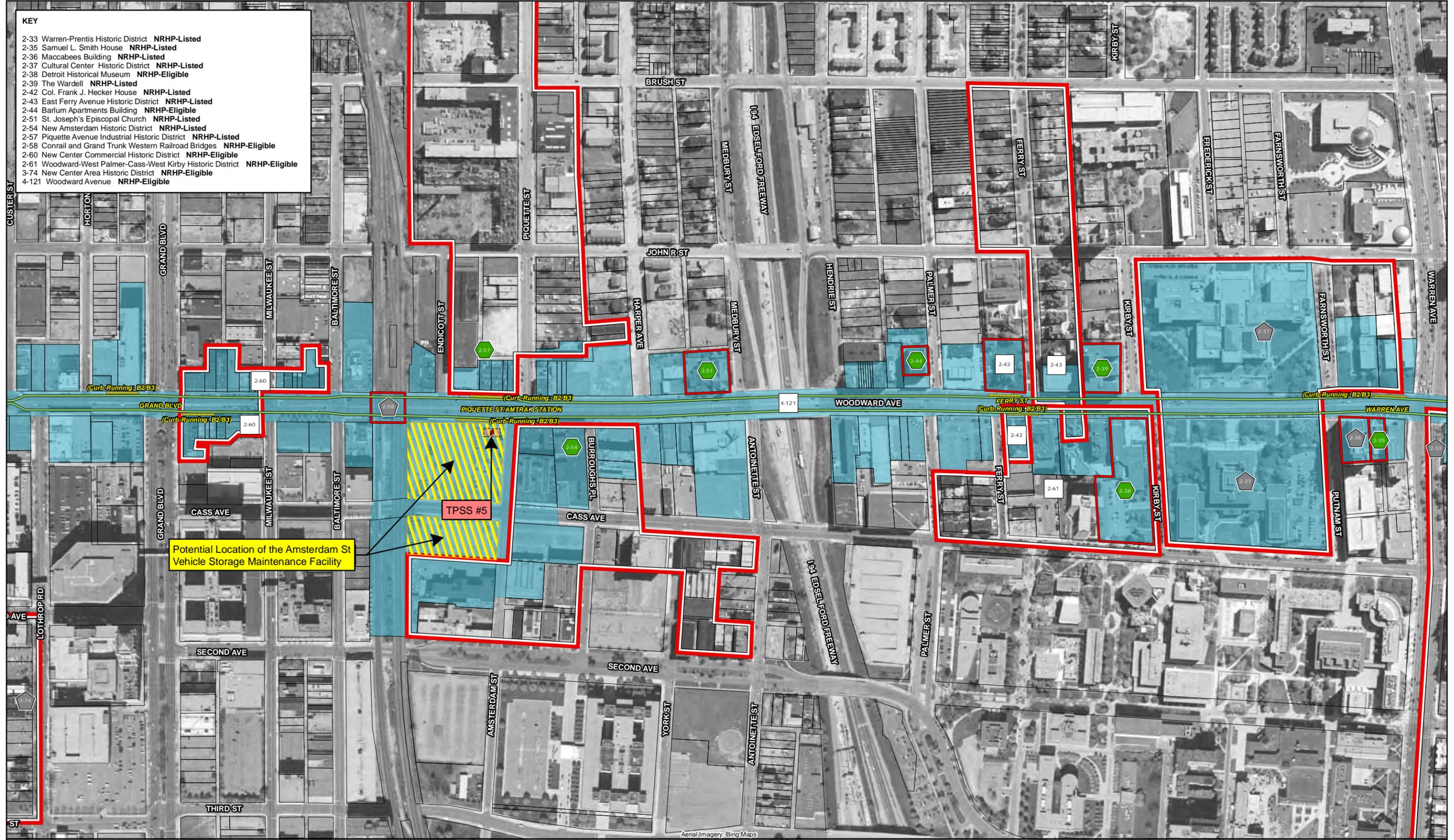


- Guideway Alignment
- ▨ Construction Staging Area
- ▭ NRHP-Listed or Eligible Historic Property
- ▨ Proposed Station
- ▭ Traction Power Substation (TPSS)
- ▭ National Historic Landmark
- ▭ Parcel
- Park and Ride Lot
- ▭ Area of Potential Effects
- ▨ Vehicle Storage Maintenance Facility

- xx Adverse Effect
- xx No Adverse Effect
- xx No Effect

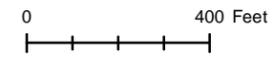
Map Attachment E: Effects Determinations

- KEY**
- 2-33 Warren-Prentiss Historic District 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
  - 2-61 Woodward-West Palmer-Cass-West Kirby Historic District NRHP-Eligible
  - 3-74 New Center Area Historic District NRHP-Eligible
  - 4-121 Woodward Avenue NRHP-Eligible



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



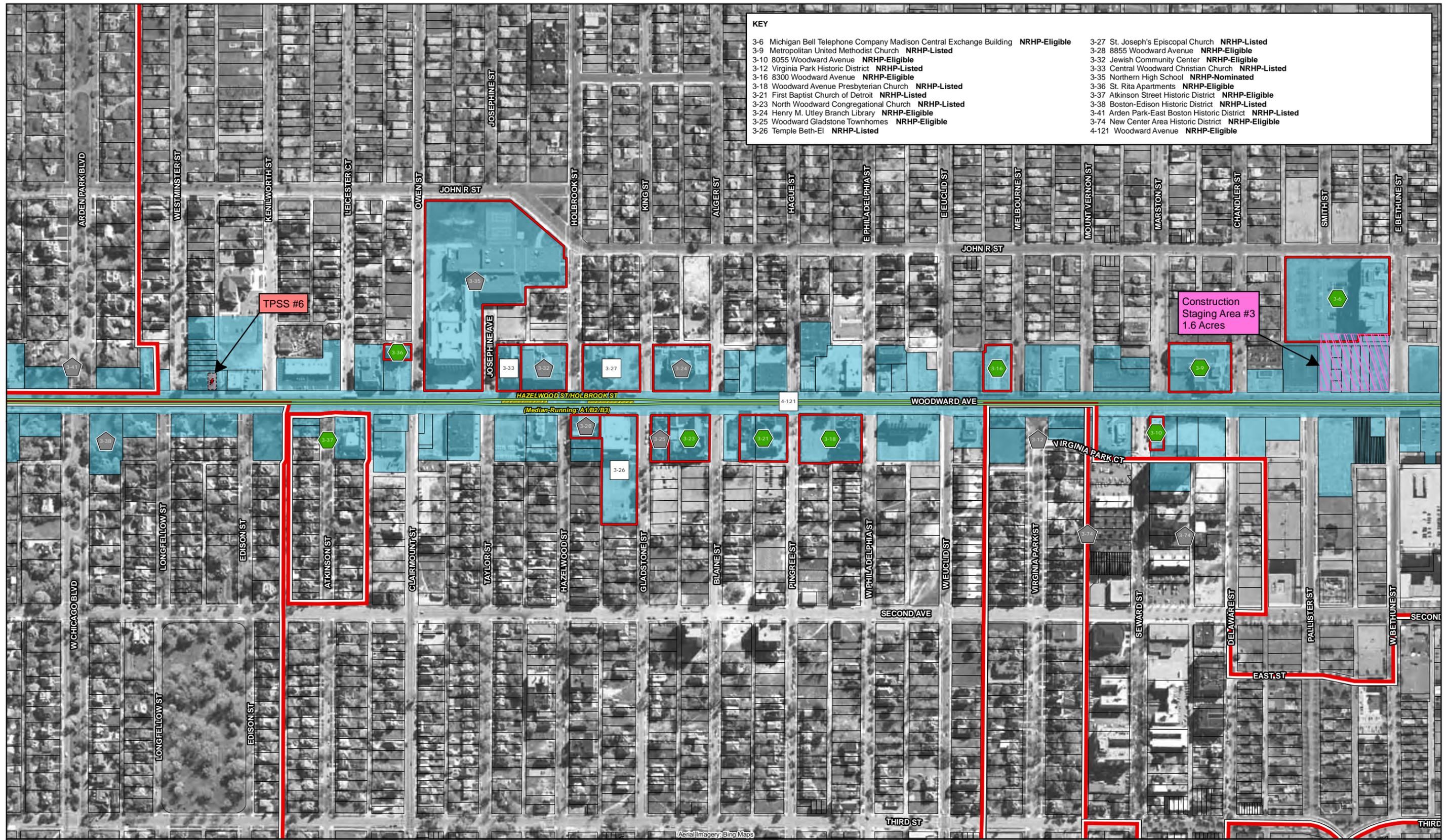
- Guideway Alignment
- ▨ Construction Staging Area
- ▨ Proposed Station
- ⚡ Traction Power Substation (TPSS)
- Parcel
- Park and Ride Lot
- ▨ Vehicle Storage Maintenance Facility
- ▭ NRHP-Listed or Eligible Historic Property
- ▭ National Historic Landmark
- ▭ Area of Potential Effects

- xx Adverse Effect
- ⬢ No Adverse Effect
- ⬢ No Effect

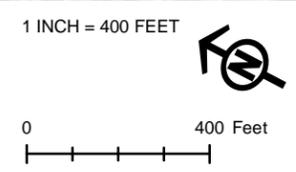
Map Attachment E: Effects Determinations

**KEY**

3-6 Michigan Bell Telephone Company Madison Central Exchange Building	NRHP-Eligible	3-27 St. Joseph's Episcopal Church	NRHP-Listed
3-9 Metropolitan United Methodist Church	NRHP-Listed	3-28 8855 Woodward Avenue	NRHP-Eligible
3-10 8055 Woodward Avenue	NRHP-Eligible	3-32 Jewish Community Center	NRHP-Eligible
3-12 Virginia Park Historic District	NRHP-Listed	3-33 Central Woodward Christian Church	NRHP-Listed
3-16 8300 Woodward Avenue	NRHP-Eligible	3-35 Northern High School	NRHP-Nominated
3-18 Woodward Avenue Presbyterian Church	NRHP-Listed	3-36 St. Rita Apartments	NRHP-Eligible
3-21 First Baptist Church of Detroit	NRHP-Listed	3-37 Atkinson Street Historic District	NRHP-Eligible
3-23 North Woodward Congregational Church	NRHP-Listed	3-38 Boston-Edison Historic District	NRHP-Listed
3-24 Henry M. Utley Branch Library	NRHP-Eligible	3-41 Arden Park-East Boston Historic District	NRHP-Listed
3-25 Woodward Gladstone Townhomes	NRHP-Eligible	3-74 New Center Area Historic District	NRHP-Eligible
3-26 Temple Beth-El	NRHP-Listed	4-121 Woodward Avenue	NRHP-Eligible



**WOODWARD LIGHT RAIL**



- Guideway Alignment
- Proposed Station
- Parcel
- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations



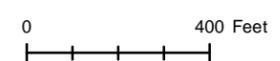
**KEY**

- 3-38 Boston-Edison Historic District **NRHP-Listed**
- 3-41 Arden Park-East Boston Historic District **NRHP-Listed**
- 3-42 Cathedral of the Most Blessed Sacrament **NRHP-Listed**
- 3-46 11341 Woodward Avenue **NRHP-Eligible**
- 3-47 Lawrence-Webb Historic District **NRHP-Eligible**
- 3-50 Hotel Normandie **NRHP-Eligible**
- 3-52 11745 Woodward Avenue **NRHP-Eligible**
- 3-58 City of Highland Park Robert B. Blackwell Municipal Building **NRHP-Eligible**
- 3-59 Highland Heights-Stevens' Subdivision Historic District **NRHP-Listed**
- 3-60 Detroit Edison Company Cortland Street Substation **NRHP-Eligible**
- 3-61 Highland Park Presbyterian Church **NRHP-Listed**
- 3-64 Grace Evangelical Lutheran Church **NRHP-Listed**
- 3-67 Trinity United Methodist Church **NRHP-Listed**
- 3-68 YWCA Detroit Northern Branch **NRHP-Eligible**
- 3-71 Highland Park Post Office **NRHP-Eligible**
- 3-72 YWCA Detroit Northern Branch **NRHP-Eligible**
- 4-121 Woodward Avenue **NRHP-Eligible**



**WOODWARD LIGHT RAIL**

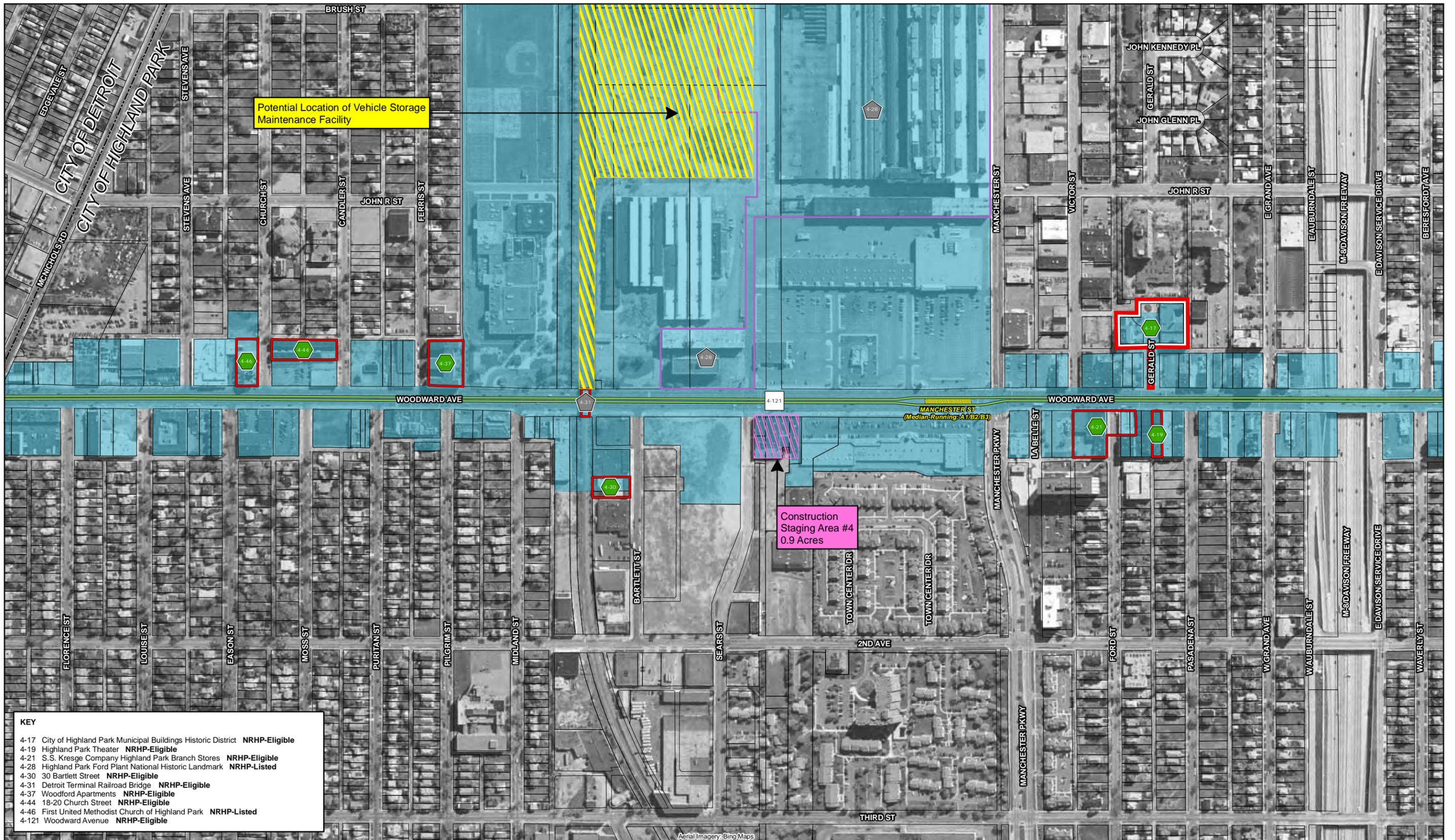
1 INCH = 400 FEET



- Guideway Alignment
- Proposed Station
- Parcel
- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility
- NRHP-Listed or Eligible Historic Property
- National Historic Landmark
- Area of Potential Effects

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations

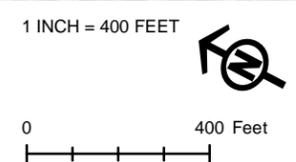


**KEY**

- 4-17 City of Highland Park Municipal Buildings Historic District **NRHP-Eligible**
- 4-19 Highland Park Theater **NRHP-Eligible**
- 4-21 S.S. Kresge Company Highland Park Branch Stores **NRHP-Eligible**
- 4-28 Highland Park Ford Plant National Historic Landmark **NRHP-Listed**
- 4-30 30 Bartlett Street **NRHP-Eligible**
- 4-31 Detroit Terminal Railroad Bridge **NRHP-Eligible**
- 4-37 Woodford Apartments **NRHP-Eligible**
- 4-44 18-20 Church Street **NRHP-Eligible**
- 4-46 First United Methodist Church of Highland Park **NRHP-Listed**
- 4-121 Woodward Avenue **NRHP-Eligible**



**WOODWARD LIGHT RAIL**

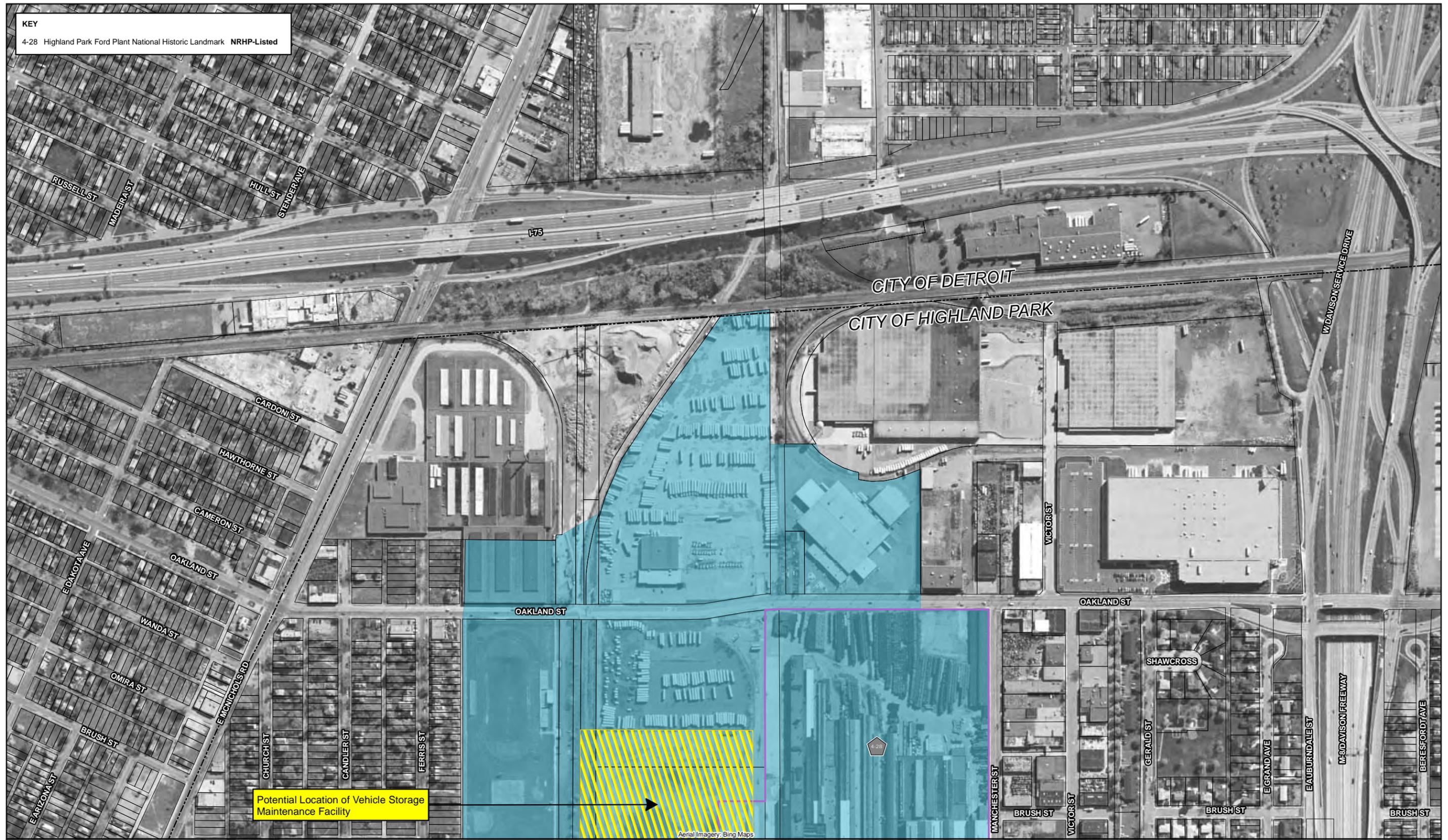


Guideway Alignment	Construction Staging Area	NRHP-Listed or Eligible Historic Property
Proposed Station	Traction Power Substation (TPSS)	National Historic Landmark
Parcel	Park and Ride Lot	Area of Potential Effects
	Vehicle Storage Maintenance Facility	

Adverse Effect
No Adverse Effect
No Effect

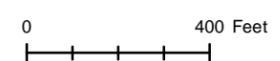
Map Attachment E: Effects Determinations

**KEY**  
 4-28 Highland Park Ford Plant National Historic Landmark NRHP-Listed



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



- Guideway Alignment
- Construction Staging Area
- NRHP-Listed or Eligible Historic Property
- Proposed Station
- Traction Power Substation (TPSS)
- National Historic Landmark
- Parcel
- Park and Ride Lot
- Area of Potential Effects
- Vehicle Storage Maintenance Facility

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations

- KEY**
- 4-63 Palmer Park Apartment Buildings Historic District NRHP-Listed
  - 4-65 Palmer Park Log Cabin NRHP-Eligible
  - 4-66 Palmer Park Substation NRHP-Eligible
  - 4-78 The First Romanian Baptist Church NRHP-Eligible
  - 4-81 17950 Woodward Avenue NRHP-Eligible
  - 4-94 18750 Woodward Avenue NRHP-Eligible
  - 4-95 18800 Woodward Avenue NRHP-Eligible
  - 4-101 Sydney Bogg Candy Factory and Store NRHP-Eligible
  - 4-115 Palmer Woods Historic District NRHP-Listed
  - 4-121 Woodward Avenue NRHP-Eligible



1 INCH = 400 FEET

- Guideway Alignment
- Proposed Station
- Parcel

- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility

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

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations

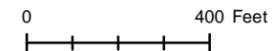
Alternatives A1, B2, B3  
Sheet 8, Page 15 of 16

**KEY**  
 4-115 Palmer Woods Historic District **NRHP-Listed**  
 4-118 Michigan State Fair Riding Coliseum, Dairy Cattle Building, and Agricultural Building **NRHP-Listed**  
 4-119 Michigan State Fairgrounds Historic District **NRHP-Eligible**  
 4-120 Woodlawn Cemetery **NRHP-Eligible**  
 4-121 Woodward Avenue **NRHP-Eligible**



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



- Guideway Alignment
- Proposed Station
- Parcel
- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility

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

- Adverse Effect
- No Adverse Effect
- No Effect

Map Attachment E: Effects Determinations

### John J. Bagley Memorial Fountain

(See Map Attachment C; see Figures 2-3)

The John J. Bagley Memorial Fountain is a Richardsonian Romanesque-style fountain with Byzantine Revival elements, located at the east terminus of Cadillac Square at Bates Street. The fountain was listed in the NRHP under Criterion B for its significant association with former Michigan Governor John Judson Bagley and under Criterion C as a significant example of the Romanesque Revival style with Byzantine Revival elements applied to a fountain as designed by prominent American architect Henry Hobson Richardson. Since its listing, the fountain has been moved and has also been determined eligible under Criteria Considerations B and F.

Near the John J. Bagley Memorial Fountain, project implementation under Design Alternatives A1 and B2 would include construction of a TPSS and associated overhead electrical system, consisting of overhead wires and support poles, at the southeast corner of Cadillac Square and Bates Street in an existing parking lot. The TPSS would be a one-story, rectangular, approximately sixty-by-twenty-five-foot building incorporating context-sensitive materials to blend the building into the existing streetscape context. Additionally, measures to screen the TPSS to minimize potential visual impact may be employed. The overhead electrical system would be installed south of the TPSS, leading to the curb-running guideway alignments and OCS located along the north edge of Congress Street. The TPSS would be installed approximately 130 feet southeast of the property's NRHP boundary, and the overhead electrical system would be installed approximately 180 feet southeast of the property's NRHP boundary. No guideway alignments or planned stations are proximate to the property. No project activity under Design Alternative B3 is planned near the property.

No physical impacts to the John J. Bagley Memorial Fountain would occur; no project activity is proposed within the property's NRHP boundary. Therefore, no effects to the property's integrity, design, materials, or workmanship would occur under Design Alternatives A1 and B2. Because the fountain has been moved, it no longer retains integrity of location. The project would not result in any impact to the fountain's current location, which is its third.

The John J. Bagley Memorial Fountain no longer retains integrity of setting due to the relocation of the fountain. The proposed TPSS would be visible from the property's south and east elevations, but these project facilities represent a minor alteration to the property's non-historic visual setting and would occur outside of the property's boundary. Because the area around the fountain is not the structure's original setting, no historically significant views to or from the property are present or would be obscured, and no character-defining features of the property's already compromised setting would be impacted. No proximate views to or from the John J. Bagley Memorial Fountain would be obstructed or obscured. Because no historically significant views are present or 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 Alternatives A1 and B2 would have no effect to the property's setting, which does not retain integrity.

Furthermore, no project activity would alter the property's feeling as a late-nineteenth-century, Richardsonian Romanesque fountain influenced by the Byzantine Revival style as designed by Henry Hobson Richardson, or its association with that style. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Alternatives A1 and B2.

Because no project activity is proposed in the vicinity of the Bagley Fountain under Design Alternative B3, there will be no effect to the historic property under that design alternative.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the John J. Bagley Memorial Fountain.



**Figure 2**

Facing southeast to proposed location of TPSS #2 from southeast NRHP boundary of John J. Bagley Memorial Fountain at Cadillac Square and Bates Street



**Figure 3**

Facing west along Cadillac Square toward Campus Martius Park and Woodward Avenue from southwest NRHP boundary of John J. Bagley Memorial Fountain

**Attachment E – Determinations of Effect**

Woodward Avenue Light Rail Transit Project (ER# 08-462)  
Phased Section 106 Submittal – Supplemental Report II (February 2011)

### Barlum Tower

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

The Barlum Tower is a forty-story, terra cotta-clad Late Gothic Revival-style office building; it is located at the northwest corner of Cadillac Square and Bates Street. The building possesses a rectangular block shape with clearly defined base, shaft, and capital sections indicative of the Commercial Style. The property was listed in the NRHP under Criterion C as an excellent example of the Late Gothic Revival style applied to a high-rise building in Downtown Detroit and as an outstanding example of the local architecture firm Bonnah and Chaffee's work.

Near the Barlum Tower, project implementation under Design Alternatives A1 and B2 would include construction of a TPSS and associated overhead electrical system, consisting of overhead wires and support poles, at the southeast corner of Cadillac Square and Bates Street in an existing parking lot. The TPSS would be a one-story, rectangular, approximately sixty-by-twenty-five foot building incorporating context-sensitive materials to blend the building into the existing streetscape context. Additionally, measures to screen the TPSS to minimize potential visual impact may be employed. The overhead electrical system would be installed south of the TPSS, leading to the curb-running guideway alignments and OCS located along the north edge of Congress Street. The TPSS would be installed approximately 200 feet southeast of the property's southeast NRHP boundary, and the overhead electrical system would be installed approximately 250 feet southeast of the property's southeast NRHP boundary. No guideway alignments or planned stations are proximate to the property.

No physical impacts to the Barlum Tower 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 Alternatives A1 or B2.

Project implementation would not adversely affect the Barlum Tower's setting. Although the proposed TPSS would be visible from the building's south-facing facade and portions of its east (side) elevation, these project facilities represent a minor alteration to the property's visual setting and would occur outside of the property's boundary. Furthermore, based on the forty-story Barlum Tower's scale, the proposed project components would represent a minor alteration to the property's setting. 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 Barlum Tower 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 Alternatives A1 or B2 would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as an early-twentieth-century Late Gothic Revival-style high-rise building or its association with that style or with the architecture firm Bonnah and Chaffee. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Alternatives A1 and B2.

No project activity under Design Alternative B3 is planned near the property; therefore no effects to the property are anticipated under Design Alternative B3.

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



**Figure 4**

Facing southeast to proposed location of TPSS #2 from south NRHP boundary of Barlum Tower at Cadillac Square and Bates Street



**Figure 5**

Facing west along Cadillac Square toward Campus Martius Park and Woodward Avenue from south NRHP boundary of Barlum Tower, west of Bates Street

**Attachment E – Determinations of Effect**

### New Cadillac Square Apartments

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

The New Cadillac Square Apartments is a twenty-story, U-shaped, terra-cotta-clad Commercial Style apartment building that incorporates Italian Renaissance Revival ornamentation. It is located at the northeast corner of Cadillac Square and Bates Street. The building retains the character-defining features of the Commercial Style: a tall building reflecting the base, shaft, and capital of a classical column; steel-frame construction with terra-cotta cladding; and a grid-like pattern of symmetrically arranged windows. The property was determined eligible for the NRHP under Criterion A for its association with the development of Downtown Detroit, under Criterion B for its association with the productive life of prominent local businessman John J. Barlum, and under Criterion C as a significant example of an early twentieth-century Commercial Style building with Italian Renaissance Revival ornamentation in Detroit.

Near the New Cadillac Square Apartments building, project implementation under Design Alternatives A1 and B2 would include construction of a TPSS and associated overhead electrical system, consisting of overhead wires and support poles, at the southeast corner of Cadillac Square and Bates Street in an existing parking lot. The TPSS would be a one-story rectangular, approximately sixty-by-twenty-five-foot building incorporating context-sensitive materials to blend the building into the existing streetscape. Additionally, measures to screen the TPSS to minimize potential visual impacts may be employed. The overhead electrical system would be installed south of the TPSS, leading to the curb-running guideway alignments and OCS located along the northern edge of Congress Street. The TPSS would be installed approximately 190 feet south of the property's NRHP boundary, and the overhead electrical system would be installed approximately 240 feet south of the property's NRHP boundary. No guideway alignments or planned stations are proximate to the property.

No physical impacts to the New Cadillac Square Apartments 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 Alternatives A1 and B2.

Project implementation would not affect the New Cadillac Square Apartments building's setting. Although the proposed TPSS would be visible from the building's south-facing facade, this project facility represents a minor alteration to the property's visual setting and would occur outside of the property's boundary. Based on the twenty-story apartment building's scale, the proposed project components would represent a minor alteration to the property's setting. 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 New Cadillac Square Apartments 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 Alternatives A1 or B2 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 Commercial Style building with Italian Renaissance Revival ornamentation or its association with those styles. Therefore, project implementation would have no effect to the property's integrity of feeling and association under Design Alternatives A1 and B2.

No project activity under Design Alternative B3 is planned near the property; therefore no effects to the property are anticipated under Design Alternative B3.

Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the New Cadillac Square Apartments.



**Figure 6**

Facing south across Cadillac Square to proposed location of TPSS #2 from southwest NRHP boundary of New Cadillac Square Apartments at Cadillac Square and Bates Street



**Figure 7**

Facing west along Cadillac Square toward Campus Martius Park and Woodward Avenue from southwest NRHP boundary of New Cadillac Square Apartments at Bates Street

**Attachment E – Determinations of Effect**

Woodward Avenue Light Rail Transit Project (ER# 08-462)  
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### Detroit Public Library Downtown Branch

(See Map Attachment C; see Figure 8)

The Detroit Public Library Downtown Branch is a Classical Revival-style library building constructed in 1932 and designed by William E. Kapp of the local firm Smith, Hinchman, & Grylls. The limestone building is distinguished by its roughly triangular footprint, curved facade, copper roof, and classical ornamentation. The building was determined eligible for the NRHP under Criterion A for its association with the Detroit Public Library system and under Criterion C as a good example of Classical Revival architecture in Detroit and of the work of prominent local architect William E. Kapp.

No project activity under Design Alternatives A1 and B2 is planned near the property. Therefore, no effect to the property is anticipated under Design Alternatives A1 and B2.

Near the Detroit Public Library Downtown Branch, project implementation under Design Alternative B3 would include construction of a TPSS at the northeast corner of Woodward and Gratiot avenues. The TPSS would be a one-story, rectangular, approximately sixty by twenty-five-foot building incorporating context-sensitive materials to blend the building into the existing streetscape. Additionally, measures to screen the TPSS to minimize potential visual impacts may be employed. The overhead electrical system would be installed southwest of the TPSS and lead to the curb-running guideway alignments and overhead contact system located along Woodward Avenue. The TPSS would be located approximately 250 feet southwest of the Detroit Public Library Downtown Branch's western NRHP boundary. No guideway alignments or planned stations are proximate to the property. No physical impacts to the Detroit Public Library Downtown Branch 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 Detroit Public Library Downtown Branch no longer retains integrity of setting due to the loss of historic structures and the presence of parking lots and modern construction that were not present during the library's period of significance. In particular, the Detroit People Mover's proximity to the library's south-facing facade substantially alters the visual setting in that area. Although the proposed TPSS would be visible from the Detroit Public Library Downtown Branch's west elevation, this project facility represents a minor alteration to the property's altered, non-historic 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 Public Library Downtown Branch would be obstructed or obscured. Because no historically significant views would be obscured, no visual effects to the property were identified. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for this property. Therefore, project implementation would have no effect to the property's integrity of setting.

Furthermore, no project activity would alter the property's feeling as a Classical Revival-style library building or its association with that style or the work of William E. Kapp. Therefore, project implementation would have no effect to the property's integrity of feeling or association.

Design Alternative B3 would have no effect on the Detroit Public Library Downtown Branch. Based on this evaluation, the Woodward Avenue LRT would have **no effect** to the Detroit Public Library Downtown Branch.



**Figure 8**

Facing west across Farmer Street to proposed location of TPSS #3 from west NRHP boundary of Detroit Public Library Downtown Branch at Farmer Street and Gratiot Avenue

### Michigan State Fairgrounds Historic District

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

The Michigan State Fairgrounds Historic District is a 164-acre site comprised of twenty-two exhibition-type buildings and a variety of supporting fair facilities constructed between 1922 and 1985. Many of the district's buildings are representative of exhibition architecture popularized by international fairs and expositions of the late nineteenth and early twentieth centuries. The Michigan State Fairgrounds Historic District was determined eligible for listing in the NRHP under Criterion A for its association with the legacy of the Michigan State Fair and under Criterion C for its collection of exhibition architecture and facilities unique to the planning of twentieth-century fairgrounds.

Near the Michigan State Fairgrounds Historic District, project implementation would include construction of the guideway alignment and OCS in the widened median of Woodward Avenue. The OCS, consisting of support poles and wires, and the guideway would be installed along the alignment, on ballast in the existing median, and approximately 35 to 50 feet west of the district's westernmost proposed NRHP boundary. Also proposed near the district is a single, double-sided, center platform LRT station, including a one-story canopy structure and a pedestrian access ramp located on the north end of the station. In addition, a pedestrian overpass, with elevators and staircases, would be constructed over the north-bound lanes of Woodward Avenue, at the north end of the station. The proposed station would be located near the northwest end of the district, within the existing widened median, and approximately 30 feet from the western proposed NRHP boundary. The staircase and elevators of the proposed pedestrian bridge would be located within the district's proposed western NRHP boundary, near its northwest corner. Further project activity near the proposed historic district boundary would include for the proposed construction of a park-and-ride facility north of the district between West Winchester Avenue and Alameda Street along Woodward Avenue.

No physical impacts to contributing elements of the Michigan State Fairgrounds Historic District would occur. Construction of the proposed guideway, OCS, and LRT station would not take place within the district's proposed NRHP boundary; construction of a portion of the proposed pedestrian bridge and park-and-ride facilities would take place on non-historic sidewalk, roadway, and parking lot areas containing non-historic materials that do not contribute to the district's significance. Therefore, no adverse effects to the district's integrity of location, design, materials, and workmanship would occur.

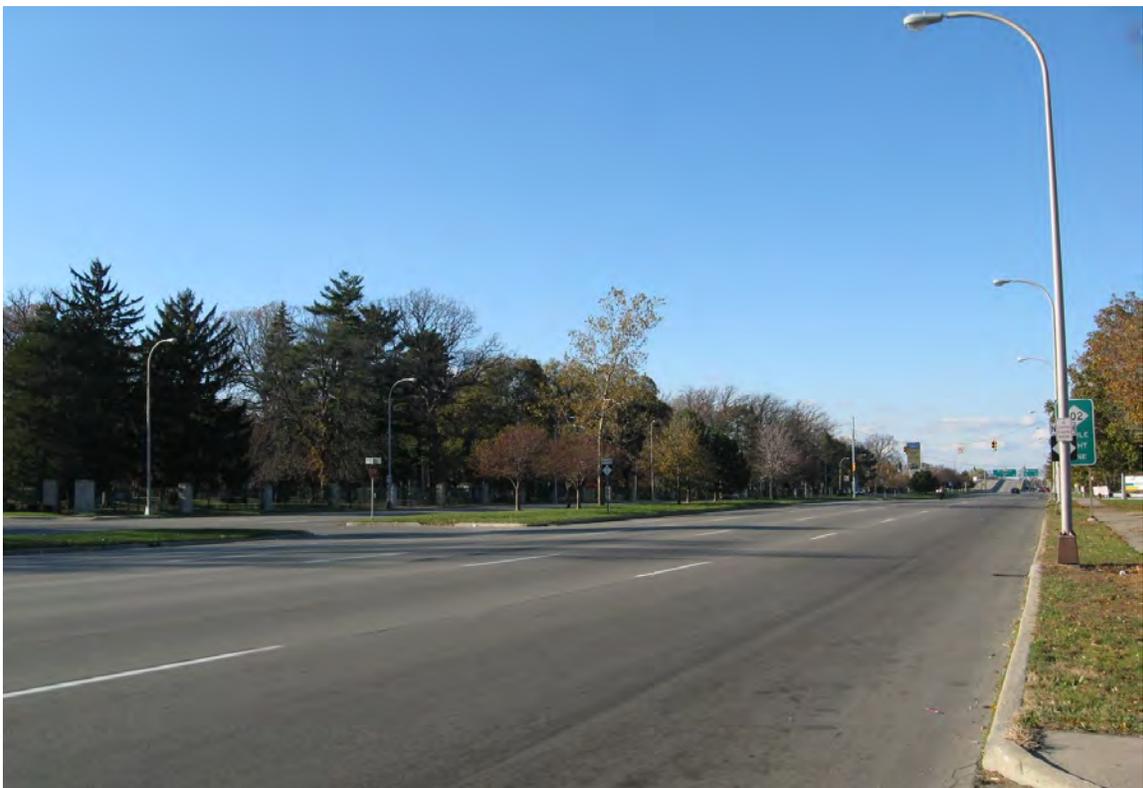
Project implementation would not adversely affect the Michigan State Fairgrounds Historic District's setting. Although the proposed guideway, OCS, LRT station, pedestrian bridge, and park-and-ride-facility would be visible from some portions of the district, these project elements would represent a minor alteration to the district's setting. The western, Woodward Avenue setting is not a character-defining feature of the district and no historically significant views were identified in this area. Furthermore, existing parking lots and vegetation along Woodward Avenue largely shield views to and from contributing resources. While a small portion of the district would be utilized to accommodate the pedestrian bridge's staircase and elevators, this project component would occur in the vicinity of existing, non-contributing parking lots and would not alter significant views to or from the district. No historically significant views to or from the district would be obscured, and no character-defining features of the district's setting would be impacted. In addition, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the property. Therefore, project implementation would have no adverse effect to the district's integrity of setting.

Furthermore, no project activity would alter the district's feeling as a collection of twentieth-century exhibition architecture or its association with that building type, the various represented architectural styles, or the Michigan State Fair. Therefore, project implementation would have no effect to the property's integrity of feeling and association.

Based on this evaluation, the Woodward Avenue LRT would have **no adverse effect** to the Michigan State Fairgrounds Historic District.



**Figure 9**  
Facing southwest along Woodward Avenue from west NRHP boundary of Michigan State Fairgrounds Historic District



**Figure 10**  
Facing northwest along Woodward Avenue from west NRHP boundary of Michigan State Fairgrounds Historic District

**Attachment E – Determinations of Effect**

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

(See Map Attachment C; see Figures 11-13)

Woodlawn Cemetery is a sprawling, turn-of-the-century, landscape lawn cemetery containing an abundance of high-style monuments, mausoleums, chapels, and accessory structures. The site is distinguished by its winding paths, large plots, extensive vegetation, and various other park-like amenities. Woodlawn Cemetery was determined eligible for listing in the NRHP under Criterion A for its association with the development of the landscape lawn cemetery movement in Detroit, and under Criterion C and Criteria Consideration D for its landscape lawn plan and for its collection of high-style, architect-designed funerary architecture.

Near the Woodlawn Cemetery, project implementation would include construction of the guideway alignment and OCS in the widened median of Woodward Avenue. The OCS, consisting of support poles and wires, and the guideway would be installed along the alignment, on ballast in the existing median, and approximately 90 feet west of the district's easternmost proposed NRHP boundary. Also proposed near the district is a single, double-sided, center platform LRT station, including a one-story canopy structure and a pedestrian access ramp located on the north end of the station. In addition, a pedestrian overpass, with elevators and staircases, would be constructed over the north-bound lanes of Woodward Avenue, at the north end of the station. The proposed station and pedestrian bridge would be located approximately 90 feet from the eastern proposed NRHP boundary.

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

Project implementation would have no effect to Woodlawn Cemetery's bucolic setting. The proposed guideway and OCS would be visible to and from portions of Woodlawn Cemetery's eastern proposed NRHP boundary; however, these project components would represent a minor alteration to the site's eastern setting. The proposed LRT station and elevated pedestrian bridge would be located 90 feet east of the cemetery's NRHP boundary near the non-historic Caretaker's House. The cemetery would be substantially visually shielded from the station by a row of mature trees along Woodward Avenue. No historically significant views to or from the cemetery would be obscured by project implementation, and no character-defining features of the cemetery's setting would be affected. Because no significant views would be obscured, no visual impacts to the cemetery were identified. Furthermore, based on current information, no auditory, vibratory, or atmospheric impacts were identified for the historic 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 landscape lawn cemetery or its association with that landscape design. Therefore, project implementation would have no effect to the cemetery's integrity of feeling and association.

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



**Figure 11**

Facing southeast along Woodward Avenue from east NRHP boundary and entrance of Woodlawn Cemetery



**Figure 12**

Facing east across Woodward Avenue to Michigan State Fairgrounds Historic District from east NRHP boundary and entrance of Woodlawn Cemetery

**Attachment E – Determinations of Effect**

Woodward Avenue Light Rail Transit Project (ER# 08-462)  
Phased Section 106 Submittal – Supplemental Report II (February 2011)



**Figure 13**

Facing northeast along Woodward Avenue to Michigan State Fairgrounds Historic District (at right) from east NRHP boundary and entrance of Woodlawn Cemetery

**Attachment F**  
Additional Sources

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