

# Application for Section 106 Review

ER# 08-462

Phased Section 106 Submittal  
Supplemental Report II

## WOODWARD AVENUE LIGHT RAIL TRANSIT PROJECT

Detroit, Michigan

February 2011



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



City of Detroit  
Department of Transportation

**WOODWARD LIGHT RAIL**

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**STATE HISTORIC PRESERVATION OFFICE**  
**Application for Section 106 Review**

SHPO Use Only				
<input type="checkbox"/> IN	Received Date	____ / ____ / ____	Log In Date	____ / ____ / ____
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Submit one copy for each project for which review is requested. This application is required. Please type. Applications must be complete for review to begin. Incomplete applications will be sent back to the applicant without comment. Send only the information and attachments requested on this application. Materials submitted for review cannot be returned. Due to limited resources we are unable to accept this application electronically.

**I. GENERAL INFORMATION**

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

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

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

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

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

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

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

**Note: Every project has an APE.**

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

#### IV. IDENTIFICATION OF HISTORIC PROPERTIES

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

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

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

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

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

**Attachment A**  
Additional Information for  
Application for Section 106 Review

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## Attachment A – Additional Information for Application for Section 106 Review

### **Section I. General Information**

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

The enclosed survey data forms and effects assessments form a supplemental technical report to the previously submitted phased historic resources identification reports and assessment of effects reports.

This supplemental report was developed to address additional project information regarding proposed traction power substations (TPSS) locations and construction staging areas along the project corridor, and the relocation of the Michigan State Fairgrounds station and its associated park-and-ride facility further north along Woodward Avenue. These changes required an expansion of the APE at TPSS locations and the Michigan State Fairgrounds station site, and an evaluation of additional properties. During a Federal Transit Administration (FTA) conference call with SHPO staff on January 13, 2011, SHPO agreed that the project's previously established APE standards and delineation approach, which was developed in consultation with the SHPO, be applied at TPSS locations, and that additional project information and related determinations of eligibility and assessments of effect be compiled in a separate supplemental report for submittal to the SHPO and consulting parties for review and comment.

Therefore, this supplemental technical report includes additional information regarding the TPSS, construction staging areas, and the Michigan State Fairgrounds station and park-and-ride facility relocation, as well as survey data forms for properties included within the APE as a result of these project refinements, and effects assessments for newly identified NRHP-listed or eligible historic properties.

### **Section II. Ground Disturbing Activity**

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

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

within existing roadway rights-of-way and within travel lanes and/or median areas/sidewalks. The width and depth of ground disturbance would vary from approximately 28 to 48 feet wide and from 0 to 3 feet deep.

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

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

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

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

#### Woodward Avenue

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

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

#### Downtown Detroit and Midtown Area

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

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

### New Center Area

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

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

### Highland Park

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

### Palmer Park Area

The City of Detroit jurisdiction resumes north of McNichols Road and includes Palmer Park and the Palmer Woods neighborhood. Palmer Park is a large 270-acre public park and golf course deeded to the city in 1893. Constructed prior to World War II, the apartment buildings south of Palmer Park include the Egyptian, Spanish, Mediterranean, Venetian, Tudor, and Moorish revival styles, and the Art Moderne and International styles. North of Palmer Park is the Palmer Woods neighborhood that developed from farmland in the 1920s as an upper-class neighborhood of large Tudor Revival-style homes. North of Palmer Park and the Palmer Woods neighborhood are the Evergreen and Woodlawn cemeteries, which date to 1905 and 1895,

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

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

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

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

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

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

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

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

### **Section III. Project Work Description and APE**

#### **a. Provide a detailed written description of the project.**

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

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

#### **Design Alternatives**

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

##### **Design Alternative A1**

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

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

##### **Design Alternative B2**

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

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

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

### Design Alternative B3

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

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

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

### **Project Elements and Facilities**

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

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

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

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

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

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

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

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

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

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

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

\*Located directly on Woodward Avenue between Larned and Congress streets

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### **Section IV. Identification of Historic Properties**

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

See table in Attachment D. The enclosed survey data forms supplement the series of historic property identification and evaluation reports previously submitted to the SHPO. The current submittal contains documentation on eight resources located near the TPSS sites and the

relocation of the Michigan State Fairgrounds station and park-and-ride facility, and one property that was inadvertently omitted in the initial submittals.

Of these, two were previously listed in the NRHP: the John J. Bagley Memorial Fountain (Survey ID 1-30) and the Barlum Tower (1-31). Of the seven resources that were previously not identified and/or evaluated for NRHP eligibility, two were determined to be eligible for listing, the New Cadillac Square Apartments (1-32) and the Detroit Public Library Downtown Branch (1-33).

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

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

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

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

## **Section V. Photographs**

See Attachment D.

## **Section VI. Determination of Effect**

Evaluations included in Attachment E assess potential project effects to the 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. No adverse effects to these historic properties were identified.

Due to refinements at the project's northern terminus, including moving the 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 new and revised effects determinations are summarized in Attachment E.

In addition, previously identified historic properties within the vicinity of the proposed TPSS and construction staging areas were evaluated to determine if the location of a TPSS or a construction staging area would adversely affect any of these historic properties. Based on

these evaluations, no TPSS sites or construction staging areas would adversely affect any previously identified historic properties.

No TPSS are proposed within the boundaries of any historic properties; therefore, these sites would not affect any historic property's integrity of location, design, materials, or workmanship. No TPSS are located in close proximity to any previously identified historic properties. Typical 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. Although some TPSS would be located within the urban viewshed of select, previously identified historic properties, any changes to these properties' viewsheds would be minor. No adverse visual effects to any previously identified historic properties were identified. Furthermore, no auditory, vibratory, or atmospheric impacts related to the TPSS were identified for any historic properties. Therefore, the proposed TPSS would not affect the setting, feeling, or association of any previously identified historic properties. Based on this evaluation, the TPSS would have no effect on any previously identified historic properties.

No construction staging areas are proposed within the boundaries of any historic properties; therefore, these sites would not affect any historic property's integrity of location, design, materials, or workmanship. Due to the nature of the construction staging areas' proposed temporary storage use, no permanent structures would be erected at these locations. Visual impacts in these areas would be minor and temporary, and would be limited to storage of project vehicles and construction materials. This project activity would be temporary and would not obstruct or obscure any historically significant views to or from any historic properties. The construction storage areas would not visually effect the setting of any historic properties. Furthermore, no auditory, vibratory, or atmospheric impacts related to the construction staging areas were identified for any historic properties. Therefore, the construction staging areas would not affect the setting, feeling, or association of any previously identified historic properties. Based on this evaluation, the construction staging areas would have no effect on any previously identified historic properties.

Furthermore, during additional noise and vibration analysis, the potential for impacts to select historic properties was identified. However, these potential impacts would be reduced below FTA impact thresholds; these reductions would be achieved through the incorporation of standard noise and vibration impact mitigation measures into the project's design.

Mitigation measures that may be employed to reduce potential noise impacts include relocation of special trackwork, automatic lubrication of tracks on tight curves, wheel dampeners and custom-made vehicle skirts, undercar absorption, and building insulation, or a combination thereof. Mitigation measures to reduce potential vibratory impacts could include relocation of special trackwork, resilient wheels and track support systems, track fasteners or track frogs, and additional building insulation, or a combination thereof. If any potential noise or vibratory impacts to historic properties are confirmed, and mitigation measures to reduce the impact require any project activity within a property's NRHP boundary, that project activity would be evaluated for its potential effect to the historic property, documented, and submitted to the SHPO and consulting parties for comment.

## **Methodology**

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

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.

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

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

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

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

**Design is the combination of elements that create the form, plan, space, structure, and style of a property.** It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

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

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

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

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

**Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.** It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and

plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques. Workmanship is important because it can furnish evidence of the technology of a craft, illustrate the aesthetic principles of a historic or prehistoric period, and reveal individual, local, regional, or national applications of both technological practices and aesthetic principles.

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

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

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

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

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

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

Because of common misunderstandings regarding the application of the criteria of adverse effects to historic properties, it is necessary to clearly state that just because project components may be visible from a historic property, this does not necessarily constitute an adverse effect. Factors considered for resources that fall into this category include proximity of the guideway to the historic property, the significance of viewsheds as indicated in prior

documentation (including earlier documentation and more recent updates), and the overall importance of integrity of setting to the historic property's determination of eligibility. In most cases, installing the LRT guideway and OCS proximate to a historic property is not considered an adverse effect. In some cases, this finding is supported by the history of the area, where streetcars were previously present during the periods of significance of many historic properties. Conversely, adverse effect determinations tended to result when proposed stations are located proximate to historic properties or within historic districts where integrity of setting remained intact. Generally, in these cases, the stations adversely affected integrity of setting or feeling and diminished the relationship among contributing resources within the district. Prior documentation for historic properties was reviewed to determine under which Criteria for Evaluation a property was deemed eligible for the NRHP, which historic characteristics and features of a property qualified it for eligibility, and which areas of integrity were most relevant to the eligibility determination and to what degree the property retains them.

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

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

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

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

## **Avoidance Alternatives, Planning to Minimize Effects, and Mitigation**

Per 36 CFR 800.6, findings of adverse effect to historic properties require that efforts to resolve such effects must be undertaken by developing and evaluating alternatives or modifications to the undertaking that could avoid, minimize, or mitigate adverse effects. Throughout the course of the project, planners and design staff were made aware of the historic and architectural significance of the historic properties within the APE. Efforts have been successfully made to avoid physical impacts to historic properties. For environmental and functional considerations, the proposed guideway alignment would be located within the existing roadway alignments, avoiding direct physical impacts to historic properties.

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

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

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

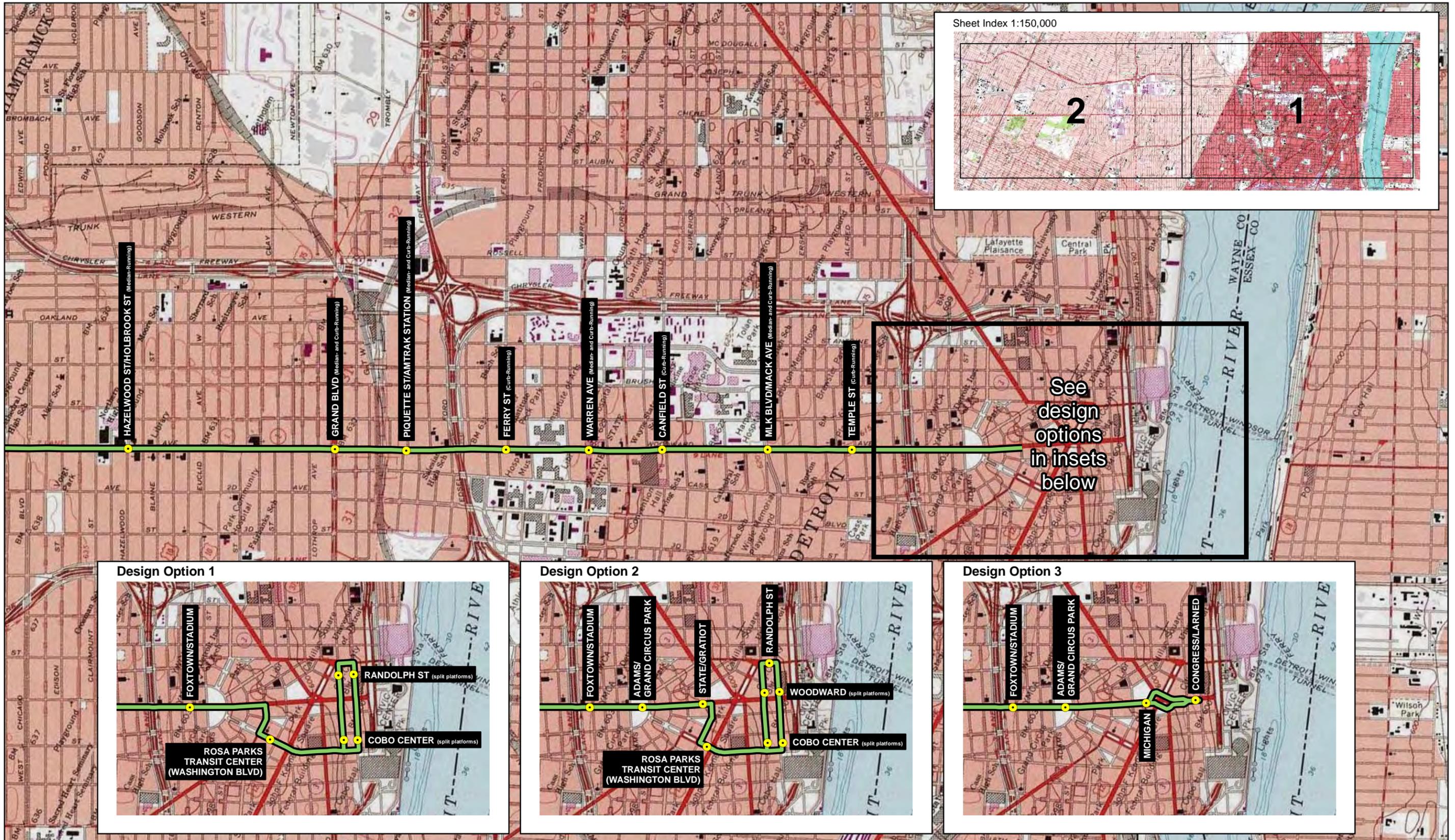
#### **Future Project Refinement and/or Changes**

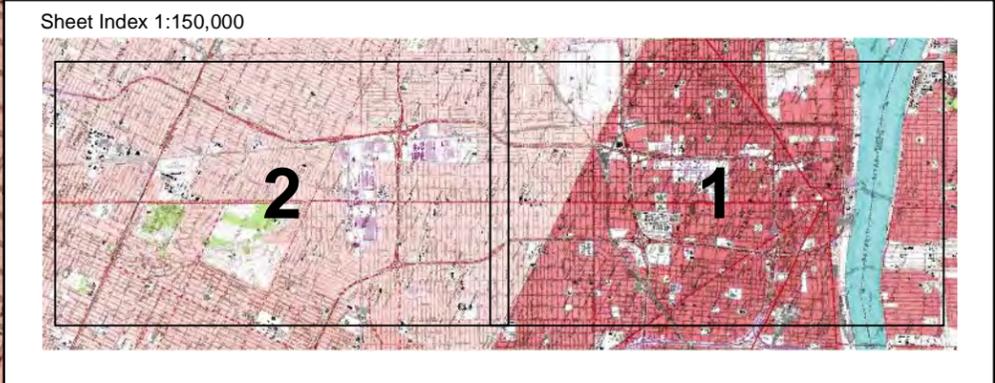
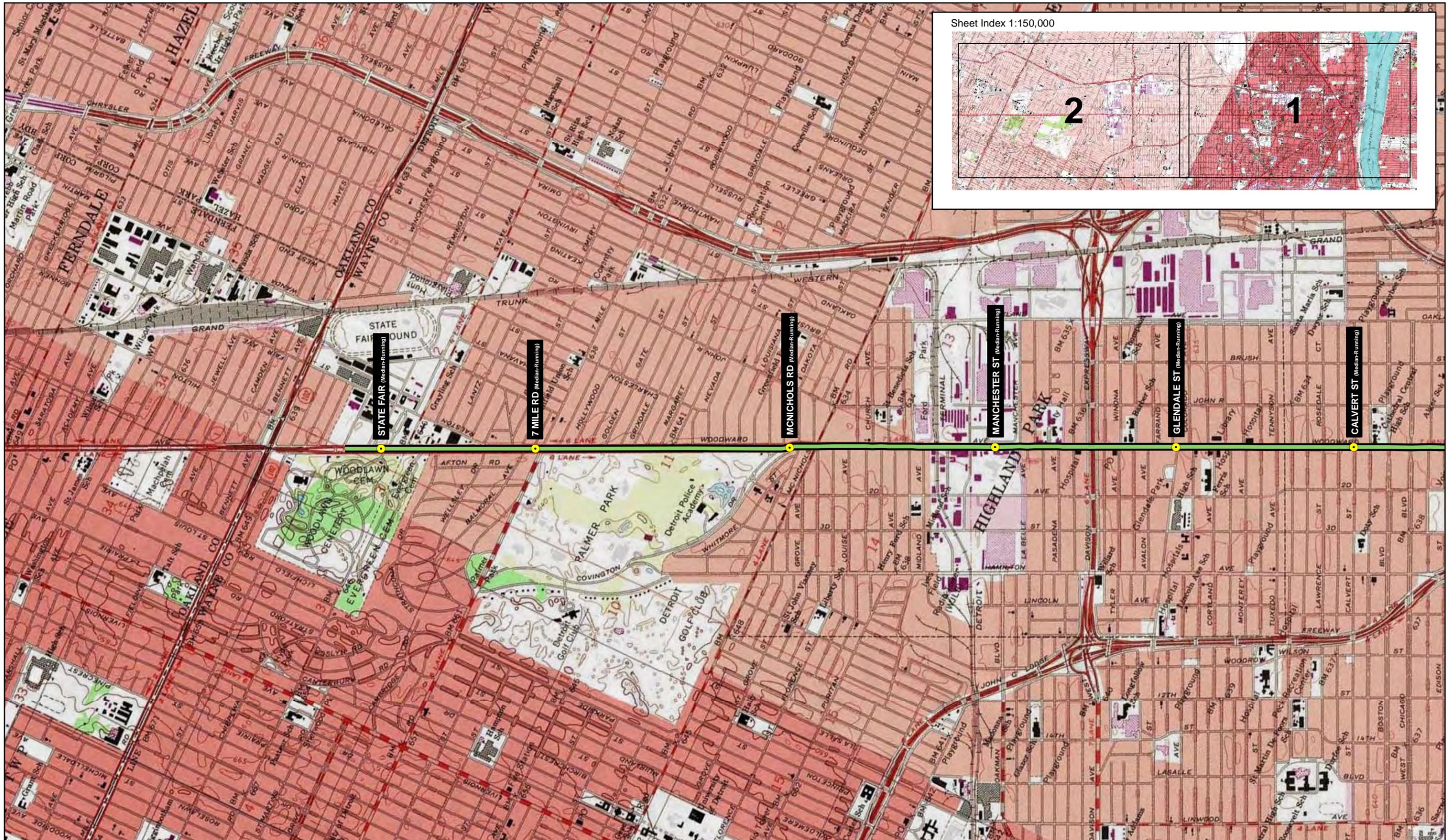
Future project refinements and/or changes that would affect determinations made in this report, including efforts to avoid and/or minimize identified adverse effects, will be coordinated with the SHPO through appropriate documentation (supplemental reports and/or technical memoranda). All such documentation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

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**Attachment B**  
Project Location Map

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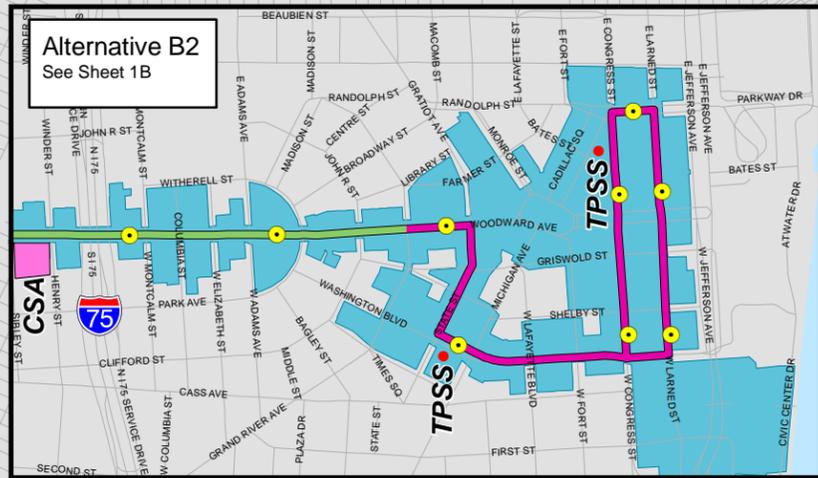
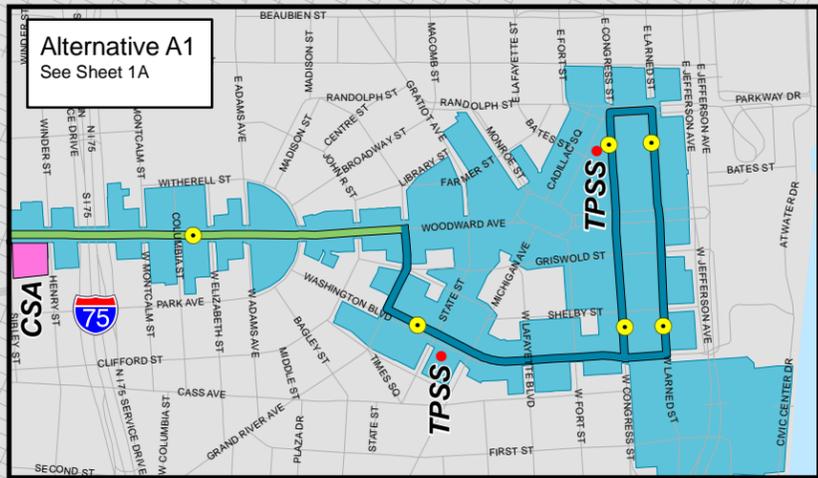
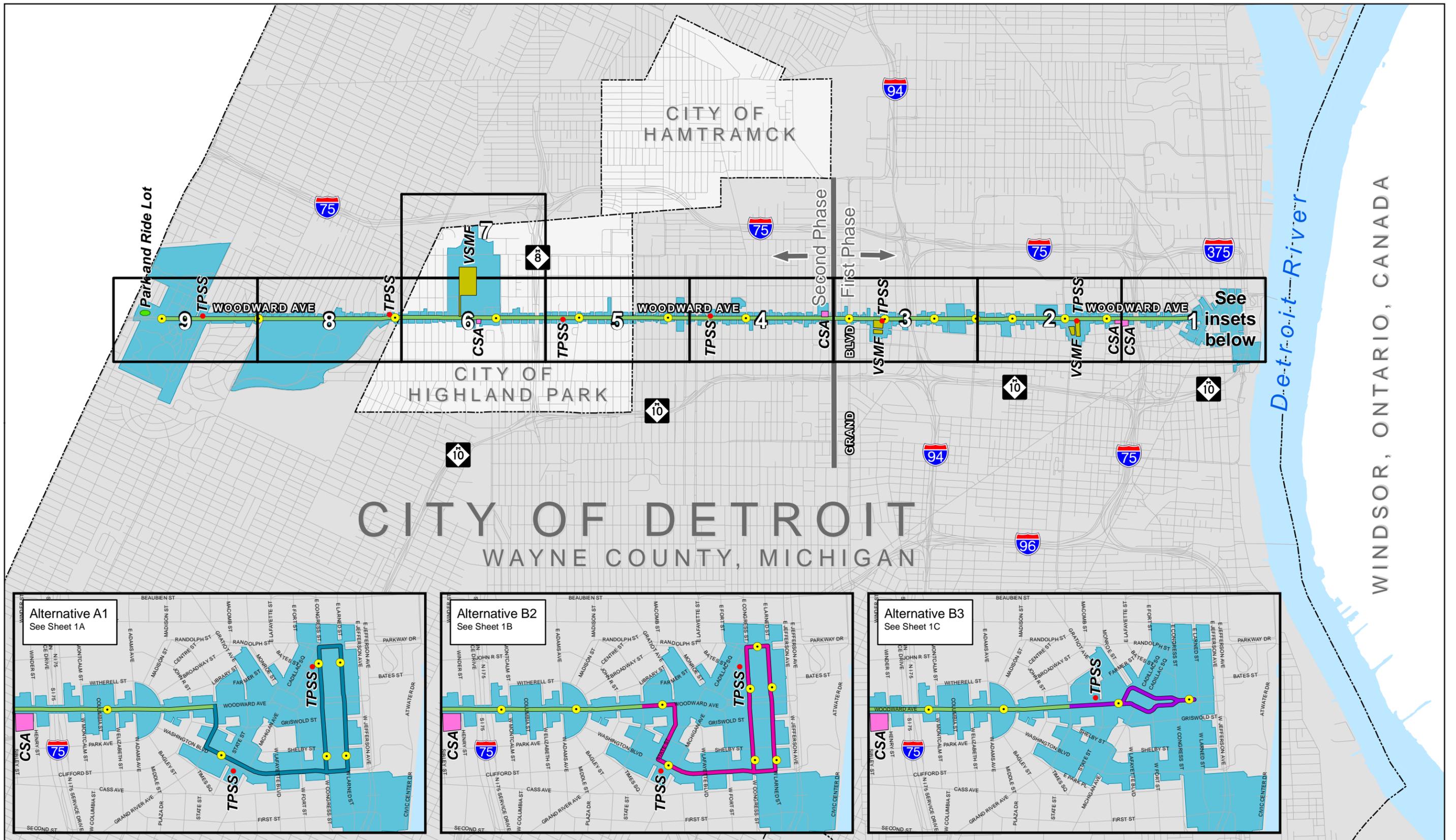




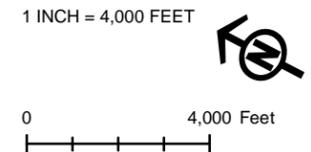
**Attachment C**

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

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**WOODWARD LIGHT RAIL**



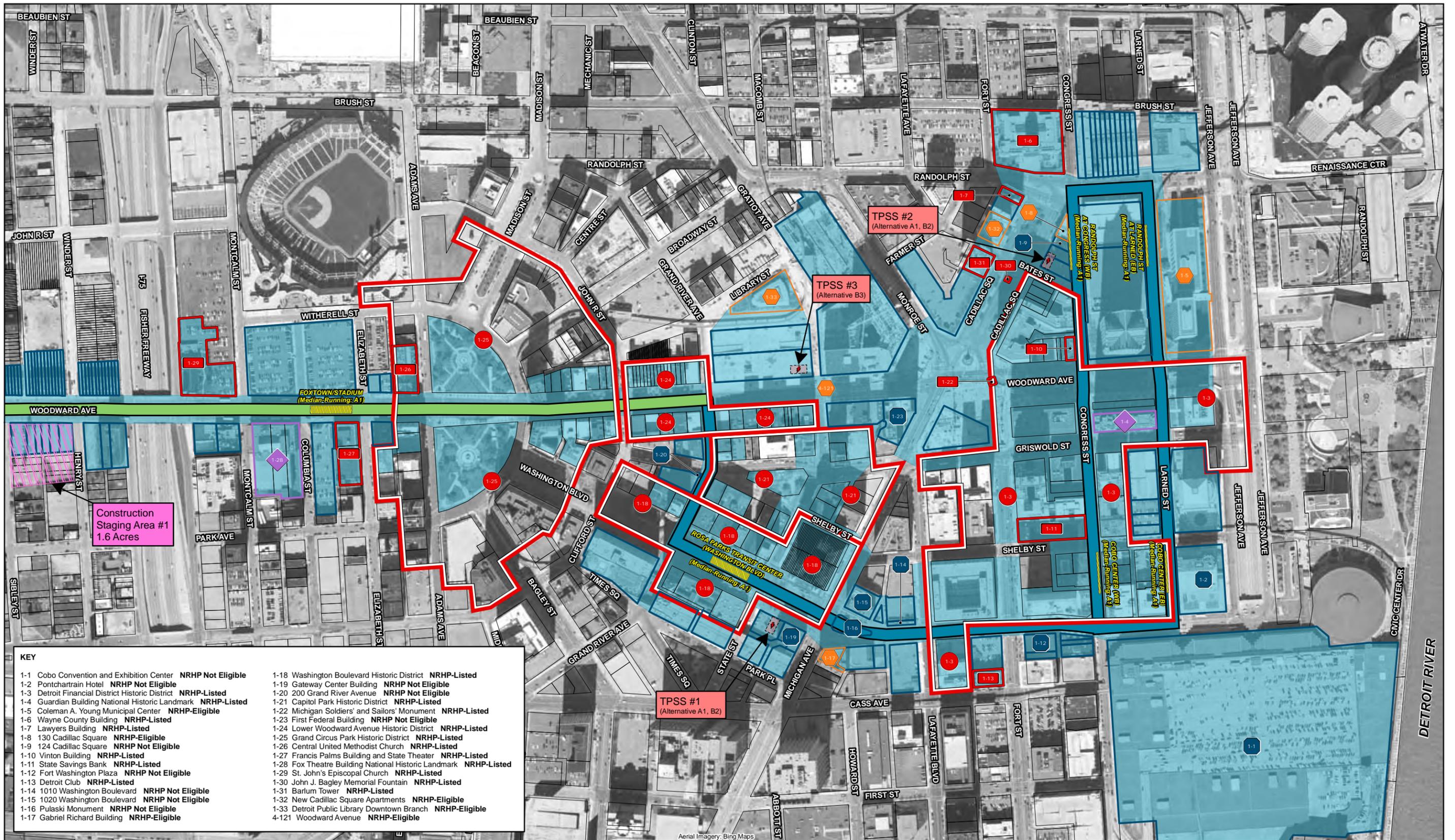
- Locally Preferred Alternative (LPA)
- Alternative A1
- Alternative B2
- Alternative B3
- Proposed Station
- Construction Staging Area (CSA)
- Park and Ride Lot
- Traction Power Substation (TPSS)
- Vehicle Storage Maintenance Facility (VSMF)

Area of Potential Effects (APE)

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

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

Location Map and Sheet Index



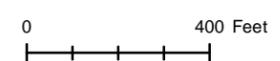
**KEY**

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



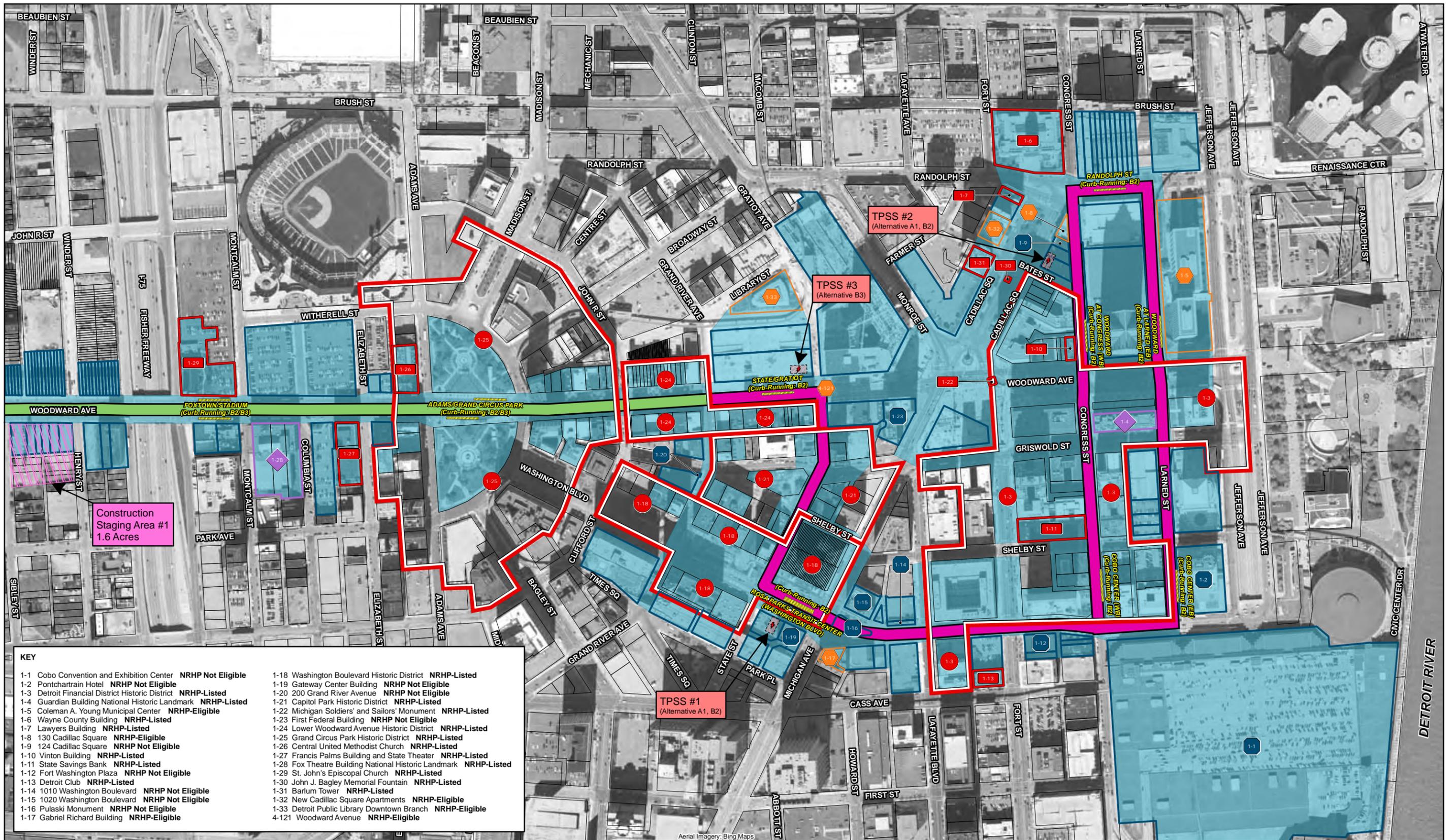
**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



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

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



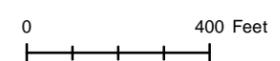
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1-3 Detroit Financial District Historic District <b>NRHP-Listed</b>	1-20 200 Grand River Avenue <b>NRHP Not Eligible</b>
1-4 Guardian Building National Historic Landmark <b>NRHP-Listed</b>	1-21 Capitol Park Historic District <b>NRHP-Listed</b>
1-5 Coleman A. Young Municipal Center <b>NRHP-Eligible</b>	1-22 Michigan Soldiers' and Sailors' Monument <b>NRHP-Listed</b>
1-6 Wayne County Building <b>NRHP-Listed</b>	1-23 First Federal Building <b>NRHP Not Eligible</b>
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1-17 Gabriel Richard Building <b>NRHP-Eligible</b>	4-121 Woodward Avenue <b>NRHP-Eligible</b>



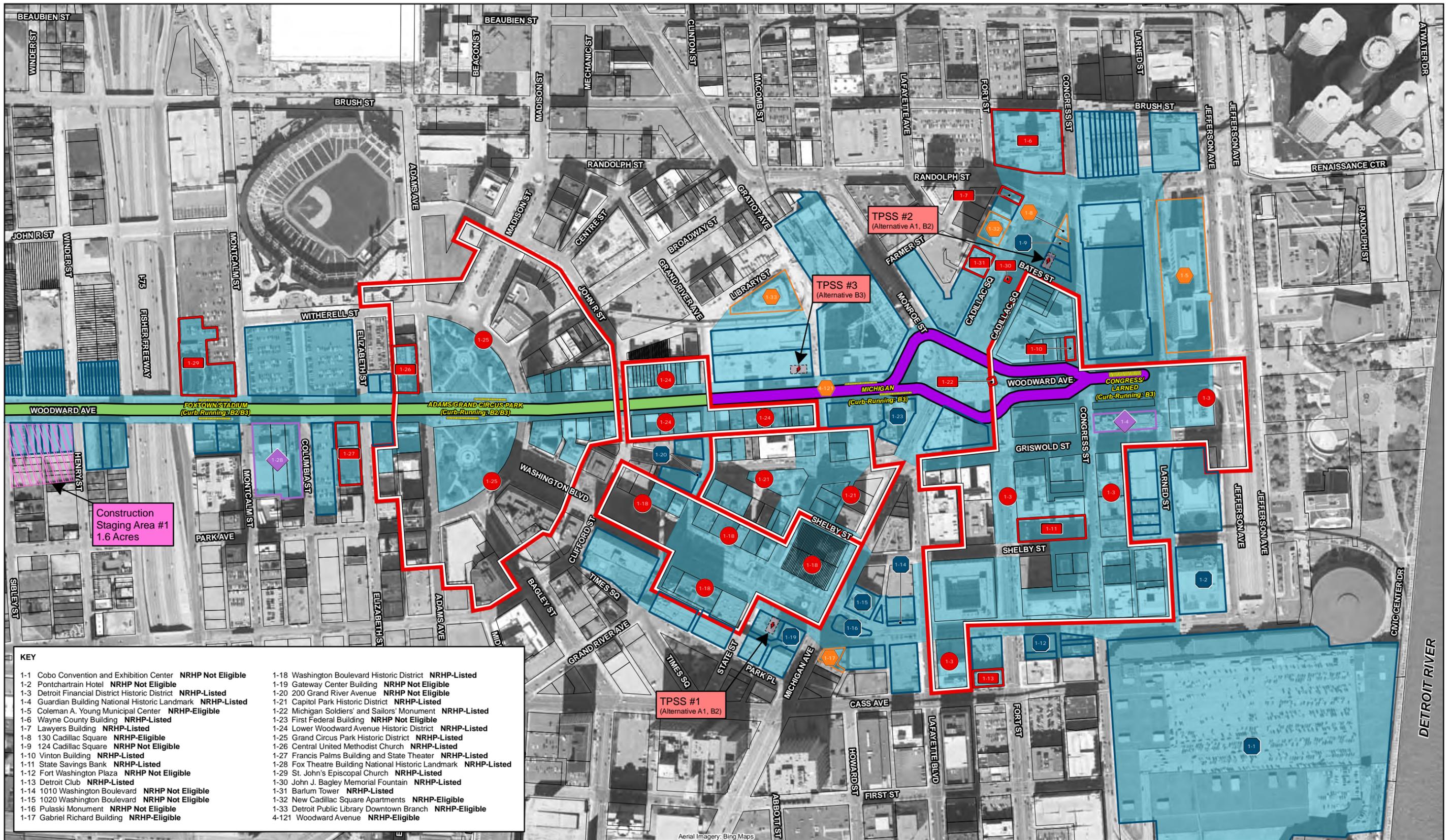
**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



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

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



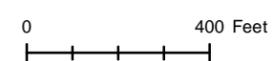
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1-3 Detroit Financial District Historic District <b>NRHP-Listed</b>	1-20 200 Grand River Avenue <b>NRHP Not Eligible</b>
1-4 Guardian Building National Historic Landmark <b>NRHP-Listed</b>	1-21 Capitol Park Historic District <b>NRHP-Listed</b>
1-5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



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET

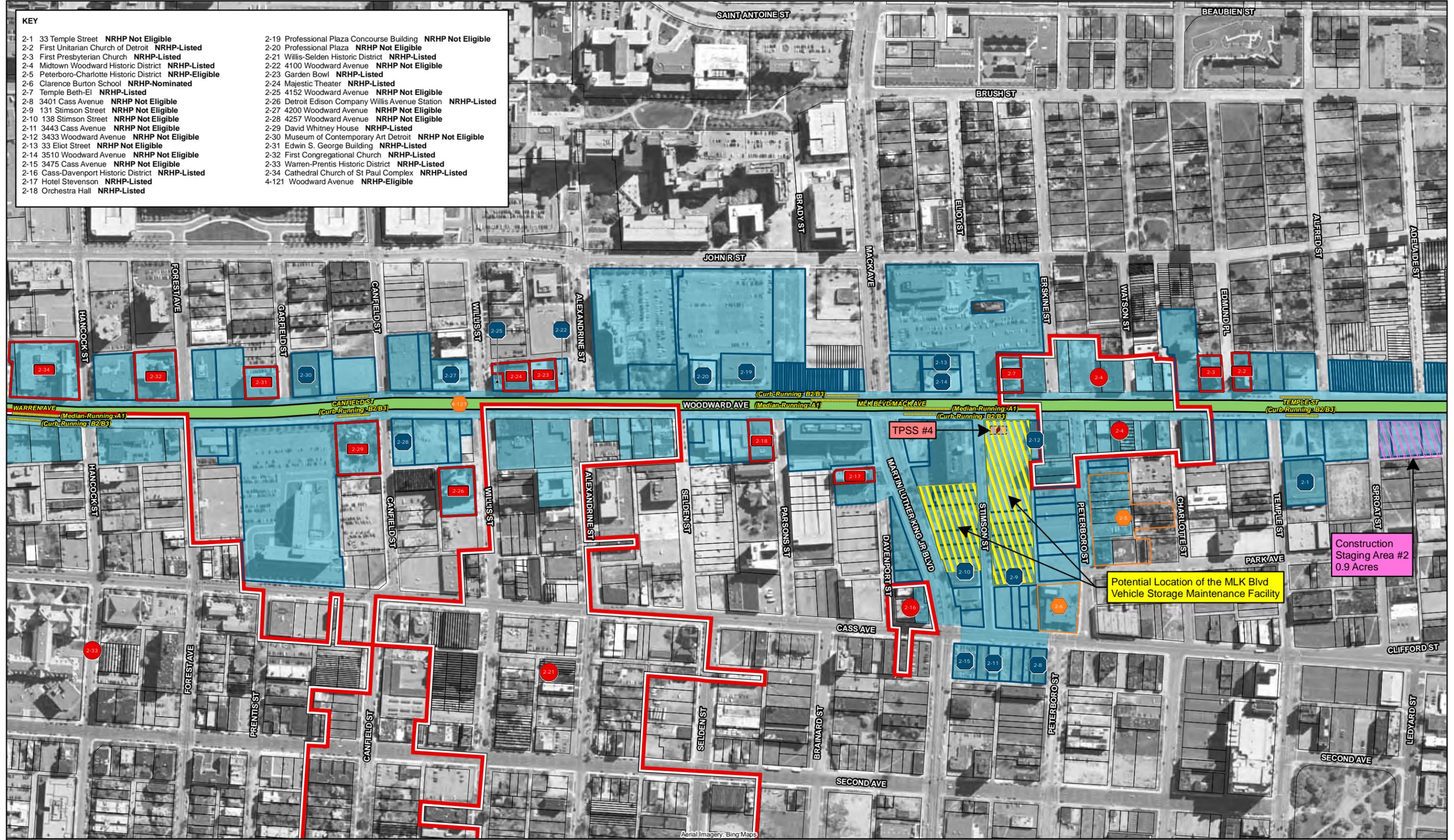


- Locally Preferred Alternative (LPA)
- Alternative B3
- Proposed Station
- Parcel
- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility
- NRHP-Listed Property
- NRHP-Listed District
- National Historic Landmark
- NRHP-Eligible Property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

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

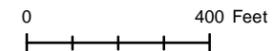
**KEY**

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



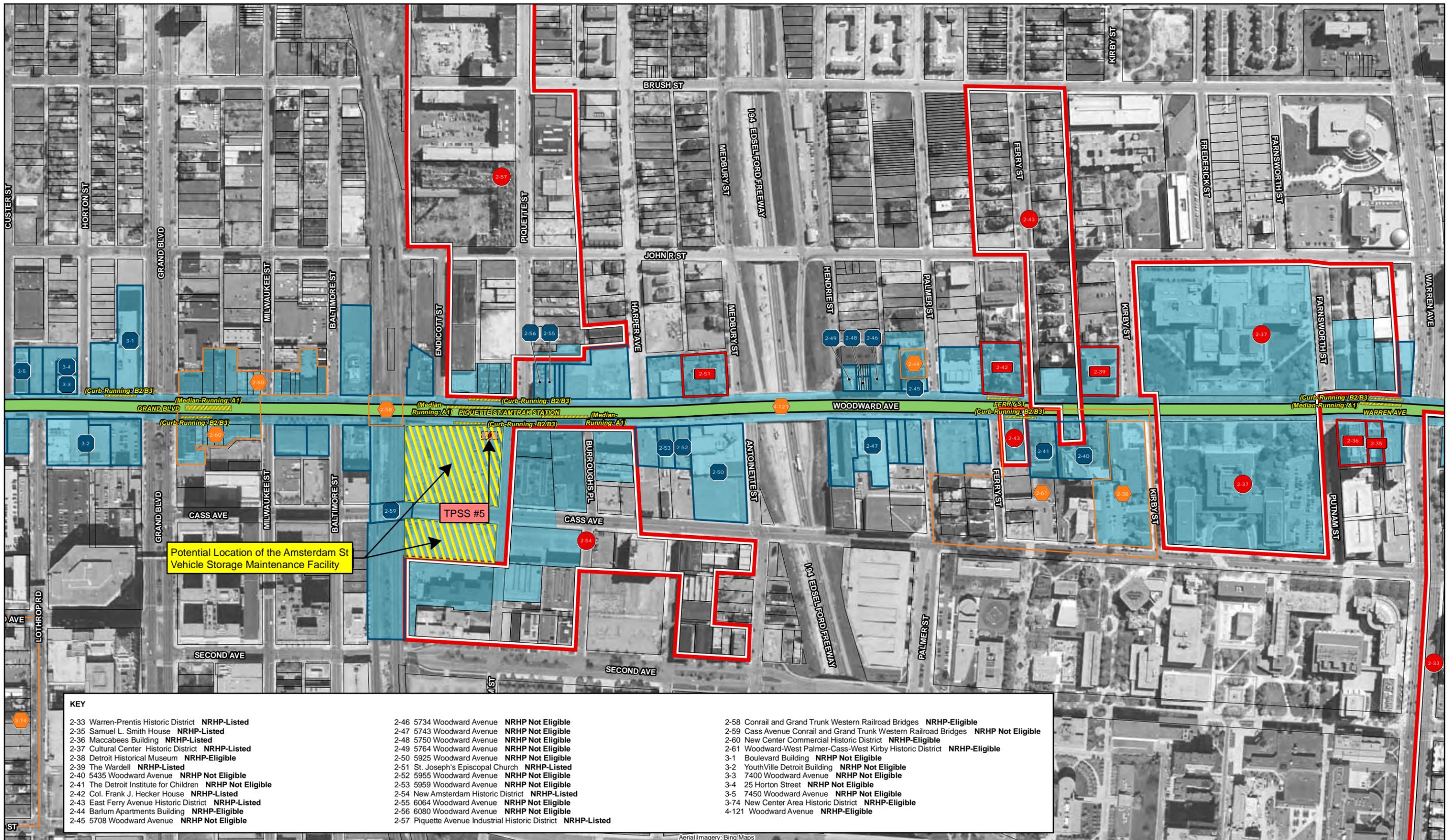
**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



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

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



1 INCH = 400 FEET



0 400 Feet

- Locally Preferred Alternative (LPA)
- Proposed Station
- Parcel

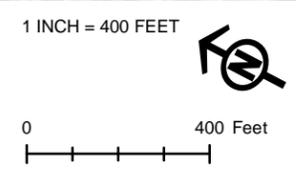
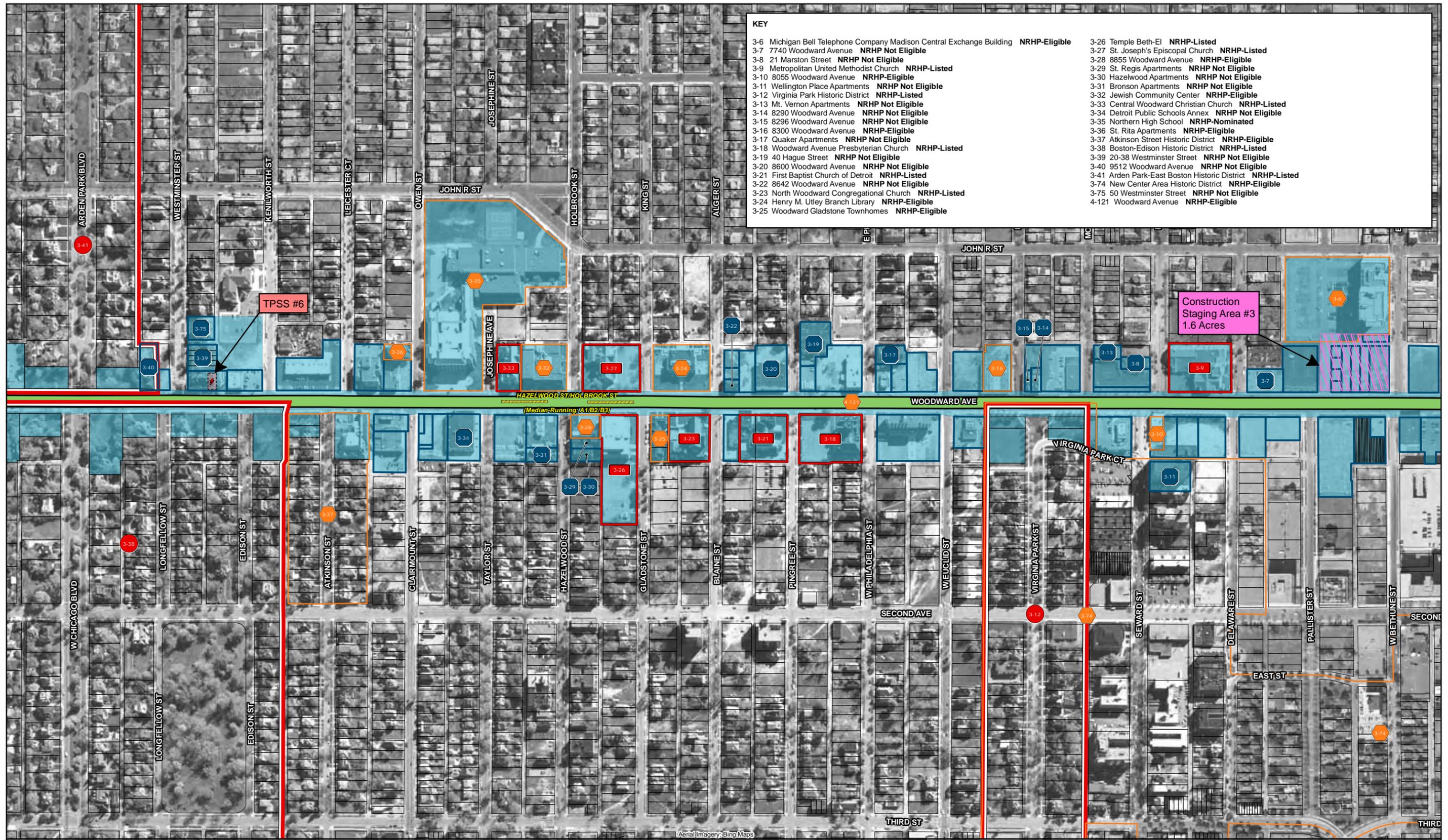
- Construction Staging Area
- Traction Power Substation (TPSS)
- Park and Ride Lot
- Vehicle Storage Maintenance Facility

- NRHP-Listed Property
- NRHP-Listed District
- National Historic Landmark
- NRHP-Eligible Property
- NRHP Not Eligible
- Area of Potential Effects

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

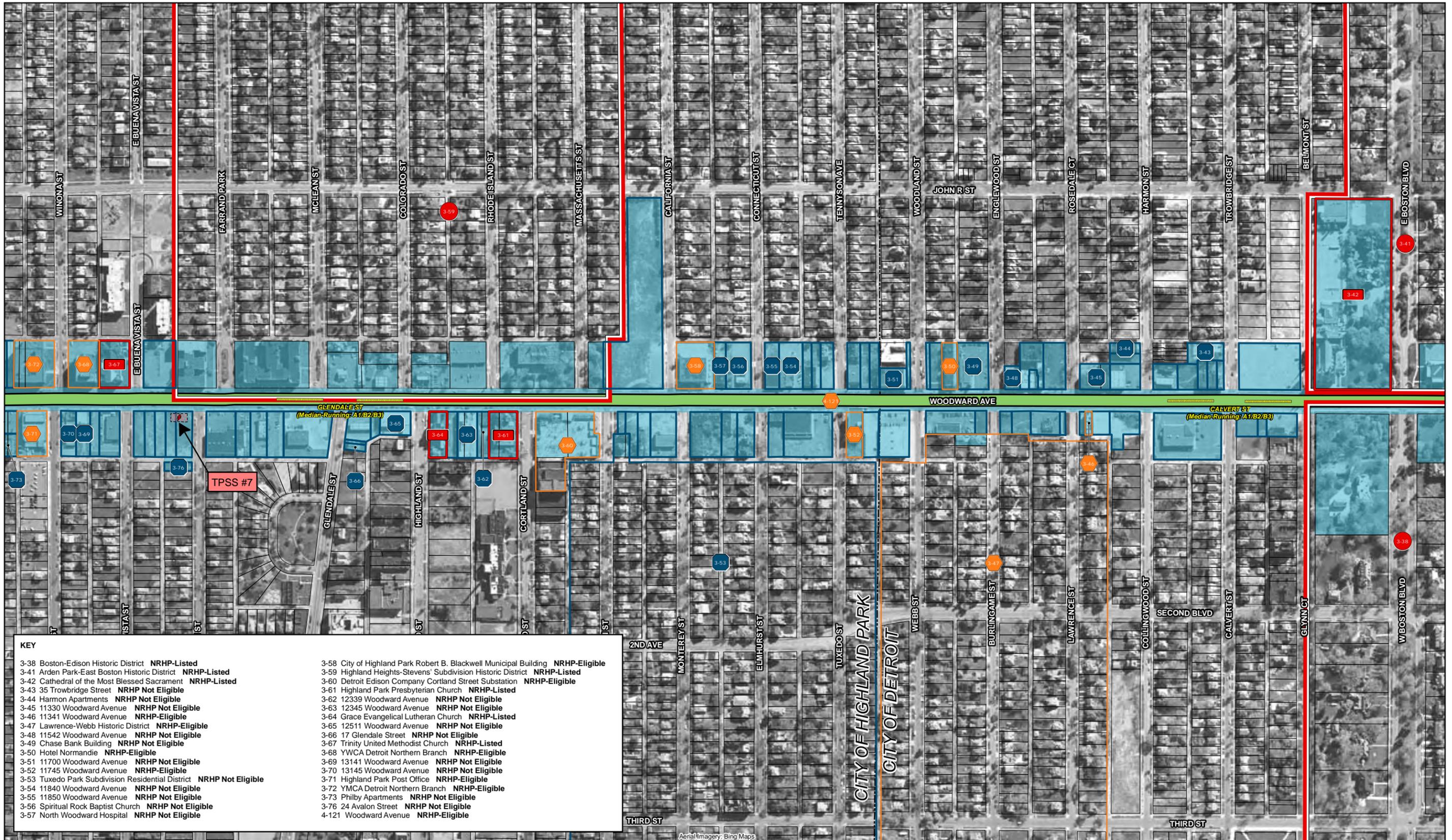
**KEY**

3-6 Michigan Bell Telephone Company Madison Central Exchange Building	NRHP-Eligible	3-26 Temple Beth-El	NRHP-Listed
3-7 7740 Woodward Avenue	NRHP Not Eligible	3-27 St. Joseph's Episcopal Church	NRHP-Listed
3-8 21 Marston Street	NRHP Not Eligible	3-28 8855 Woodward Avenue	NRHP-Eligible
3-9 Metropolitan United Methodist Church	NRHP-Listed	3-29 St. Regis Apartments	NRHP Not Eligible
3-10 8055 Woodward Avenue	NRHP-Eligible	3-30 Hazelwood Apartments	NRHP Not Eligible
3-11 Wellington Place Apartments	NRHP Not Eligible	3-31 Bronson Apartments	NRHP Not Eligible
3-12 Virginia Park Historic District	NRHP-Listed	3-32 Jewish Community Center	NRHP-Eligible
3-13 Mt. Vernon Apartments	NRHP Not Eligible	3-33 Central Woodward Christian Church	NRHP-Listed
3-14 8290 Woodward Avenue	NRHP Not Eligible	3-34 Detroit Public Schools Annex	NRHP Not Eligible
3-15 8296 Woodward Avenue	NRHP Not Eligible	3-35 Northern High School	NRHP-Nominated
3-16 8300 Woodward Avenue	NRHP-Eligible	3-36 St. Rita Apartments	NRHP-Eligible
3-17 Quaker Apartments	NRHP Not Eligible	3-37 Atkinson Street Historic District	NRHP-Eligible
3-18 Woodward Avenue Presbyterian Church	NRHP-Listed	3-38 Boston-Edison Historic District	NRHP-Listed
3-19 40 Hague Street	NRHP Not Eligible	3-39 20-38 Westminister Street	NRHP Not Eligible
3-20 8600 Woodward Avenue	NRHP Not Eligible	3-40 9512 Woodward Avenue	NRHP Not Eligible
3-21 First Baptist Church of Detroit	NRHP-Listed	3-41 Arden Park-East Boston Historic District	NRHP-Listed
3-22 8642 Woodward Avenue	NRHP Not Eligible	3-74 New Center Area Historic District	NRHP-Eligible
3-23 North Woodward Congregational Church	NRHP-Listed	3-75 50 Westminister Street	NRHP Not Eligible
3-24 Henry M. Utley Branch Library	NRHP-Eligible	4-121 Woodward Avenue	NRHP-Eligible
3-25 Woodward Gladstone Townhomes	NRHP-Eligible		



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

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

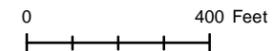


KEY	
3-38 Boston-Edison Historic District	NRHP-Listed
3-41 Arden Park-East Boston Historic District	NRHP-Listed
3-42 Cathedral of the Most Blessed Sacrament	NRHP-Listed
3-43 35 Trowbridge Street	NRHP Not Eligible
3-44 Harmon Apartments	NRHP Not Eligible
3-45 11330 Woodward Avenue	NRHP Not Eligible
3-46 11341 Woodward Avenue	NRHP-Eligible
3-47 Lawrence-Webb Historic District	NRHP-Eligible
3-48 11542 Woodward Avenue	NRHP Not Eligible
3-49 Chase Bank Building	NRHP Not Eligible
3-50 Hotel Normandie	NRHP-Eligible
3-51 11700 Woodward Avenue	NRHP Not Eligible
3-52 11745 Woodward Avenue	NRHP-Eligible
3-53 Tuxedo Park Subdivision Residential District	NRHP Not Eligible
3-54 11840 Woodward Avenue	NRHP Not Eligible
3-55 11850 Woodward Avenue	NRHP Not Eligible
3-56 Spiritual Rock Baptist Church	NRHP Not Eligible
3-57 North Woodward Hospital	NRHP Not 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
3-62 12339 Woodward Avenue	NRHP Not Eligible
3-63 12345 Woodward Avenue	NRHP Not Eligible
3-64 Grace Evangelical Lutheran Church	NRHP-Listed
3-65 12511 Woodward Avenue	NRHP Not Eligible
3-66 17 Glendale Street	NRHP Not Eligible
3-67 Trinity United Methodist Church	NRHP-Listed
3-68 YWCA Detroit Northern Branch	NRHP-Eligible
3-69 13141 Woodward Avenue	NRHP Not Eligible
3-70 13145 Woodward Avenue	NRHP Not Eligible
3-71 Highland Park Post Office	NRHP-Eligible
3-72 YMCA Detroit Northern Branch	NRHP-Eligible
3-73 Philby Apartments	NRHP Not Eligible
3-76 24 Avalon Street	NRHP Not Eligible
4-121 Woodward Avenue	NRHP-Eligible



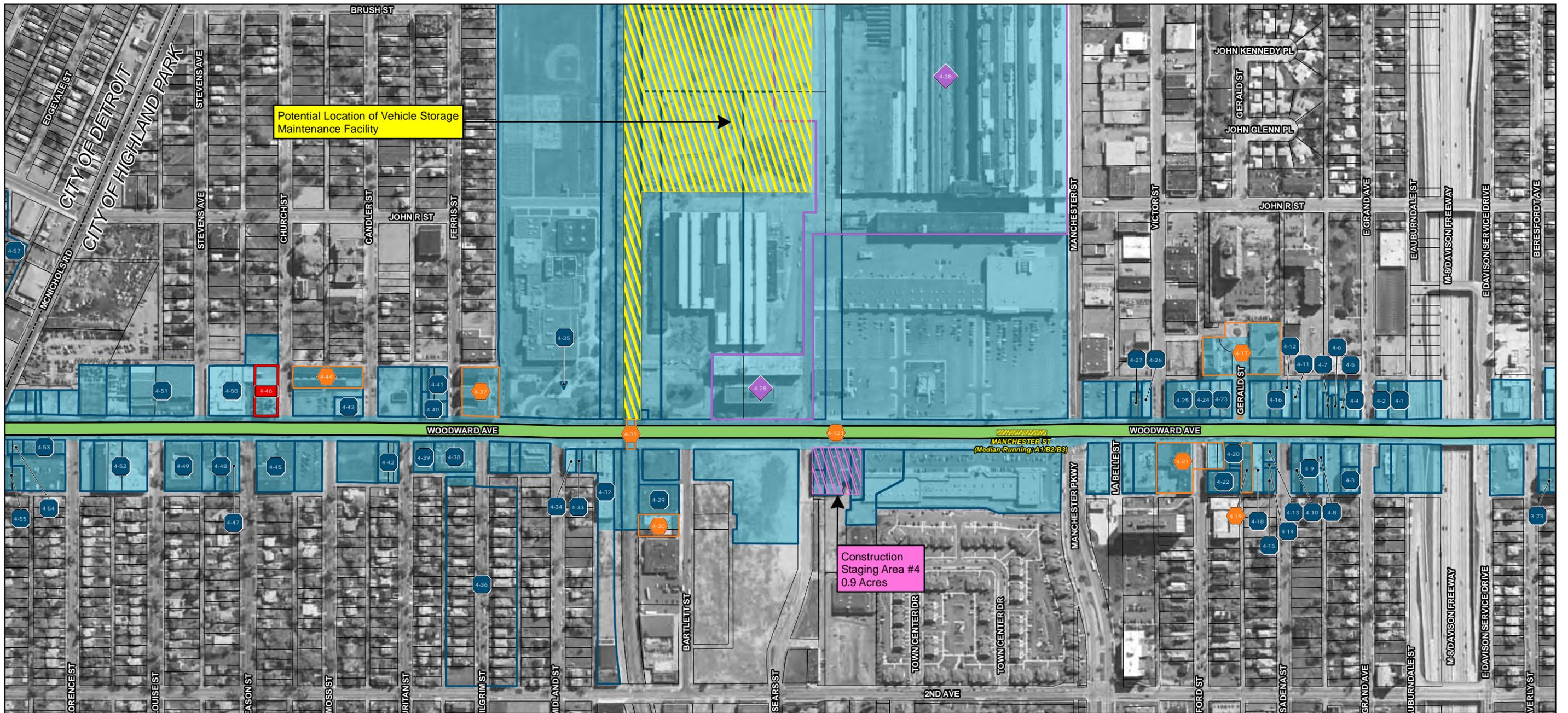
**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



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

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

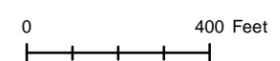


KEY	
3-73 Philby Apartments	NRHP Not Eligible
4-1 13540 Woodward Avenue	NRHP Not Eligible
4-2 Aston-Singer's Block	NRHP Not Eligible
4-3 Hotel Granwood	NRHP Not Eligible
4-4 Medical Arts Building	NRHP Not Eligible
4-5 13714 Woodward Avenue	NRHP Not Eligible
4-6 13718 Woodward Avenue	NRHP Not Eligible
4-7 13724 Woodward Avenue	NRHP Not Eligible
4-8 13731 Woodward Avenue	NRHP Not Eligible
4-9 13743 Woodward Avenue	NRHP Not Eligible
4-10 13753 Woodward Avenue	NRHP Not Eligible
4-11 13800 Woodward Avenue	NRHP Not Eligible
4-12 13808 Woodward Avenue	NRHP Not Eligible
4-13 13821 Woodward Avenue	NRHP Not Eligible
4-14 10 Pasadena Avenue	NRHP Not Eligible
4-15 12-22 Pasadena Avenue	NRHP Not Eligible
4-16 13822 Woodward Avenue	NRHP Not Eligible
4-17 City of Highland Park Municipal Buildings Historic District	NRHP-Eligible
4-18 13831 Woodward Avenue	NRHP Not Eligible
4-19 Highland Park Theater	NRHP-Eligible
4-20 13847 Woodward Avenue	NRHP Not Eligible
4-21 S.S. Kresge Company Highland Park Branch Stores	NRHP-Eligible
4-22 New Grace Baptist Church Apartment Building	NRHP Not Eligible
4-23 13900 Woodward Avenue	NRHP Not Eligible
4-24 13922 Woodward Avenue	NRHP Not Eligible
4-25 13928-13952 Woodward Avenue	NRHP Not Eligible
4-26 14000 Woodward Avenue	NRHP Not Eligible
4-27 14010 Woodward Avenue	NRHP Not Eligible
4-28 Highland Park Ford Plant National Historic Landmark	NRHP-Listed
4-29 20 Bartlett Street	NRHP Not Eligible
4-30 30 Bartlett Street	NRHP-Eligible
4-31 Detroit Terminal Railroad Bridge	NRHP-Eligible
4-32 15851 Woodward Avenue	NRHP Not Eligible
4-33 15863 Woodward Avenue	NRHP Not Eligible
4-34 15885 Woodward Avenue	NRHP Not Eligible
4-35 Highland Park Jaycee War Memorial	NRHP Not Eligible
4-36 Pilgrim Street Residential District	NRHP Not Eligible
4-37 Woodford Apartments	NRHP-Eligible
4-38 16021 Woodward Avenue	NRHP Not Eligible
4-39 16041 Woodward Avenue	NRHP Not Eligible
4-40 16024-16044 Woodward Avenue	NRHP Not Eligible
4-41 15 Ferris Street	NRHP Not Eligible
4-42 16111 Woodward Avenue	NRHP Not Eligible
4-43 16140 Woodward Avenue	NRHP Not Eligible
4-44 18-20 Church Street	NRHP-Eligible
4-45 16251 Woodward Avenue	NRHP Not Eligible
4-46 First United Methodist Church of Highland Park	NRHP-Listed
4-47 Easonwood Apartments	NRHP Not Eligible
4-48 16345 Woodward Avenue	NRHP Not Eligible
4-49 Crown Motel	NRHP Not Eligible
4-50 16388 Woodward Avenue	NRHP Not Eligible
4-51 16400 Woodward Avenue	NRHP Not Eligible
4-52 Krim Theater	NRHP Not Eligible
4-53 16525 Woodward Avenue	NRHP Not Eligible
4-54 16539 Woodward Avenue	NRHP Not Eligible
4-55 16549 Woodward Avenue	NRHP Not Eligible
4-57 West Arizona Street--West Margaret Street Residential District	NRHP Not Eligible
4-121 Woodward Avenue	NRHP-Eligible



**WOODWARD LIGHT RAIL**

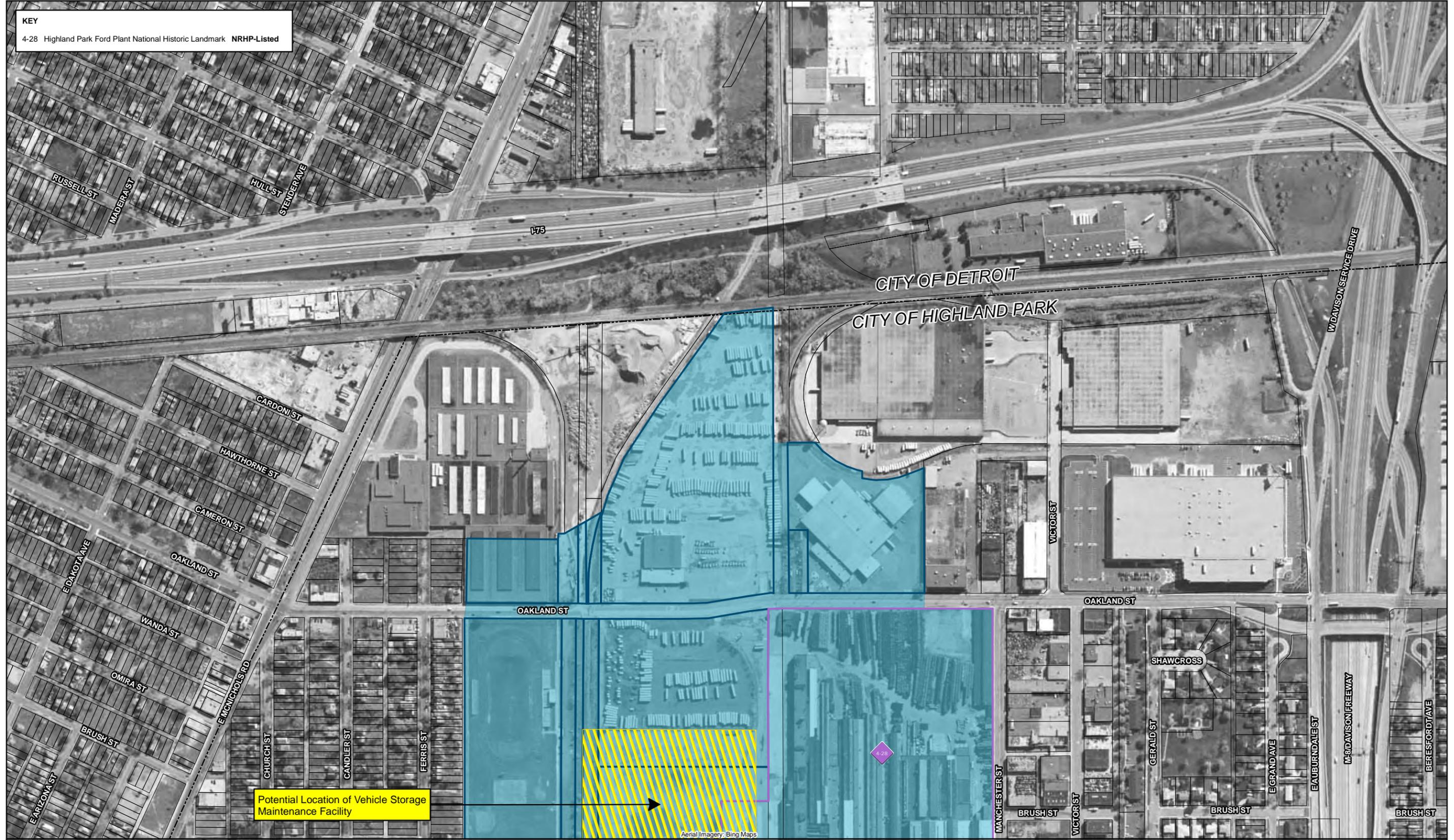
1 INCH = 400 FEET



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

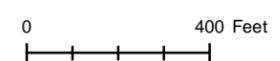
Attachment C: Area of Potential Effects and National Register of Historic Places Eligibility Determinations

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



**WOODWARD LIGHT RAIL**

1 INCH = 400 FEET



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

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



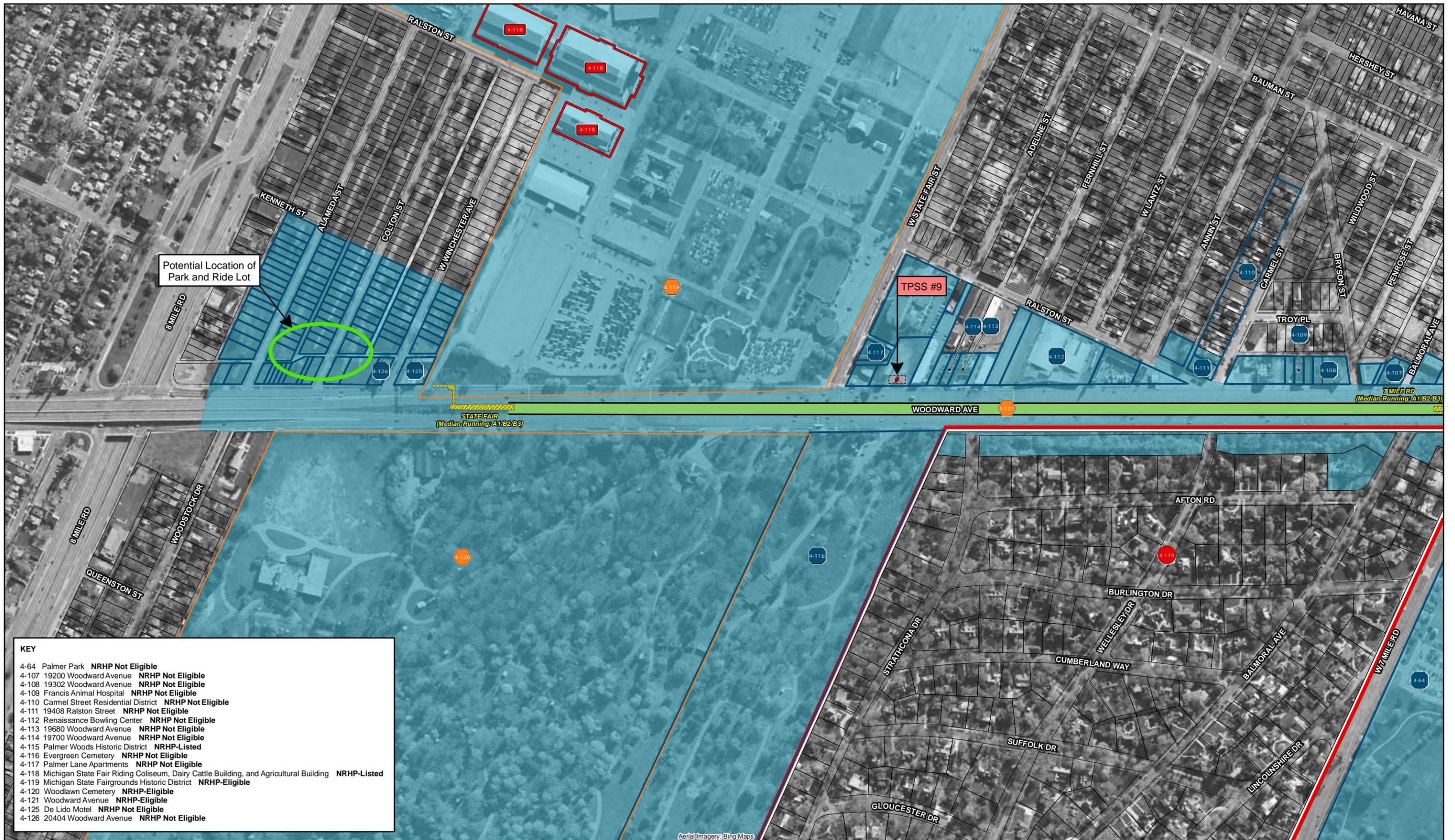
1 INCH = 400 FEET



0 400 Feet

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

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

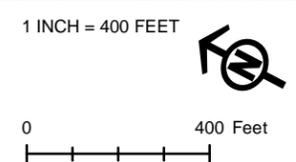


**KEY**

4-64 Palmer Park	NRHP Not Eligible
4-107 19200 Woodward Avenue	NRHP Not Eligible
4-108 19302 Woodward Avenue	NRHP Not Eligible
4-109 Francis Animal Hospital	NRHP Not Eligible
4-110 Carmel Street Residential District	NRHP Not Eligible
4-111 19408 Ralston Street	NRHP Not Eligible
4-112 Renaissance Bowling Center	NRHP Not Eligible
4-113 19680 Woodward Avenue	NRHP Not Eligible
4-114 19700 Woodward Avenue	NRHP Not Eligible
4-115 Palmer Woods Historic District	NRHP-Listed
4-116 Evergreen Cemetery	NRHP Not Eligible
4-117 Palmer Lane Apartments	NRHP Not Eligible
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
4-125 De Lido Motel	NRHP Not Eligible
4-126 20404 Woodward Avenue	NRHP Not Eligible



**WOODWARD LIGHT RAIL**



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

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

**Attachment D**  
Survey Data Forms

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Attachment D – Survey Data Forms Summary Table

Survey ID	Name	Address	Year Built	NRHP Status	Date Listed	Criteria	Photograph
1-30	John J. Bagley Memorial Fountain	1 Cadillac Square	1887	Listed	1971	B, C	
1-31	Barlum Tower	65 Cadillac Square	1927	Listed	2005	C	
1-32	New Cadillac Square Apartments	111 Cadillac Square	1927	Eligible	N/A	A, B, C	
1-33	Detroit Public Library Downtown Branch	121 Gratiot Avenue	1932	Eligible	N/A	A, C	

Attachment D – Survey Data Forms Summary Table

Survey ID	Name	Address	Year Built	NRHP Status	Date Listed	Criteria	Photograph
3-75	50 Westminster Street	50 Westminster Street	1935	Not Eligible	N/A	N/A	
3-76	24 Avalon Street	24 Avalon Street	1914	Not Eligible	N/A	N/A	
4-122	248 West McNichols Road	248 West McNichols Road	1933	Not Eligible	N/A	N/A	
4-125	De Lido Motel	20266 Woodward Avenue	1955	Not Eligible	N/A	N/A	

Attachment D – Survey Data Forms Summary Table

Survey ID	Name	Address	Year Built	NRHP Status	Date Listed	Criteria	Photograph
4-126	20404 Woodward Avenue	20404 Woodward Avenue	1948	Not Eligible	N/A	N/A	

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## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

### NAME

John J. Bagley Memorial Fountain

### OTHER NAME(S)

N/A

### STREET ADDRESS

1 Cadillac Square

### CITY

Detroit

### OWNERSHIP

City of Detroit

### TAX PARCEL NUMBER

No Parcel ID

### YEAR BUILT SOURCE

1887 NRHP Inventory-Nomination Form

### DESIGNER/BUILDER

Henry Hobson Richardson

### STYLE

Richardsonian Romanesque

### PROPERTY TYPE

Landscape

### FOUNDATION

Stone/Granite

### WALLS

Stone/Granite

### ROOF

Not Applicable

### DESCRIPTIVE NOTES

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 stands more than eighteen feet tall from the base to the top and is constructed entirely of light pink Bragville granite from Worcester, Massachusetts. The fountain base stands in the center of a square, four-stepped, replacement concrete base that is seven feet across and comprises three-foot-tall bollards at each corner. The short, square fountain features highly embellished Byzantine Revival-style cushion columns at each corner supporting a four-sided arch elaborated with carved, interlacing foliate forms in the spandrels. The arches in turn support a steeply pitched smooth stone pavilion roof. In the center of the fountain is the replacement, recreated fountainhead ornamented with four lion heads that originally discharged water; a replacement water fountain spout now serves that purpose. An inscription on the four sides of the cornice reads: "TESTAMENTARY GIFT | FOR THE PEOPLE FROM | JOHN JUDSON BAGLEY | A.D. MDCCCLXXXVII." Around the fountain, red pavers form a diamond that leads to a central paved walkway in Cadillac Square's non-historic landscaped boulevard; metal sign posts, non-historic lampposts, and flower beds with small trees and plantings line the boulevard.

### HISTORY/DEVELOPMENT

Designed by prominent American architect Henry Hobson Richardson, the John J. Bagley Memorial Fountain was constructed in 1887 to honor former Michigan governor John Judson Bagley who supplied the funds to construct the fountain; Richardson's design was executed by the Norcross Brothers. The fountain is an adaptation of a small ciborium in St. Mark's Basilica in Venice, Italy, which consisted of a freestanding vaulted canopy supported by four columns over the high altar. The Bagley Memorial Fountain was unveiled on May 30, 1887, in its original location at the corner of Woodward Avenue and Fort Street, south of the original City Hall (now demolished) and on the site of an existing public water source. It was Detroit's first public drinking fountain with the fountain's four lion heads expelling water from April through November. To cool the water, thousands of pounds of ice were deposited in the base around a system of coils through which the water passed. Two of the lion heads expelled water of normal temperature and the other two expelled cold water.

John Judson Bagley was a major figure in the Detroit financial community as organizer of the Michigan Mutual Life Insurance Company, president of the Detroit Safe Company, and director of the American National Bank of Detroit. He also served as police commissioner, alderman, and governor of Michigan from 1873 to 1877. He died in 1881 and, in his will, provided several thousand dollars for the construction of the Bagley Memorial Fountain. The will stated that the fountain would quench the thirst of Detroiters with "water cold and pure as the coldest mountain stream." However, the actual cost of the fountain was nearly twice that provided for by the



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

bequest.

To design the fountain, the Bagley family chose prominent Boston-based American architect Henry Hobson Richardson, renowned for his designs executed in the Romanesque Revival style; Richardson's interpretation of this style soon earned its own moniker: Richardsonian Romanesque. Richardson studied at Harvard University and the École des Beaux Arts in Paris. He began chiefly as an ecclesiastical architect, designing the renowned Trinity Church in Boston, and established architectural design tenets that dominated the eastern states from 1880 until the World's Columbian Exposition in Chicago in 1893, which established classical design as a standard. The Bagley Memorial Fountain is the only surviving work in Michigan of this prominent American architect. The John J. Bagley Memorial Fountain was designed in the Richardsonian Romanesque style with elements of the Byzantine Revival style. In the late nineteenth century, the Romanesque Revival style was widely used for church, university, and public buildings. In Detroit, the style was also applied to large residences, such as the David Whitney House and First Presbyterian Church. From the late 1870s through the early 1890s, the Romanesque Revival style flourished throughout the country due to Henry Hobson Richardson's influential architectural interpretations during this period. Richardson's interpretation is characterized by horizontal lines, rough stone surfaces, and heaviness emphasized by stone construction, deep window reveals, cavernous door openings, semi-circular arches, and bands of windows. The door and window openings were further defined by short columns or contrasting colors or textures of stone. The designs often incorporated towers. Elements such as heavy stone construction and the use of arches and columns at openings are expressed in the Bagley Memorial Fountain design. The Byzantine Revival style emerged in the second half of the nineteenth century and was often used in conjunction with other Medieval revivalist styles such as Romanesque and Gothic. It was frequently applied to churches but also to residential architecture and featured multiple domes, round-arched windows, and ample decoration.

Originally located at Woodward Avenue and Fort Street, the fountain was moved to a traffic island in Campus Martius in 1925 due to increased automobile traffic; it was located at the northeast corner of Woodward Avenue and Monroe Street and at the south end of the former Kern Block. The fountain replaced the Merrill Fountain on that site, which had been moved to Palmer Park. By 1937, the fountain was left in place, but it was taken out of use due to economic difficulties during the Great Depression that made it difficult to maintain. The fountain reopened for public use in 1959, sporadically operating through 1983. In 2000, the fountain was removed from Campus Martius, disassembled, and placed in storage at a Detroit Recreation Department facility. At that time, the fountain was covered in graffiti and grime and, during the disassembly, the original lion fountainhead was stolen. Campus Martius Park and Woodward Avenue at Monroe Street were reconstructed in 2004. In 2007, a decision was made to reassemble and install the fountain in the reconstructed Cadillac Square Park. The monument restoration firm Grunwell-Cashero reassembled the fountain on a new foundation where it was cleaned with high-pressure steam and chemical solvents; new plumbing was also installed. The stolen lion fountainhead was recreated from photographs and a clay model, but it is not operational as a water fountain. A single, separate spout now serves that function.

The John J. Bagley Memorial Fountain was listed on the National Register of Historic Places (NRHP) and Michigan State Register of Historic Sites in 1971 when it was located in Campus Martius, its previous location. The fountain was designated a City of Detroit local historic district in 1974.

**NRHP STATUS** Listed  
**DATE LISTED** 11/5/1971

**NRHP CRITERIA**  
 A  B  C  D  Not Applicable

**NRHP CRITERIA CONSIDERATIONS**  
 A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The John J. Bagley Memorial Fountain was listed in the NRHP under Criterion B for its association with former Michigan Governor John Judson Bagley and under Criterion C for the property's architectural significance. The property's NRHP nomination indicates the property is eligible under Criterion B for its association with Bagley, who provided the funds for the fountain's construction in his will. However, current NRHP guidelines regarding



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

Criterion B indicate that the historically significant association between a property and an important individual should be made with the person's productive life. NRHP guidelines also indicate that a property associated with an individual's formative or later years may be eligible under Criterion B if no properties from the person's productive life survive. Although this fountain is the last known property associated with Bagley, this property lacks association under Criterion B in either instance because the fountain was constructed after Bagley's death.

The John J. Bagley Memorial Fountain was listed 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. Although not indicated in the NRHP nomination, it is the only surviving Richardson-designed structure in Michigan. Although the fountain's intent is commemorative to the legacy of John J. Bagley, its design by Henry Hobson Richardson in the aesthetics of the period has invested it with its own historical significance, and, therefore, the property meets Criteria Consideration F. Furthermore, although the fountain has been moved again since the property's NRHP listing, because it has been relocated to a nearby, similar urban setting, the property also meets Criteria Consideration B. The property retains integrity of design, workmanship, feeling, and association; it does not retain integrity of location and setting as the fountain has been relocated twice in its history, or integrity of materials due to the replacement of the original fountainhead and base. The period of significance is 1887, which is the fountain's date of construction.

### NRHP BOUNDARY

The original NRHP boundary for the John J. Bagley Memorial Fountain was its location on a traffic island in Campus Martius at the northeast corner of Woodward Avenue and Monroe Street. However, the removal of the fountain from Campus Martius in 2000, and the 2004 reconstruction of Campus Martius resulted in the fountain's second relocation to nearby Cadillac Square. The proposed, amended NRHP boundary for the John J. Bagley Memorial Fountain includes only the footprint of the fountain's base at its current location on Cadillac Square's eastern terminus at Bates Street.

### SOURCES

Detroit Water and Sewerage Department. "Bagley Fountain Makes a Comeback." In the Flow, Volume 7, No. 1, Winter 2007. [http://www.dwsd.org/announce/flow/InTheFlow\\_winter\\_2007.pdf](http://www.dwsd.org/announce/flow/InTheFlow_winter_2007.pdf).

"John J. Bagley Memorial Fountain." National Register of Historic Places Inventory-Nomination Form, National Park Service, 1971. On file at the Michigan State Historic Preservation Office, Housing Development Authority, Lansing, Michigan.

Ochsner, Jeffrey Karl. "H.H. Richardson, Complete Architectural Works." Cambridge, MA: Massachusetts Institute of Technology, 1982.



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

Photo 1 - John J. Bagley Memorial Fountain



Facing west along Cadillac Square to east elevation of fountain from Bates Street



Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Listed

John J. Bagley Memorial Fountain  
SURVEY ID 1-30

Photo 2 - John J. Bagley Memorial Fountain



Facing northeast to south elevation of fountain from Cadillac Square



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

Photo 3 - John J. Bagley Memorial Fountain



Close-up view of replacement lion fountainhead



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

Photo 4 - John J. Bagley Memorial Fountain



Close-up view of Byzantine Revival-style cushion columns and pavilion roof

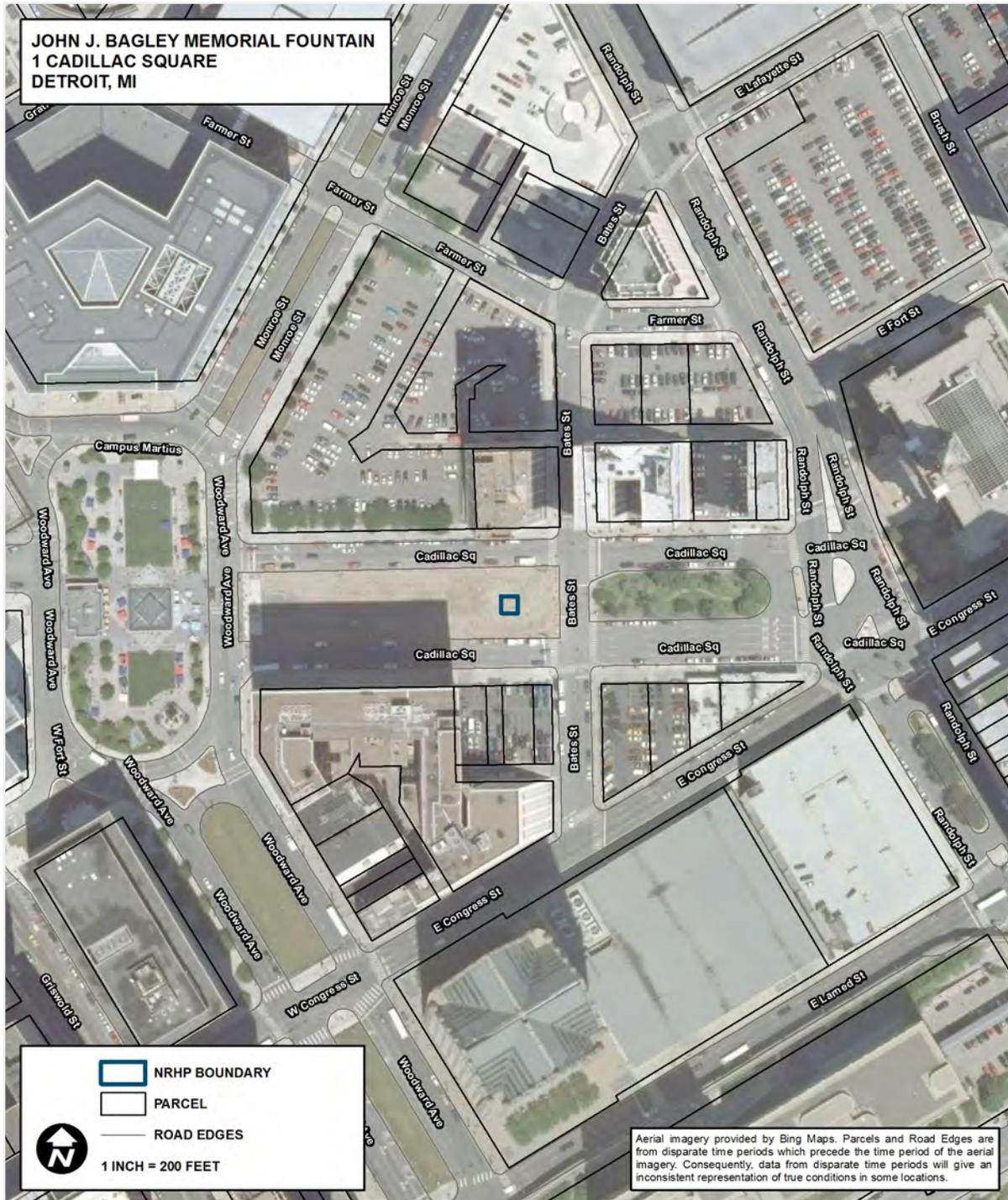


**Historic Resources Survey**

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

John J. Bagley Memorial Fountain  
**SURVEY ID** 1-30

Map - John J. Bagley Memorial Fountain





## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

Barlum Tower  
**SURVEY ID** 1-31

### NAME

Barlum Tower

### OTHER NAME(S)

Cadillac Tower

### STREET ADDRESS

65 Cadillac Square

### CITY

Detroit

### OWNERSHIP

DTWR LLC

### TAX PARCEL NUMBER

01000226-31

### YEAR BUILT SOURCE

1927 NRHP Inventory-Registration Form

### DESIGNER/BUILDER

Bonah and Chaffee; Otto Misch Company

### STYLE

Gothic Revival

### PROPERTY TYPE

Commerce

### FOUNDATION

Brick

### WALLS

Terra Cotta

### ROOF

Built-Up

### DESCRIPTIVE NOTES

The Barlum Tower is a forty-story, terra cotta-clad Late Gothic Revival-style office tower. It is located at the northwest corner of Cadillac Square and Bates Street. The building possesses a rectangular block shape with clearly defined areas that allude to the base, shaft, and capital sections indicative of the Commercial Style's reference to a classical column. The building has a square footprint and a flat roof. Full-height terra cotta pilasters separate all of the elevations in five bays each. Oriented to Cadillac Square, the building has hierarchical elevations; the south-facing facade and east (side) elevation feature high-quality materials and decorative terra cotta cladding with gold terra cotta accents at the five upper levels; the north (rear) and west (side) elevations are primarily clad in buff brick with limited terra cotta decorative elements.

The south-facing facade and east (side) elevation are nearly identical in their ornamentation, materials, and organization. Five bays in width, these elevations are fenestrated with two pairs of brown anodized aluminum double-hung windows in each bay and at each story. The water table on the facade and east elevation is clad with replacement black ceramic tile. Both elevations contain five, two-story storefronts filled with replacement aluminum windows. On the facade, a modern metal awning covers the central entrance bay, and modern, backlit vinyl awnings shelter the storefront windows flanking the central bay. The recessed, central entrance contains two glazed revolving doors that flank a central, single-leaf glazed aluminum door. The facade's eastern bay contains a double-leaf, glazed aluminum door that leads to one of the two retail stores on the first floor. The retail entrance door is flanked by aluminum-framed sidelights and banks of four aluminum-framed transom windows. Modern aluminum sconces have been installed at either side of the central entrance bay and at the ends of the facade. The east elevation does not have any entrances; all of the storefront windows are filled with banks of replacement, single-light, aluminum-framed windows and transoms.

On the facade and east elevation, terra cotta spandrels at the third floor are articulated with four modified, quatrefoil terra cotta panels per bay; the same pattern of streamline quatrefoil terra cotta panels is employed at the twenty-first floor. Bronze-clad spandrel panels define each elevation's fifth to seventh and thirty-eighth to fortieth floors; the fifth to seventh floors' spandrel panels are ornamented with lozenges. Between the third and fourth floors and from the eighth to thirty-seventh floors, the terra cotta spandrels contain a variety of ornamentation, including blind arcades, chevrons, and lozenges.

The facade and east elevation's Late Gothic Revival ornamentation embellishes the base of the building where an arcade of flattened, Gothic-arched storefront windows is located. The Gothic arch motif is carried to the



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

Barlum Tower  
**SURVEY ID** 1-31

spandrel panels above the third-story windows and comprises five pointed arches of blind tracery. The seventh floor's paired, double-hung window openings are subtly curved, suggesting the Gothic-arched shapes found below; the splayed, pointed-arched form is repeated over the thirty-fourth floor's paired window openings.

A series of truncated pilasters divide the facade and east elevation's bays immediately above the storefront windows, at the seventh story, and at the thirty-fifth story. Foliated terra cotta corbels support the triangular, truncated pilasters that are crowned by pyramidal caps. At the seventh story, these elements graduate in size from small outer pilasters to tall central pilasters, but they are consistent in size at the pilasters' bases and capitals. On the same floors, smaller pilaster elements separate the paired windows in each bay and flank the larger pilasters. These smaller, triangular truncated pilasters also have foliated terra cotta corbels and are capped with finials.

The facade and east elevation's top five floors include a decorative crest with terra cotta elements embellished with gold terra cotta details above the thirty-fourth floor's blind arcade and corbels. At the roofline, the parapet's first course is a low wall that runs the building's perimeter and is ornamented as a blind balustrade punctuated by regularly spaced newels and featuring two small, cone-shaped spires at each corner. The parapet wall's three central bays on the facade and east and west (side) elevations are distinguished by a second course that runs on top of the lower wall, doubling the height of the parapet. This upper wall is articulated with blind tracery featuring flattened Gothic arches. These three central bays are further defined and distinguished by four larger and more ornamented cone-shaped spires. The conical caps are also embellished with gold terra cotta.

The brick-clad north (rear) elevation is defined by vertical terra cotta bands that separate the elevation's five bays. The bands extend from the elevation's mezzanine level to the articulated top five floors. The first floor contains a double-leaf flush metal door, and the mezzanine level contains four window openings and two large, square vents. Separating the mezzanine from the upper stories, a slightly projecting terra cotta beltcourse is ornamented with stepped corbels that support the vertical terra cotta bands. From the third to thirty-fourth story, each bay contains single, double-hung windows instead of pairs as located on the facade and east elevation. The north elevation's top five floors demonstrate a more restrained use of terra cotta and bronze, but the building's ornate crown is maintained.

The west (side) elevation is largely clad in tan brick with terra cotta pilasters, reflecting the location of ten elevator shafts on the interior. The west elevation's first thirty-five floors are largely devoid of fenestration with the exception of a few upper-floor windows. The same pattern of limited openings continues on the top five stories; despite the limited fenestration, vertical terra cotta bands divide the elevation into five bays that are filled in with tan brick. As with the north (rear) elevation, this elevation's top section displays a restrained use of terra cotta and bronze compared to the facade and east elevation, but the building's crown motif is maintained. The building's penthouse, visible on the west elevation, is entirely clad in decorative terra cotta and ornamented with a flattened blind arcade. It is topped with a golden terra cotta cresting that corresponds with cresting on the facade and east elevation. The west elevation's lower stories feature an advertisement for the MGM Grand Detroit Casino.

At forty stories in height, the Barlum Tower has a prominent presence on Cadillac Square overlooking that street's reconstructed, landscaped boulevards and the reconstructed Campus Martius Park to the west at the intersection of Woodward Avenue, Monroe Street, and Cadillac Square. It is one of several high-rise towers in the vicinity. The building is surrounded by parking lots to the north and west and abuts a narrow alleyway to the north.

### HISTORY/DEVELOPMENT

The Barlum Tower was constructed in 1927. Commissioned by prominent Detroit businessman and real estate developer John J. Barlum, the building was designed by the local Detroit architecture firm Bonnah and Chaffee; the Otto Misch Company served as the general contractor and builder. Building construction began in December 1926 and was completed within the year as the building formally opened in November 1927. For a short time, the Barlum Tower was the only forty-story structure in the United States outside of New York and Chicago; it provided 275,000 square feet of office space for lease.

John J. Barlum was responsible for the revitalization of the Cadillac Square area in the late 1920s; he specifically



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

Barlum Tower  
**SURVEY ID** 1-31

targeted the area for development by erecting the Barlum Tower, Barlum Hotel, and the Lawyers Building along the north side of that street, adjacent to each other. These buildings were constructed under the auspices of the Cadillac Square Improvement Company run by John J. Barlum, his two brothers, Thomas J. Barlum and Louis P. Barlum, and former Mayor of Detroit William B. Thompson. John J. Barlum owned the Barlum Steamship Company, the Barlum Land & Improvement Company, the American State Bank, and the John J. Barlum Realty Company; he was also president of Detroit's Department of Street Railways. In addition, he commissioned the Merchants Building and the Barlum Apartments in Detroit in the early 1920s. All of these Barlum-commissioned buildings were designed by Detroit architecture firm Bonnah and Chaffee, which was locally known for its apartment buildings, office buildings, and residential building. Formed by architects Harrie W. Bonnah and Walter Crane Chaffee, the firm also designed the Farwell Building (1915) and the Village Manor Apartments (1921) in Detroit.

Bonnah and Chaffee designed the Barlum Tower in the Late Gothic Revival style. The Late Gothic Revival style was popular from 1905 to about 1930 in major American cities such as Chicago, Philadelphia, and New York as an alternative to the Classical Revival and Italian Renaissance Revival for high-rise buildings. Drawing on the strong vertical axis, pointed arches, and attenuated tracery of the Medieval Gothic of Western Europe, the Late Gothic Revival was aptly suited to the new skyscraper form. It received international attention when a Gothic design by Hood & Howell won the design competition for the Tribune Tower in Chicago in 1925. The Barlum Tower's Late Gothic Revival elements include a strong vertical emphasis; rib-like pilasters; tracery-like terra cotta spandrels embellished with lozenges and quatrefoils; spandrel panels adorned with blind, pointed-arch terra cotta arcades; a gallery of pointed-arch windows at the storefront level, base, and upper levels near the cornice; and cresting along the parapet that features a series of pointed spires. In Detroit, comparable Late Gothic Revival towers include the Metropolitan Building (1925) and the David Stott Building (1929).

The Detroit Historical Museum was an early occupant of the building, occupying a twenty-third floor rental suite from 1928 to 1951 before moving to the newly constructed Detroit Historical Museum building at 5401 Woodward Avenue in 1951. Shortly after construction of the Barlum Tower, the Barlum family suffered financial losses and eventual bankruptcy as a result of the Great Depression and the collapse of the family-owned American State Bank. The Barlum Realty Company lost possession of the building in the late 1930s. The Barlum Tower Corporation took over the Barlum Tower from the Barlum Realty Company in 1945 and remained the owner until 1962. Since that time, the building has had several different owners. The name of the building was changed to Cadillac Tower sometime in the 1950s. The large space on the west (side) elevation is known for its painted murals and advertisements. From 1994 to 2000, it featured a painting of Detroit Lions' player Barry Sanders; for several years after that, the Detroit Red Wings' player Steve Yzerman was featured on the building. More recently, the west elevation has showcased Pontiac automobiles; it currently features an advertisement for the MGM Grand Detroit Casino. Since the mid-1990s, City of Detroit offices have occupied the building; currently, the building houses the city's Planning and Development Department and Recreation Department offices, among other city offices. Several prominent Detroit law firms and other businesses also occupy the building; retail businesses occupy the ground floor.

Exterior alterations include replacement black ceramic tile on the primary elevations dating to the 1960s; replacement window units were installed at an unknown date. A guyed mast is attached to the roof for local radio station WJLB. Several interior alterations occurred in the 1960s, including the addition of an elevator bank servicing the first through fifth floors. The entrance hallway, two-story lobby, elevator doors and cabs, and many interior offices on the upper floors were altered with the application of contemporary materials. The interior does retain an intact showroom on the second-floor mezzanine level. This small showroom for the Detroit Decorative Supply Company features a variety of decorative elements on the walls, ceiling, and floor, including ornate terrazzo floors imitating slate, ornamental plaster, faux stone walls, painted and gilded floral and geometric plaster elements, ornate wood paneling, and tracery. Stone-like, Gothic-pointed arches separate the showroom's main display floor from its entry foyer and reinforce the Late Gothic Revival motif of the building.

**NRHP STATUS**

Listed

**DATE LISTED**

7/27/2005

**NRHP CRITERIA**

A  B  C  D  Not Applicable



## Historic Resources Survey

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

Barlum Tower  
**SURVEY ID** 1-31

### NRHP CRITERIA CONSIDERATIONS

A  B  C  D  E  F  G  Not Applicable

### NRHP EVALUATION/JUSTIFICATION

The Barlum Tower was listed in the National Register of Historic Places (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 local architecture firm Bonnah and Chaffee's work. The building's strong vertical emphasis; rib-like pilasters; terra cotta spandrel panels featuring tracery-like motifs, lozenges and quatrefoils, and pointed arches and arcades; pointed-arch windows; and parapet cresting with pointed spires are all character-defining features of the Late Gothic Revival style. Although the offices and first floor storefronts and lobby have been altered and the windows replaced, the exterior elements, particularly the decorative terra cotta, remain intact and clearly express the character of Late Gothic Revival architecture. The property retains integrity of location, design, workmanship, setting, feeling, and association; it does not retain integrity of materials due to extensive installation of vinyl-clad replacement windows. The period of significance is 1927, which is the building's date of construction.

### NRHP BOUNDARY

The NRHP boundary for the Barlum Tower is 65 Cadillac Square, Lot 41 and the Easterly 41 feet of Lot 42, Plat of Section 6, Governor & Judges Plan, as recorded in Liber 34, Page 545 of Deeds, Wayne County Records; this includes the entire parcel historically associated with the building since its construction.

### SOURCES

"Barlum Tower." National Register of Historic Places Registration Form, National Park Service, 2005. On file at the Michigan State Historic Preservation Office, Housing Development Authority, Lansing, Michigan.



## Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Listed

Barlum Tower  
SURVEY ID 1-31

Photo 1 - Barlum Tower



Facing northwest to south-facing facade and east elevation from Cadillac Square and Bates Street



## Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Listed

Barlum Tower  
SURVEY ID 1-31

Photo 2 - Barlum Tower



Facing northeast to south-facing facade and west (side) elevation from Cadillac Square and Woodward Avenue



## Historic Resources Survey

RESOURCE TYPE Property  
NRHP STATUS Listed

Barlum Tower  
SURVEY ID 1-31

Photo 3 - Barlum Tower



Close-up view of Late Gothic Revival terra cotta ornamentation at facade's upper stories and cornice



**Historic Resources Survey**

**RESOURCE TYPE** Property  
**NRHP STATUS** Listed

Barlum Tower  
**SURVEY ID** 1-31

Map - Barlum Tower





## Historic Resources Survey

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

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

### NAME

New Cadillac Square Apartments

### OTHER NAME(S)

Barlum Hotel

### STREET ADDRESS

111 Cadillac Square

### CITY

Detroit

### OWNERSHIP

New Cadillac Square Inc.

### TAX PARCEL NUMBER

01000232.

### YEAR BUILT SOURCE

1927 P&B Investments, Inc., "History of New Cadillac Square Apartments" (2011).

### DESIGNER/BUILDER

Bonnah and Chaffee

### STYLE

Commercial Style

### PROPERTY TYPE

Domestic

### FOUNDATION

Stone/Marble

### WALLS

Terra Cotta

### ROOF

Built-Up

### DESCRIPTIVE NOTES

The New Cadillac Square Apartments is a twenty-story, U-shaped, terra-cotta-clad Commercial Style apartment tower that incorporates Italian Renaissance Revival ornamentation. It is located at the northeast corner of Cadillac Square and Bates Street. The building exhibits the character-defining features of the Commercial Style: a tall building whose design alludes to 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. Its two-story base has a rectangular footprint while the apartments above rise in a U shape. The building has hierarchical elevations; the facade and west elevation feature high-quality materials and decorative terra-cotta cladding, while the north and east elevations are clad in tan brick and devoid of ornamentation.

Facing south to Cadillac Square, the symmetrical facade comprises a two-story brown-marble-clad base supporting two prominent eighteen-story terra cotta-clad wings that form a U shape around an interior courtyard. The base's ground floor comprises eight bays of slightly recessed door and window openings. The westernmost bay contains a metal-framed entry consisting of a glass entry door, a fixed sidelight, and a fixed transom above; the three adjoining east bays each contain paired, fixed, metal-sash windows. The main building entrance is located off-center in the fifth to seventh bays from the west and comprises a recessed central revolving door in the sixth bay and metal-framed glass entry doors surmounted by fixed transoms in the flanking fifth and seventh bays. A projecting flat marquee spans the three entrance bays. The easternmost bay contains paired, fixed, metal-sash windows. Two signs are affixed to the second story, which is otherwise devoid of window openings or ornamentation. A projecting terra cotta frieze defined by a stylized Vitruvian scroll divides the second and third stories; a plain terra-cotta band runs above the frieze.

From the third to twentieth story, the wings' facades comprise three bays of double-hung, vinyl-sash replacement windows on terra-cotta-clad sills supported by corbels at each corner; some windows contain air conditioning units. A stone balustrade at the third story spans the interior courtyard between the wings. The balustrade is ornamented with spiral columns, shields, and swags, and surmounted by four stone vases. Three-story spiral, engaged Corinthian columns frame the third- to fifth-story windows and support a spiral arch around the arched fifth-story windows. Decorative piers and spandrel panels further define these window openings. The fifth-story spandrel panels contain terra-cotta shields and leaf motifs below a projecting, decorative terra-cotta beltcourse that serves as the base of the spiral arches. Medallion and swag ornamented panels surmount the arches below the sixth-story windows. From the seventh to eighteenth story, the windows are vertically paired in each bay by decorative spandrel panels and a simple terra-cotta surround. The nineteenth- and twentieth-story windows are



## Historic Resources Survey

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

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

framed by engaged columns and arches identical to the third- to fifth-story ornamentation; two decorative terra-cotta beltcourses are located at the nineteenth story and above the twentieth-story windows. The building's corners from the fifth story to the cornice consist of slightly projecting, narrow, and engaged spiral columns. The facade terminates in a highly ornamented terra-cotta cornice extending above the roofline and comprised of medallion and leaf motifs; the cornice is continued along the interior courtyard elevations and the building's west elevation. The interior courtyard elevations are identical to the wings' facades in cladding, windows, ornamentation, and general composition, but comprise five bays on the east and west elevations and four bays on the south elevation.

Facing Bates Street, the symmetrical west (side) elevation is nearly identical to the facade in style and composed of a two-story brown-marble-clad base with eighteen terra-cotta-clad stories above. The two-story base's ground level comprises four bays with two slightly recessed window openings in the southernmost bays, each with four infilled metal-sash windows; a recessed entry surmounted by a flat marquee in the adjoining north bay; and two fixed metal-sash windows in the northernmost bay, which is clad in vinyl siding. The second story is unadorned with the exception of three small exterior light fixtures. The west elevation's third through twentieth stories each comprise nine bays containing double-hung, vinyl-sash replacement windows. The windows and their framing are identical in arrangement and ornamentation to those on the facade with regard to the placement of columns, arches, spandrels, piers, and other decorative elements.

The brick-clad north (rear) elevation is six bays wide. Each bay contains paired double-hung, vinyl-sash replacement windows at each floor, except the second bay from the northwest corner, which contains single windows at each floor. Two doors are located near the ground floor's northeast corner. At the eighteenth and twentieth stories, terra-cotta beltcourses extend across this elevation from the ornamented west elevation. Also continued from the west elevation, a full-height vertical band of brown marble tiles and terra-cotta cladding unifies the north and west elevations at the building's northwest corner. The north elevation terminates in a brick parapet wall.

The brick-clad east (side) elevation is devoid of door and window openings and has minimal ornamentation. Tan bricks comprise the first through fourth stories; a band of gray bricks with a painted sign for "Cadillac Square Apartments" comprises the fifth story; light red bricks comprise the sixth through twelfth stories; and painted white bricks comprise the twelfth through twentieth stories. Continued from the facade, a narrow strip of terra-cotta cladding at the building's southeast corner unifies the east elevation's sixth through twentieth stories. The east elevation terminates in a low brick parapet wall.

Asphalt-paved parking surrounds the building on the north and east elevations and separates it from the Lawyers Building to the east at 137 Cadillac Square.

### HISTORY/DEVELOPMENT

The New Cadillac Square Apartments building was constructed in 1927 as the Barlum Hotel. Commissioned by prominent Detroit businessman and real estate developer John J. Barlum, the building was designed by the local Detroit architectural firm Bonnah and Chaffee; the Otto Misch Company served as the general contractor and builder. When it opened, the Barlum Hotel had 612 guest rooms, all with private bathrooms, and ornate Venetian décor dominated the hotel lobby. The building was also occupied by news and cigar stands, a beauty salon and barbershop, and a full-service restaurant in the basement.

John J. Barlum was responsible for the revitalization of the Cadillac Square area in the late 1920s, specifically targeting the area for development by erecting the Barlum Tower, Barlum Hotel, and the Lawyers Building along the north side of that street, all adjacent to each other. These buildings were constructed under the auspices of the Cadillac Square Improvement Company run by John J. Barlum, his two brothers, Lewis P. Barlum and John P. Barlum, and former Mayor of Detroit William B. Thompson. John J. Barlum owned the Barlum Steamship Company, the Barlum Land & Improvement Company, the American State Bank, and the John J. Barlum Realty Company; he was also president of Detroit's Department of Street Railways. In addition, he commissioned the Merchants Building and the Barlum Apartments elsewhere in Detroit in the early 1920s. All of these Barlum-commissioned buildings were designed by Detroit architectural firm Bonnah and Chaffee, who were locally known for their apartment buildings, office buildings, and residential architecture. Formed by architects Harrie W. Bonnah and Walter Crane Chaffee, the firm also designed the Farwell Building (1915) and the Village Manor



## Historic Resources Survey

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

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

Apartments (1921) in Detroit.

Bonnah and Chaffee designed the New Cadillac Square Apartments in the Commercial Style with Italian Renaissance Revival terra-cotta ornamentation. Also known as the Chicago School, the Commercial Style emerged at the turn of the twentieth century from a Chicago school of architects who promoted the new technologies of steel-frame construction in commercial buildings. Distinguishing features of the Commercial Style include steel-frame buildings with masonry cladding (typically terra cotta), large plate-glass window areas, limited exterior ornamentation, and a building divided into the three parts of a classical column (base, shaft, and capital). The style is also known for the Chicago window, a three-part window composed of a large, fixed center panel flanked by two smaller double-hung sash windows. Elements of the Neoclassical, Neo-Gothic, and other revival styles were sometimes incorporated on Commercial Style buildings. This building incorporates Italian Renaissance Revival-style ornamentation on the facade and west elevation, including arches, engaged columns, decorative beltcourses, a balustrade, an enriched projecting cornice, and Renaissance Revival motifs such as the Vitruvian scroll, leaves, shields, swags, and egg-and-dart decoration. In Detroit, many examples of the Commercial Style exist, some of which incorporate revival style architectural elements, and include the adjacent Lawyers Building, the Gabriel Richard Building, the Merchants Building, the Telegraph Building, the Farwell Building, the David Broderick Tower, the D.J. Healy Company Building, and the Woodward Building.

In its early years, the Barlum Hotel predominately catered to Vaudeville circuit performers and theatrical guests who were appearing on stage in Detroit, once housing ninety-five percent of the talent appearing at the Shubert and Cass theaters and most of the ballets and symphonies that played at the Masonic Temple. John J. Barlum lost the hotel during the Great Depression, and two different hotel groups unsuccessfully controlled the hotel until 1941 when the City of Detroit seized the building due to unpaid taxes. In 1942, the city sold the building to Henry C. Keywell who remodeled it in the late 1950s and renamed it the Henrose Hotel, a combination of his first name and his wife's name, Rose. In 1963, the Teamsters Union Central States Southwest purchased the building. The following year it was bought by a Washington, D.C., syndicate that renamed it the Embassy Hotel. Seven months later, the building reverted to the Teamsters fund due to the owners defaulting on their loan. A Boston-based group purchased the hotel in 1966, converting it into an apartment building with efficiency and studio units and renaming it One Eleven Cadillac Square. The building was owned by various groups in the intervening decades until the current owners, P&B Investments, Inc., purchased the building in 1994 and renamed it the New Cadillac Square Apartments in 2002. Since then, the building has undergone extensive renovations, including the replacement of the windows, roof, boiler, and elevators, and the remodeling of the lobby. The building houses the Motown Café Grille, the Cadillac Food Plaza convenience store, and a barbershop on the first floor and 224 apartment units above.

**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 New Cadillac Square Apartments was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C. The New Cadillac Square Apartments building was constructed by prominent local businessman and real estate developer John J. Barlum as one of three buildings intended to revitalize the Cadillac Square area in Downtown Detroit. As a prominent component of Barlum's development efforts that redefined the Cadillac Square area, the building conveys local significance for its association with the development of Downtown Detroit. Therefore, the New Cadillac Square Apartments is eligible under Criterion A.

The New Cadillac Square Apartments is associated with John J. Barlum, a prominent local businessman and real estate developer responsible for the revitalization of Cadillac Square in Downtown Detroit through the commissioning of prominent high-style buildings along that street, as well as other prominent developments elsewhere in Detroit. The building is representative of John J. Barlum's real estate interests and concerted effort to revitalize this part of Downtown Detroit, and, therefore, the New Cadillac Square Apartments is eligible under



## Historic Resources Survey

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

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

Criterion B for its association with the productive life of John J. Barlum.

The New Cadillac Square Apartments is an excellent example of an early-twentieth-century Commercial Style apartment building with Italian Renaissance Revival ornamentation. The building's steel frame construction, terra cotta cladding, and three-part classical-column form are character-defining features of the Commercial Style. The building also features intact Italian Renaissance Revival ornament, including decorative arches, engaged columns, beltcourses, an enriched cornice, and various Renaissance Revival motifs such as Vitruvian scrolls, shields, and swags. Despite the replacement of all the building's original windows, the building's other character-defining features remain to convey its significance as a Commercial Style building with Italian Renaissance Revival ornamentation. Therefore, the New Cadillac Square Apartments is eligible for the NRHP under Criterion C as a locally significant example of an early twentieth-century Commercial Style building with Italian Renaissance Revival ornamentation in Detroit as designed by the prominent local architectural firm Bonnah and Chaffee. The property retains integrity of location, design, workmanship, setting, feeling, and association; it does not retain integrity of materials due to the extensive use of vinyl-clad replacement windows. The period of significance is 1927, which is the building's date of construction.

### NRHP BOUNDARY

The proposed NRHP boundary for the New Cadillac Square Apartments is legal parcel 01000232., which includes the property on which the building is located.

### SOURCES

Patricia Ibbotson. "Detroit's Historic Hotels and Restaurants." South Carolina: Arcadia Publishing, 2007.

P&B Investments, Inc. "History of New Cadillac Square Apartments." The New Cadillac Square Apartments, 2011. <http://www.newcadillacsquare.com/history.html>.



## Historic Resources Survey

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

New Cadillac Square Apartments  
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Photo 1 - New Cadillac Square Apartments



Facing northeast to south-facing facade from Cadillac Square and Bates Street



## Historic Resources Survey

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**NRHP STATUS** Eligible

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

Photo 2 - New Cadillac Square Apartments



Close-up view of facade wings' Italian Renaissance Revival-style terra cotta ornamentation at upper stories and cornice

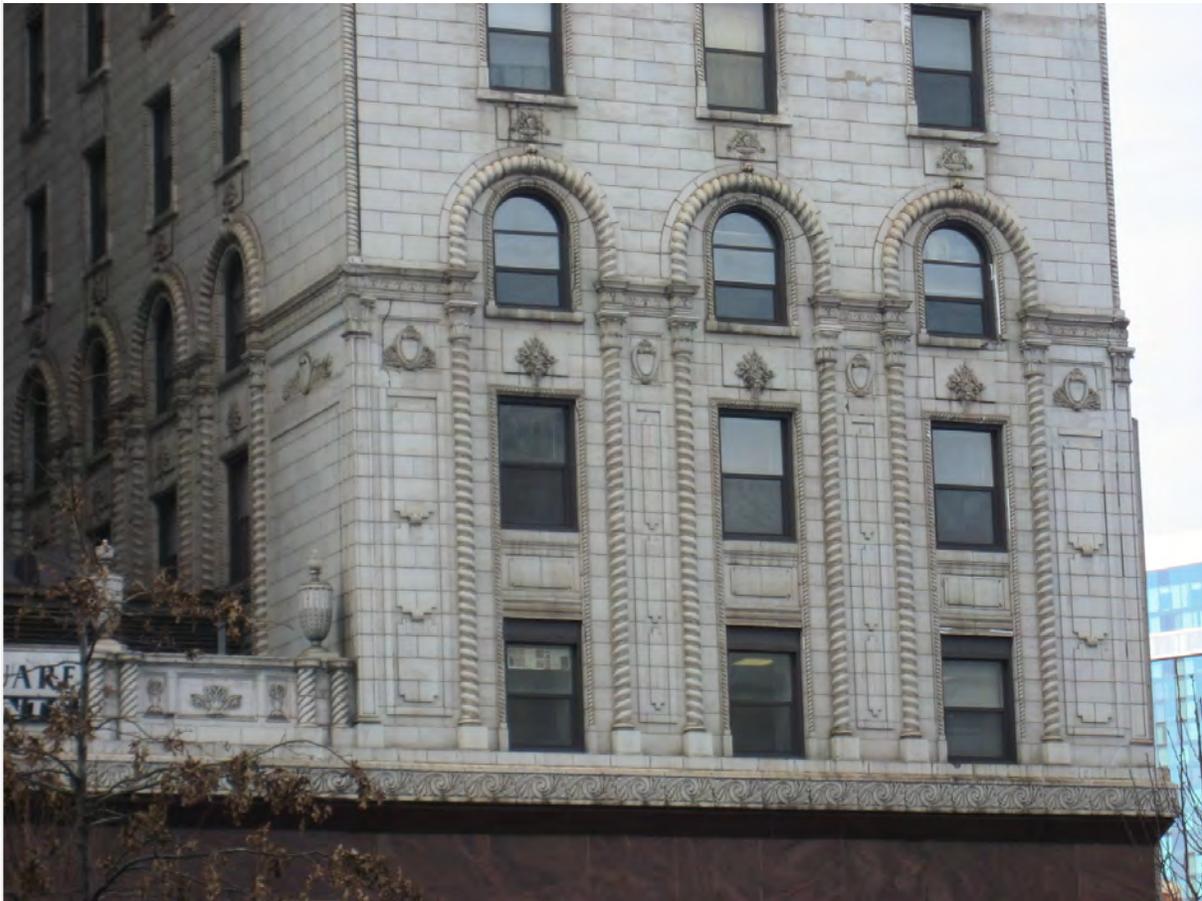


## Historic Resources Survey

**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