

## **1.4.2 Public Building Styles**

### **Vernacular Commercial/Industrial**

Like residential architecture, commercial/industrial buildings frequently cannot be assigned style names. These structures tend to be astylistic and lack any discernable features to link the building with an identified style. Unfortunately, no known body of work identifies commercial/industrial buildings based on form. As a result, vernacular vocabulary similar to that developed over time is lacking. For the purposes of this survey, buildings that lack stylistic features are noted as “Vernacular” and attributed an approximate period of construction.

Some varieties of commercial/industrial buildings, if not radically altered, include large retail show windows on the ground story. Upper stories, whether meant to serve business or residential uses, are characterized by simple window openings. Doors to serve ground-story shops and upper-stories are simple and, when original, are generally of paneled wood with a single window above. An emphatic cornice with some decorative treatment (compound brick corbelling, wood moldings, or metal friezes, with finials or thick corbels at the ends) and a cornice or I-beam above the storefront are usually the only decorative touches. Simplified period motifs are implied, but without any overt stylistic character. Frequently, vernacular commercial/industrial buildings, as others, were partially illuminated on the ground floor by transoms across the façade. The transoms are often covered with modern signage. Although there are free-standing vernacular commercial/industrial buildings, many are joined by party walls into continuous commercial streetscapes (Wyatt 1986:3-10). In the DRIC study area, vernacular commercial/industrial buildings are predominately of masonry construction. Examples of vernacular commercial/industrial buildings in the DRIC study area are abundant. One such property is located at 7700 West Jefferson Avenue (Figure 1.4.2-1).

### **Baroque**

The Baroque style, imported from Italy, is indicative of European Renaissance architecture and is fundamentally a decorative style of capricious, elaborate, and ornate forms. Characterized by the free use and distortions of Classical elements, the style commonly features curved surfaces, color, and the use of sculpture. The style is not common to the DRIC study area. The only building incorporating any design elements of the style is the Fort Street/Green Street Detroit Police Department Station at 7140 West Fort Street. The largely vernacular building features an embellished façade with painted ornamentation (Figure 1.4.2-2).

### **Neo-Classical Revival**

The Neo-Classical Revival style gained accelerated popularity at the 1893 World’s Columbian Exposition in Chicago and the 1901 Pan-American Exhibition in San Francisco (Blumenson 1983:69). Typically the style is based on the post-and-lintel Grecian forms rather than the arches and vaulted forms associated with Roman architecture, although an eclectic mix of both influences is not uncommon (Gordon 1992:99). Tending toward the large and pretentious, the Neo-Classical Revival style was frequently utilized in public buildings and banks, where the preferred construction material of stone further emphasized the connection to classic building influences (Gordon 1992:99). Typical features associated with the style include a basic symmetry and order to the fenestration; use of columns, pilasters and pedimented doorways; and full porticos with either Ionic or Corinthian columns and trabeated (using post-and-lintel construction, often with a full entablature) openings (Gordon 1992:99). An excellent representation of the Neo-Classical style in the DRIC study area is the Detroit Savings Bank, located at 5705 West Fort Street (Figure 1.4.2-3).



Figure 1.4.2-1. Vernacular Commercial Building, 7700 West Jefferson Avenue



Figure 1.4.2-2. Building with Baroque Detail, 7140 West Fort Street



Figure 1.4.2-3. Neoclassical Building, 5705 West Fort Street



Figure 1.4.2-4. Georgian Revival Style Commercial Building, Former Detroit Copper and Brass Rolling Mills Office, 174 South Clark Street

## **Georgian Revival**

Georgian Revival, another period or academic revival style, coincided with Colonial Revival and shares many of the same characteristics. Buildings designed in the Georgian Revival style display the formal and historically accurate characteristics of seventeenth- and eighteenth-century Georgian architecture. Quoins are often used as corner accents, and dormer windows sometimes have alternating curved and triangular pediments (Gordon 1992:101). Georgian Revival structures tend to be large in scale and more richly finished than Colonial Revival buildings (Wyatt 1986:2-17). In the Midwest, builders generally employed the style for larger houses in affluent neighborhoods. It was also a commonly applied style on public buildings, such as schools, libraries, and city halls, as well as small commercial office buildings (Gordon 1992:101), such as the former Detroit Copper and Brass Rolling Mills office at 174 South Clark Street (Figure 1.4.2-4). The rectory at the St. John Cantius Polish Catholic Church Complex (844 South Harbaugh Street) is an example of the style on an ecclesiastical building (Figure 1.4.2-5).

## **Romanesque Revival**

The revival of styles that had never been seen in America was popular during the first third of the twentieth century. Inspiration for a number of these architectural styles was drawn from the historic buildings of Europe. Sometimes they showed allegiance to one's heritage (Poppeliers et al. 1977:38-39). In the mid- to late nineteenth century, architects turned to the medieval round-arched style known as Romanesque for inspiration. Typically featuring masonry construction, the style was most often utilized in the construction of ecclesiastical, commercial, and industrial buildings. Elements of the Romanesque style include an imposing, monolithic design; repetition of rounded-arched windows, entrances, and corbel tables; and monochromatic brick and stone. Towers are often employed and may be finished with parapets or a pyramidal roof. On most Romanesque Revival churches, rounded-arch windows and doors are the most commonly seen element of the style (Wyatt 1986:2-9). The St. John Cantius Polish Catholic Church at 844 South Harbaugh Street is an excellent example of a Romanesque Revival style building (Figure 1.4.2-6).

## **Late Gothic Revival/Collegiate Gothic**

The Gothic Revival style experienced several periods of popularity in the United States. The initial popularity occurred from 1850 to 1880 (Godfrey 1986:2-5). Based on English examples, the style spread across the country through the plan books and publications of Andrew Jackson Downing (Poppeliers et al. 1981:18). During this period, Gothic Revival style was applied to everything from picturesque cottages to stone castles, but in the later phase of the style (1900-1930) it was applied primarily to ecclesiastical, educational, and commercial buildings (Blumenson 1983:31; Gordon 1992:105). In contrast to the earlier Gothic Revival, Late Gothic Revival buildings are generally larger in scale with more substantial building forms. Most Late Gothic Revival buildings use brick or smooth ashlar stone walls pierced by large lancet windows and accentuated with stone tracery. The later incarnation of the style retained such early Gothic elements as finials and stone buttresses, but the use of detail was restrained (Gordon 1992:105). Pointed stained glass windows were also a popular feature, particularly on the large number of churches constructed in the style. The Holy Cross Roman Catholic Church at 8423 South Street is an excellent example of the Late Gothic Revival style in the DRIC Study area (Figure 1.4.2-7).

On college campuses, the Late Gothic Revival style became known as Collegiate Gothic, a style that recalled the great medieval universities of England (Gordon 1992:105; Wyatt 1986:2-31). Collegiate Gothic was popularly applied to college campus buildings, high schools, and even elementary



Figure 1.4.2-5. Georgian Revival Style Ecclesiastical Building, 844 South Harbaugh Street



Figure 1.4.2-6. Romanesque Revival Style Church, 844 South Harbaugh Street



Figure 1.4.2-7. Late Gothic Revival Style Church, 8423 South Street



Figure 1.4.2-8. Collegiate Gothic Style Building, 6921 West Fort Street

schools constructed in the United States during the early twentieth century. Design elements typically include a central façade entrance, battlements, finials, Gothic and Tudor arches, crenellated parapets, numerous steep, pinnacled gables, and heavily mullioned windows (Wyatt 1986:2-31). Southwestern High School (6921 West Fort Street) is the only example of the Collegiate Gothic style in the DRIC study area (Figure 1.4.2-8).

### **Art Deco**

The Art Deco style emerged in the early twentieth century in an effort to distinguish modern American architecture from all styles that preceded it. Art Deco was the first widely popular style in the United States to break with the popular revival styles of the early twentieth century (Poppeliers 1977:39). Several factors gave rise to the style's popularity, including the streamlining influences of the Depression era, the industrial age, and most popularly the Exposition des Arts Decoratifs, an exhibition held in Paris in 1925 (Gordon 1992:112). Further, the verticality and stepped setbacks of the style were perfect compliments to new zoning regulations implemented in most large cities of the period (Wyatt 1986:2-34).

Buildings constructed in the Art Deco style were typically built between 1927 and 1940, and are characterized by rectilinear massing, futuristic images, stylized ornament, and polychromatic effects. Design elements include smooth polychromatic wall surfaces in brick and concrete with rounded or angular corner windows, and interior finishes of metals and indirect lighting. Large-scale institutional buildings usually have central towers. Low-scale examples tend to be box-like, with flat roofs, horizontal banding, and chevrons. Commercial and office buildings are usually faced in terra cotta, brick or smooth limestone relived by fluting, zigzags, and fretwork (Gordon 1992:112). The Detroit Union Produce Terminal at 7210 West Fort Street is an excellent, rectilinear example of the Art Deco style (Figure 1.4.2-9).

## **1.5 Designated Historic Properties**

Six previously listed historic resources were identified located fully within, partially within, or contiguous to the DRIC study area (Table 1.5-1). Of these resources, one is listed on both the National Register of Historic Places (NRHP) and the State Register of Historic Sites (SRHS), and one is listed on the NRHP, SRHS, and is designated a local historic resource. Two resources are listed only on the SRHS, and two are locally designated historic resources. This section begins by presenting the NRHP criteria by which historic resources are evaluated and then presents brief descriptions of each resource listed on Table 1.5-1.



Figure 1.4.2-9. Detroit Union Produce Terminal, 7210 West Fort Street



**Table 1.5-1 Previously Listed Historic Resources within the DRIC Study Area**

<b>Resource Name</b>	<b>Street Address</b>	<b>Designation</b>	<b>Location within Study Area</b>
Fort Wayne	6053 West Jefferson Avenue	NRHP, SRHS	Contiguous
Frank H. Beard School	840 North Waterman Street	NRHP, SRHS, Local	Within (fully)
Ralph J. Bunche Birthplace	West Fort and Junction Streets	SRHS	Within (fully); structure no longer extant
Detroit Copper and Brass Rolling Mills	174 South Clark Street	SRHS	Within (fully)
Hubbard Farms Historic District	West Vernor Highway/West Grand Boulevard/West Lafayette/Clark Street	Local	Within (partially)
James McMillan School <sup>1</sup>	615 South West End Avenue	Local	Within (fully)

<sup>1</sup>As of January 2008, the James McMillan School had been gutted by fire. The roof was no longer visible, though the majority of the school's exterior walls were still standing. Despite some portions of the building remaining intact, McMillan no longer retains sufficient integrity to be considered a historic resource

### **1.5.1 National Register of Historic Places Criteria of Evaluation**

The above-ground resources within the study area were evaluated to determine their eligibility for listing in the NRHP. Properties typically must be at least 50 years old, maintain a moderate to high level of integrity, and meet one or more of the following criteria for evaluation:

- a) associated with events that have made a contribution to the broad patterns of history,
- b) associated with the lives of persons significant in our past,
- c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant or distinguishable entity whose components may lack individual distinction, and
- d) have yielded, or may be likely to yield, information important in prehistory or history.

A property need only meet one criterion to be eligible for listing in the NRHP. According to the NRHP, "integrity is the ability of a property to convey its significance." There are seven attributes of integrity: location, design, setting, materials, workmanship, feeling and association.

As part of the evaluation process, CCRG's architectural historian took into account seven exemptions specified in 36 CFR 60.4. "Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years..." are not eligible for listing in the NRHP.

### **1.5.2 National and State Listed Historic Structures and Districts**

Within the DRIC study area there are two properties previously recorded on the National Register of Historic Places. As these properties are currently designated resources, additional research was not carried out as part of this project; however, basic information on the properties is provided below.

### **Fort Wayne, 6053 West Jefferson Avenue**

An act of Congress, implementing a national defense plan and the Northwest Territories authorized the construction of Fort Wayne on August 4, 1841 (Westlake 1970). Construction on the fort, named for General Anthony Wayne, who established American government in Detroit in 1796, began in 1843 and was completed in 1851 (Detroit Public Library 1953:96). The fort served as training grounds during the Civil War, housed federal troops beginning in 1861, and operated as the primary induction center for troops joining the military in Detroit through the Vietnam War (Detroit Historical Society 2007).

Located on a 90-acre parcel of land south of West Jefferson Avenue (Appendix B:12, 13), the property includes a brick barracks building and frame structures around parade grounds. The building complex is surrounded by thick masonry walls and earthworks forming a square with bastions at the corners (Westlake 1970) (Figures 1.5.2-1 and 1.5.2-2). Also included on the grounds is a powder magazine, used to store powder and ammunitions. Construction at Fort Wayne continued into the 1930s, although numerous smaller structures were demolished over the years. In 1949 a portion of the fort was transferred to the City of Detroit for use as a museum, although in 1967 the federal government utilized the buildings adjacent to the walled portion of the fort as emergency housing for the displaced of the Detroit riots during July 1967 (Westlake 1970). The museum continued to operate in the fort until 1992. Since then, the vast property has primarily served as a storage facility for historical artifacts (Baulch 2006). Fort Wayne was listed on the SRHS on February 19, 1958, on the NRHP on May 6, 1971. A marker was erected at the site on June 23, 1978 (Michigan State Historic Preservation Office [MSHPO] 2007a). The City of Detroit now owns the entire property.

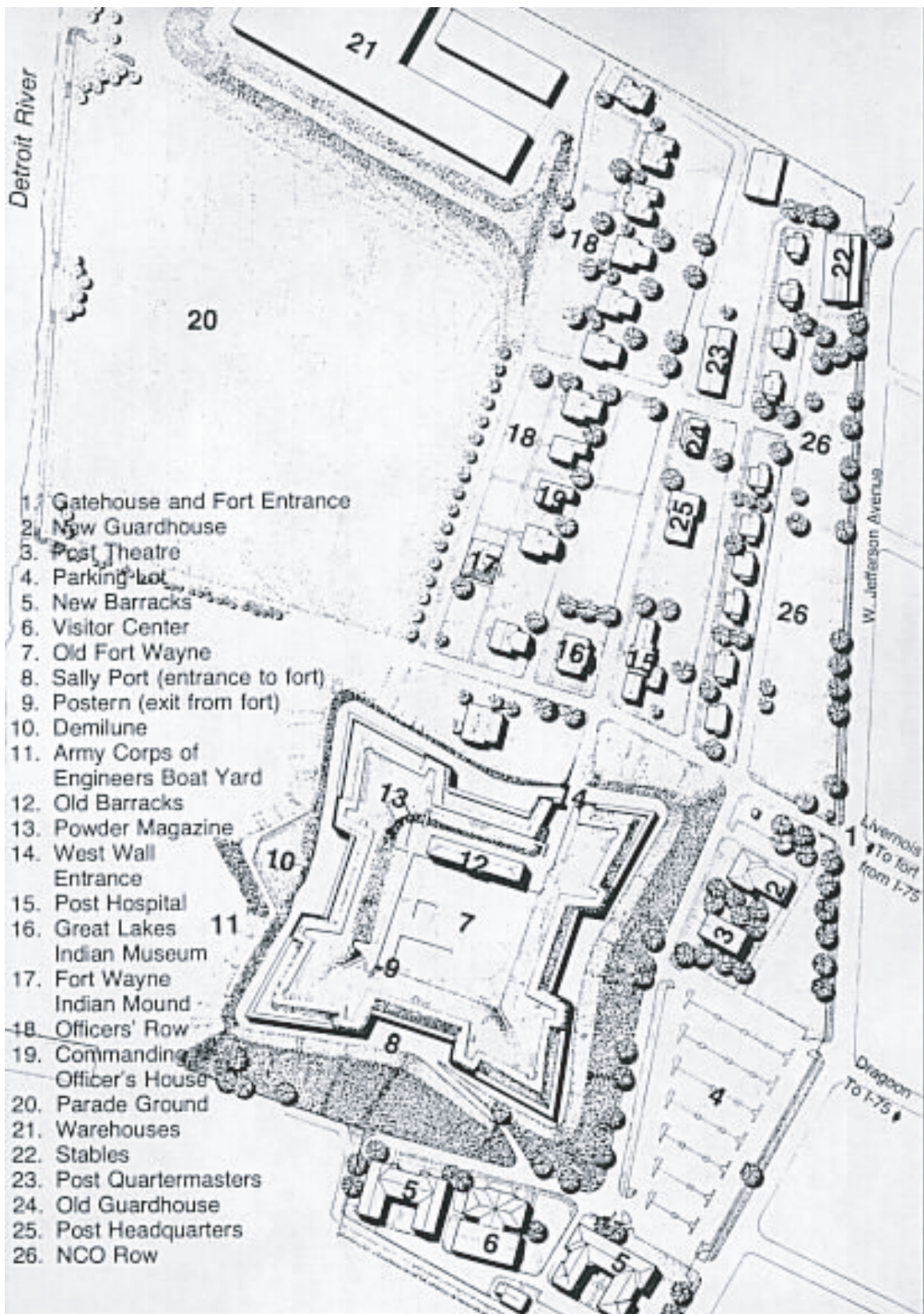
### **Frank H. Beard School, 840 North Waterman Street**

Originally this school, then located in Springwells Township, was known as Garfield School, in honor of President Garfield (Varga and Cotman 1983). The present school building (Figure 1.5.2-3) replaced an earlier frame structure that was so overcrowded it was declared unsafe. The new 12-room brick school was designed by prominent school architects Malcomson and Higginbotham in 1896, with a two-room addition completed in 1900 giving the building 14 classrooms in total (HDAB 2001:9).

In 1906, the area of Springwells Township that included Garfield School was annexed to the City of Detroit, which found itself with two schools named for President Garfield. To correct the situation, the school on Waterman (Appendix B:1) was renamed the Frank H. Beard School in honor of the local greengrocer and florist who was had served the community as a district school director for 17 years (Varga and Cotman 1983). In 1984, at the time of its placement on the NRHP, SRHS, and local designation by the City of Detroit, the school was one of the last nineteenth-century elementary schools functioning in Detroit (DHDC 2007b). Today the building serves as the Beard Early Education Center.

### **1.5.3 State Register of Historic Sites Structures and Districts**

Historic markers have been installed for both the Ralph J. Bunche Birthplace and the Detroit Copper and Brass Rolling Mills. Each of these resources has also been placed on the SRHS. Inclusion on the SRHS does not automatically result in placement on the NRHP; therefore, the Detroit Copper and Brass Rolling Mills Office is included in the investigations carried out as part of the project. Because the Bunche birthplace is no longer extant, no further work was possible.



- 1. Gatehouse and Fort Entrance
- 2. New Guardhouse
- 3. Post Theatre
- 4. Parking lot
- 5. New Barracks
- 6. Visitor Center
- 7. Old Fort Wayne
- 8. Sally Port (entrance to fort)
- 9. Postern (exit from fort)
- 10. Demilune
- 11. Army Corps of Engineers Boat Yard
- 12. Old Barracks
- 13. Powder Magazine
- 14. West Wall Entrance
- 15. Post Hospital
- 16. Great Lakes Indian Museum
- 17. Fort Wayne Indian Mound
- 18. Officers' Row
- 19. Commanding Officer's House
- 20. Parade Ground
- 21. Warehouses
- 22. Stables
- 23. Post Quartermasters
- 24. Old Guardhouse
- 25. Post Headquarters
- 26. NCO Row

Source: Michigan State Historic Preservation Office 2007a

Figure 1.5.2-1. Map of Fort Wayne



Source: Michigan State Historic Preservation Office 2007a

1.5.2-2. Officer's Row, Fort Wayne



1.5.2-3. Frank Beard School, 840 North Waterman Street

### **Ralph J. Bunche Birthplace, West Fort Street and Junction Street**

On August 7, 1904, Ralph J. Bunche, son of a barber and amateur musician and the grandson of a slave, was born in Detroit (Nobel Foundation n.d.). Bunche spent the early years of his life residing at the house located at 5668 Anthon (Slater 1972:C-1). At the age of 10, the family moved to Albuquerque, New Mexico, in an effort to alleviate the poor health of Ralph's parents. Two years later, following the death of his parents, Ralph moved to Los Angeles with his grandmother and two sisters. Always an excellent student, Ralph earned a scholarship to Harvard University, where he began his long career in political science.

During his illustrious career, Bunche worked with Swedish sociologist Gunnar Myrdal to prepare a ground-breaking study on racism in America (Nobel Organization n.d.). He also consulted for political leaders, and civil rights organizations. Eventually Bunche worked for the U.S. government, and was appointed to the United Nations. During this time, Bunche worked to bring an armistice agreement between Israel and the Arab States, earning him the Nobel Peace Prize in 1950 (Nobel Foundation n.d.).

Just months after his death on December 9, 1971, the site of Bunche's early childhood home in Detroit was placed on the SRHS and a commemorative marker erected (Slater 1972:C-1). The marker was placed on a nearby grocery store, since the house was no longer extant. Today the marker is missing, although its text can still be read on the SHPO Historic Sites Online web page (MSHPO 2007b).

### **Detroit Copper and Brass Rolling Mills, 174 South Clark Street**

In 1880 Christian Buhl, former alderman, city mayor, police commissioner and banker, founded the Detroit Copper and Brass Rolling Mills (MSHPO 2007c) (Figure 1.5.3-1). Once the largest fabricator of copper and brass in Michigan, the firm can attribute its success, in part, to its role as the primary provider of exterior ornamentation and brass engine parts for the Ford Motor Company (MSHPO 2007c).

The company erected the elegant two-story office building and associated factory structure in 1906, and in 1927 the firm was purchased by Anaconda Copper and Brass (MSHPO 2007). Following the departure of the manufacturing facilities, the office building served for a time as the S & G Grocer Inc. (DHDC 2007a). Currently the building, which was placed on the SRHS on June 15, 1979, and a marker erected on February 29, 1980, serves as the offices for the Wayne County Port Authority (MSHPO 2007c).

#### **1.5.4 Locally Designated Structures and Districts**

In addition to the two properties described above, one previously recorded local historic district (Hubbard Farms) and one locally designated individual building are located within the DRIC study area. The northeastern-most corner of the study area overlaps only a portion of the Hubbard Farms local district. Although the district is not listed on the NRHP or SRHS, it is still an area of locally significant above-ground resources that should be recognized and considered during project planning.



Figure 1.5.3-1. Detroit Copper and Brass Rolling Mills Historic Marker

## **Hubbard Farms Historic District**

Locally designated by the City of Detroit on February 26, 1993, the Hubbard Farms Historic District is generally bounded by West Vernor Highway, West Grand Boulevard, West Lafayette Boulevard, and Clark Street (HDAB 1993) (see also Section 2.1, Figure 2.1-1). The area was once part of five private claims, with each eventually sold and subdivided, often by prominent Detroiters. Among the early residents of the area were Bela Hubbard (for whom the district is named), Daniel Scotten (one of the streets in the neighborhood bears his name), and John P. Clark (Clark Park carries his name) (HDAB 1993).

The land was subdivided over a period from approximately 1870 through 1930, resulting in an eclectic mix of buildings (Figure 1.5.4-1). The district consists of approximately 300 buildings, including examples of Queen Anne, Italianate, Second Empire, Colonial Revival, Richardson Romanesque, Foursquare, and Bungalow. Included in the district is a mix of residential, commercial, public, and institutional uses (HDAB 1993).

### **James McMillan School, 615 South West End Avenue**

The present James McMillan School is the second school of the same name at the site.<sup>1-5</sup> In 1891 the first school was constructed on a lot donated by Delray School Board member John Frank and his wife Carolina (HDAB 1999). The school was named for James McMillan, a prominent Detroit businessman, philanthropist, and senator. During his time in the U.S. Senate, McMillan was appointed chairman of the District of Columbia, and was noted for the establishment of an urban plan and park system that revived the L'Enfant plan for the city (HDAB 1999).

In 1894 the four-room school was destroyed by fire and plans were made to replace the building with a 16-room, two-story, brick building (Figures 1.5.4-2a and 1.5.4-2b). The architectural firm of Malcomson and Higginbotham, who were hired on an annual basis to serve as the architects for the Detroit Public Schools from the 1890s to the 1920s, were commissioned to design the new school (Varga and Cotman 1983). The completed school opened in 1895, the year before the nearby Frank Beard School was designed. In 1907 Delray was annexed to the City of Detroit. At the time of the annexation, the James McMillan School was serving as a high school but reverted to an elementary school in 1916. The school continued to serve the community until its closure in the late 1990s. The building was locally designated by the City of Detroit on July 13, 1999 (DHDC 2007c).

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<sup>1-5</sup>The James McMillan School was heavily damaged by fire in January 2008. The interior has been gutted; however, the exterior walls remain (see Section 1.3.4).





Figure 1.5.4-1. Hubbard Farms Historic District



Figure 1.5.4-2a. McMillan School (January 2008)



Figure 1.5.4-2b. McMillan School (2007)

## 2.0 METHODS

### 2.1 Pre-field Research

Prior to undertaking fieldwork, file searches identifying previously recorded properties was undertaken. Previously recorded above-ground resources (including districts, sites, buildings, structures, and objects) were investigated through site file research carried out at the Michigan State Historic Preservation Office (SHPO). This search provided a comprehensive list of designated properties for both the NRHP and the SRHS. The SHPO online web page was used in conjunction with other online mapping sources.

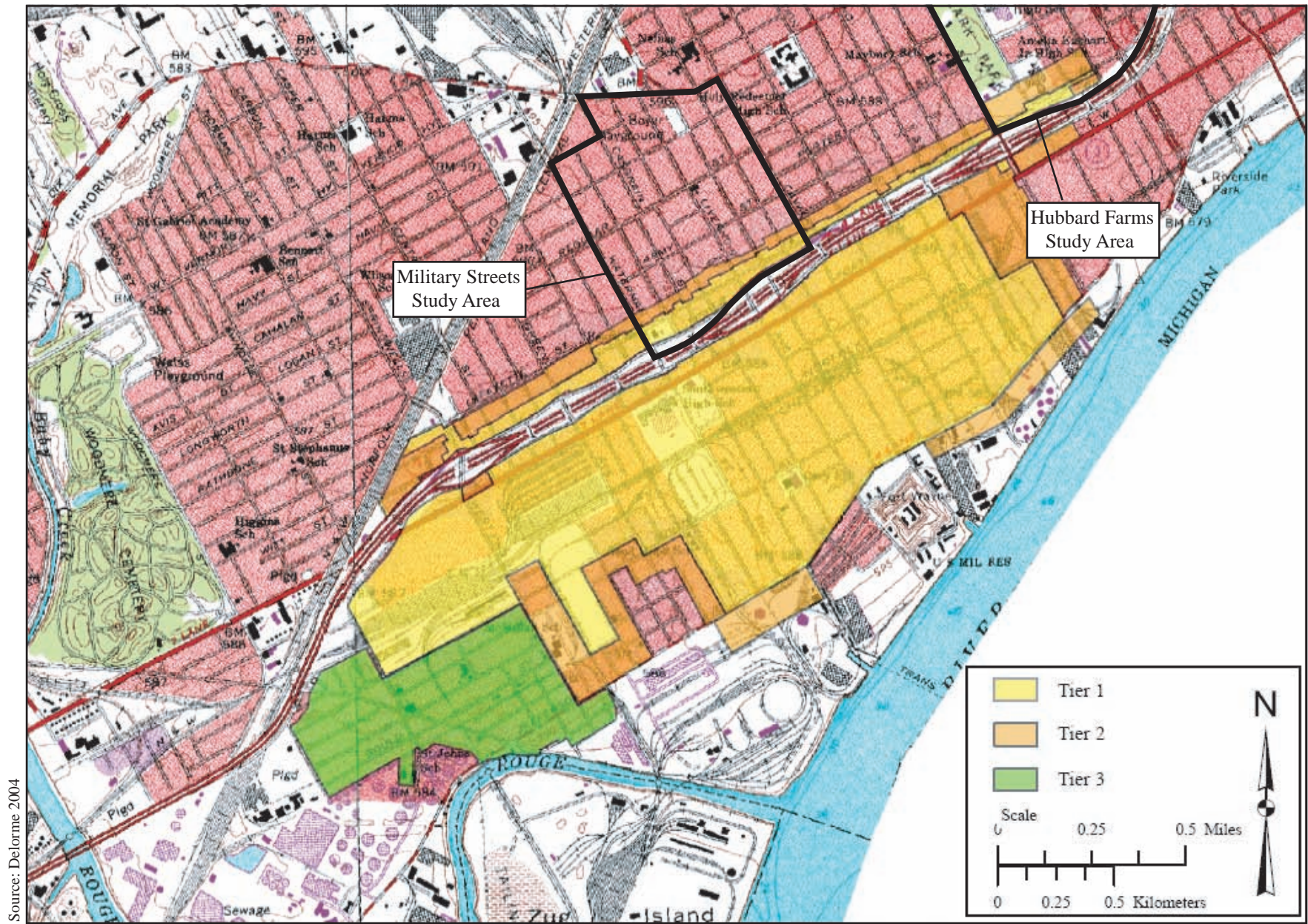
Once NRHP and SRHS locations were identified, every effort was made to identify locally designated historic sites and districts. Precise information was available on locally protected properties within the City of Detroit through the offices of the Detroit Historic District Commission and the Historic Designation Advisory Board.

A small portion of the Hubbard Farms Historic District (locally designated by the city of Detroit) is located within the APE (Figure 2.1-1). This district is roughly bounded by West Vernor Highway, West Grand Boulevard, West Lafayette Boulevard, and Clark Street, and is significant for its architectural and cultural merit. Because the resources located within the district have been previously identified, and the district is afforded local protection from the city of Detroit, none of the district's buildings were surveyed as part of this project and are, therefore, not included in this report.

In December 2001, the Detroit Historic District Advisory Board (HDAB) completed the *Military Streets Study Area* report. This document examined an area roughly bounded by West Vernor Highway on the north, Cavalry Avenue on the east, Fisher Freeway and West Fort Street on the south and Waterman Avenue on the west. Although essentially north and east of the DRIC above-ground APE, a portion of the two study areas overlap. In the conclusions of their report, the HDAB did recommend a historic district, with boundaries located entirely outside the DRIC APE. The HDAB also recommended a number of individual historic resources as eligible for the NRHP, including five resources within the DRIC APE (Table 2.1-1). Of these resources, one (Frank H. Beard School, 840 Waterman), was subsequently listed on the NRHP, SRHS, and by the City of Detroit as a locally significant resource. A second identified resource, the Campbell Street Library, 6625 West Fort Street, has subsequently been demolished. The three remaining resources identified in the Military Streets report remain extant, although a formal determination of NRHP eligibility by the SHPO had never been made. Because a formal determination of eligibility was not completed for these resources, they were included in the survey and evaluated by CCRG.

**Table 2.1-1 Properties within the DRIC APE Recommended NRHP Eligible by the Detroit Historic Designation Advisory Board**

Resource Name	Street Address	Status
Findlater Masonic Temple	6705 West Lafayette Boulevard	Unevaluated
Southwestern High School	6921 West Fort Street	Unevaluated
Olivet Baptist Church	717 Lewerenz Street	Unevaluated
Frank H. Beard School	840 Waterman Street	NRHP Listed
Campbell Library	6625 West Fort Street	Demolished



Source: Delorme 2004

Figure 2.1-1. Military Streets Study Area and Hubbard Farms Historic District Locations

## **2.2 Above-Ground Resources Area of Potential Effects Definition and Tier Descriptions**

Typically, for above-ground resources, the area of potential effects (APE) is the full area of potential effects, including the property directly associated with the proposed project, and a proscribed distance adjacent to this area to accommodate concerns for indirect impacts, such as changes in the viewshed and noise level alterations. Due to the many unique aspects of this project, it was determined that this typical approach to defining the APE fell short of the needs for this undertaking. As a result, a three-tiered approach of defining the APE was developed (Figures 1.0-1 and 2.1-1).

### **2.2.1 Tier 1**

Those properties within Tier 1 of the APE are those within the footprint of the Area of Concern and the Area of Potential Acquisition. Tier 1 properties include all those resources that are within the possible footprint of the plaza and the routes that will connect the newly erected bridge to the plaza and, in turn, connect the plaza to the network of interstate highways in the area. North of the Fisher Freeway (I-75), this area is roughly bounded by Lafayette Boulevard on the north, Springwells Street on the west, I-75 on the south, and Hubbard Street on the east. South of I-75, Tier 1 is roughly bounded by I-75 to the north, Clark Street on the east, Jefferson Avenue to the south, and West End Avenue and I-75 on the west.

Each of the resources within Tier 1 over the age of 50 that exhibited a moderate to high level of historic integrity was fully surveyed. Documentation included photographs of individual buildings, development of historic contexts, and preparation of a table that documents each resource as to appearance, architectural style, construction dates, and recommended NRHP eligibility (Appendix A1).

### **2.2.2 Tier 2**

Tier 2 is that area immediately adjacent to Tier 1, but where resources would not be directly taken as the result of any construction (Figures 1.0-1 and 2.1-1). This zone extends approximately one block from Tier 1, and takes into consideration both visual and noise impacts on the extant resources. Excluded from the Tier 2 study are those areas currently adjacent to a large container storage yard and rail facility at the west end of the Area of Potential Acquisition. Also excluded from the Tier 2 study is a small portion of land near the west end of the Area of Potential Acquisition, but physically separated from the study area by the location of I-75. The presence of the expressway limits any potential effects that would be experienced by the area. North of the I-75, Tier 2 is roughly bounded by Lexington Street on the north, Vinewood Street on the east, Lafayette Boulevard on the south, and I-75 on the west. South of I-75, Tier 2 is roughly bounded by West End Avenue on the west, the Detroit River on the south, Scotten Street on the east, and I-75 to the north.

The same survey procedures undertaken for the Tier 1 properties were also completed for those resources within Tier 2. Each resource over the age of 50 that exhibited a moderate to high level of historic integrity was fully surveyed. Documentation included photographs of individual buildings, development of historic contexts, and preparation of a table that illustrates each resource and provides basic information on architectural style, construction dates, and a NRHP evaluation (Appendix A2).

### **2.2.3 Tier 3**

Tier 3, located west of the Tier 1 and 2 properties (Figure 1.0-1), was developed to take into consideration project impacts on the area known as West Delray, an area that has been identified by the local residents as a historic community.

Survey in the Tier 3 portion of the APE was limited to photo-documentation of selected resources. Photographic efforts feature an emphasis on streetscapes and illustration of the relationships of the resources to each other. To accurately reflect the local significance of the area, CCRG's architectural historian looked beyond current neglect or changes made to buildings in selecting a number of resources for development of historic background and preparation of general building descriptions. As part of this portion of the survey, a general historic context for the neighborhood was also prepared.

## **2.3 Field Methods**

As outlined above, a slightly different level of documentation was undertaken between the Tier 1 and 2 properties and those located within the Tier 3 area. Those resources directly impacted by the proposed undertaking or in close proximity to those facing direct impacts (Tiers 1 and 2) were fully recorded, including individual photographs, general stylistic evaluations, and a determination of possible NRHP eligibility. The resources in Tier 3 were also surveyed; however, individual resource images were limited to those buildings that were possibly individually eligible for inclusion on the NRHP. The photography for the majority of the Tier 3 area was limited to streetscapes for two reasons: first, it limited the number of images required for properties that were well outside the traditional project APE (Tiers 1 and 2), and second, by concentrating on the use of streetscapes, the focus is removed from the individual building to instead illustrate the relationship of the resources to each other, further illustrating the community.

Due to the dynamic nature of the neighborhoods within the entire above-ground APE, resources continue to be lost, often to fire; therefore, the resources documented in this report are those extant as of week of April 9, 2007, when CCRG's final formal field survey of the study area was undertaken.

## 3.0 FINDINGS

### 3.1 Above-Ground Resources Descriptions

In Tiers 1 and 2, CCRG determined that approximately 1,026 properties were over the age of 50 and, therefore, subject to evaluation as part of this project. These properties were surveyed to determine which, if any, met the criteria for listing with the NRHP. In the opinion of CCRG, 20 of the 1,026 properties meet the criteria and are therefore recommended as eligible for the NRHP (see Section 3.2), as are three proposed historic districts. The remaining properties lack significance and/or integrity and are not recommended eligible for the NRHP either individually or as a district. Appendix A presents information on each of these properties, including a photograph of the property, tier location, block number, address, street name, property name, date, style, notes/comments on architectural or historical integrity, and recommendations for NRHP listing either individually or as part of a district. Sections 3.1.1 and 3.1.2 of this report discuss the types of resources found in the DRIC study area of Tiers 1 and 2, respectively. Section 3.2 details the properties recommended eligible for listing in the NRHP.

#### 3.1.1 Tier 1

Tier 1 contains approximately 626 resources over the age of 50 (Table 3.1.1-1; Appendix A1). These resources are categorized as residential, commercial (including combined commercial/residential structures), industrial, religious, and social/ethnic. Twelve resources have been categorized as having visible fire damage. Single resources from each of the government/public, funerary, and educational categories are also located in Tier 1. Approximately 10 properties have been demolished since August 2007 (these resources are not included in the Tier 1 resource count, but are indicated in Appendix A).

**Table 3.1.1-1 Approximate Number of Pre-1957 Above-Ground Resources, Tier 1**

<b>Resource Type</b>	<b>Number</b>
Residential	454
Commercial	112
Industrial	27
Religious	12
Fire Damage	12
Residential/Commercial	4
Social/Ethnic	2
Government/Public	1
Funerary	1
Educational	1
<b>Total</b>	<b>626</b>

#### Residential Resources of Tier 1

By far, residential resources are the predominant above-ground resource type in Tier 1 (Table 3.1.1-1). These buildings consist of single-family residences, Two-Family Flats, Duplexes, and Rowhouses ranging in height from one story to two and one-half stories. Most of these dwellings, built between 1890 and 1920, are of brick and frame construction (Figure 3.1.1-1).



Figure 3.1.1-1. Streetscape of Houses along the West Side of North Casgrain Street



Figure 3.1.1-2. 6219 - 6123 West Lafayette Boulevard



North of the Fisher Freeway (I-75), the densely developed neighborhoods of Tier 1 have a low vacancy rate and feature well-maintained homes located along streets lined with mature trees. The majority of the buildings are occupied, and there are very few modern intrusions (with the exception of modern gas stations along the Fisher Freeway service drive). A first impression of the area that remains constant is the cohesiveness of the neighborhood. The homes, as stated above, tend to be well kept, and the mature trees along the street are a key element in the sense of place. The rhythm of the streets is of uniform setbacks and building heights. Setbacks are shallow to moderate and houses are almost always two to two-and-one-half stories in height. Two-Family Flats seem dominant, with numerous single-family dwellings and some multiple family examples (typically four-unit).

Much of the housing stock on this area is vernacular, but stylistic embellishments distinguish the resources from one another. Wooden cornices, belt course details, brackets, some ornamental shingle work, large windows and original leaded transoms are commonly seen. Still, some resources retain design elements of one particular architectural style or building type only. The most popular architectural style in Tier 1 is Colonial Revival. Several examples of residences in the DRIC study area retain elements of the Queen Anne and Dutch Colonial Revival styles. Because many residential resources are vernacular, the overwhelming majority are specific examples of building types or forms. Bungalows, Foursquares, Gable Fronts, Two-Family Flats, Duplexes, and Rowhouses typify this area.

Alterations are common, and many of the brick and/or concrete-constructed houses have lost stylistic details to surface modifications (e.g., vinyl and aluminum siding and Insulbrick). A few houses carry new masonry flourishes added by new owners reflecting growing Hispanic influences in the neighborhood. Newer windows are prevalent, and in some cases fenestration has been altered (openings filled, reduced, or expanded). Newer doors are common, and many homes have added security bars over doors and windows. Porches have typically been modified, which, for residential buildings, may be an altered partial, full-width, or second-story terrace porch. In many cases, porches have been enclosed to create added living space. Cyclone and steel picket fences surrounding properties are not uncommon.

While the overall quality of the homes and the cohesiveness of the neighborhood is good, several empty and burned-out properties, and vacant lots (where homes were lost to fire), are scattered throughout the area. These vacant, underutilized, or fire-damaged properties are interspersed between existing structures; in many cases, all that is left is the shell of a former building. Although a high-quality neighborhood, the architecture, in general, is typical and undistinguished from other similar neighborhoods in the city.

South of the Fisher Freeway (I-75), residential buildings are interspersed between large, industrial lots. Although many of the houses were initially constructed adjacent to existing industry, recent industrial development (within the past 50 years) has created a new intrusion to the continuity of the area. The neighborhoods are no longer cohesive, and the houses are commonly separated by large, empty lots. Much of the original housing stock has been demolished. Several houses lie in ruins, destroyed by fire. Modifications to the setting have been the most significant alteration to these properties.

The residential buildings south of I-75 are also mostly vernacular, and distinctive building types/forms are more common than any one particular architectural style. Here, Gable Fronts, Cross Gables, Gabled Ells, T-Plans, Bungalows, Foursquares, and Two-Family Flats are common. A few Colonial Revival and Dutch Colonial Revival styles are present in the area,

adding further architectural flavor to the neighborhood. Common alterations include vinyl and aluminum siding, porch modifications, rear additions, and replaced windows and doors.

In general, the residential resources of Tier 1 lack architectural significance and/or historic associations, and the houses are not eligible for the NRHP either individually or as a district. Although the residences form high-quality neighborhoods in Tier 1, the architecture, in general, is typical and undistinguished from other similar neighborhoods in the city. The setting has been the biggest alteration to these properties. The Fisher Freeway (I-75) divides the neighborhoods in Tier 1, isolating the areas north and south of the freeway. Continued industrial development has also maintained the pattern of inconsistent land uses that has plagued the area, compromising neighborhood cohesiveness, especially south of I-75. Fire damage, often a result of vacancy, demolition, and empty lots, has further deteriorated the integrity of setting. Moreover, no historical significance was found to elevate this neighborhood over any other typical working-class neighborhood of Detroit. Lacking historical significance and/or integrity, the majority of the residential buildings of Tier 1 are not recommended eligible for the NRHP. The lone exceptions, the Berwalt Manor Apartment Building and the three resources in the proposed West Lafayette Boulevard Rowhouse Historic District, (see Section 3.2).

### **Commercial Buildings of Tier 1**

North of I-75, commercial buildings are interspersed between residential buildings but are generally located along the Fisher Freeway service drive and along West Lafayette Boulevard. Typically, these buildings date to the early to mid-twentieth century and are one- and two-story structures built of brick. The buildings have commonly received additions, replacement materials (e.g., windows), and changes in fenestration. Some of the buildings also have a residential component (Figure 3.1.1-2). Storefront alterations are common.

South of I-75, the commercial buildings in Tier 1 are, for the most part, located along West Fort Street and West Jefferson Avenue, two of the main commercial corridors of Southwest Detroit. The commercial buildings found here are generally the oldest in Tier 1, dating from the late nineteenth and early twentieth centuries, although mid-twentieth-century buildings are not uncommon. Ranging in height between one and three stories, the buildings are generally constructed of brick but have been sided in non-period building materials, such as aluminum/vinyl replacement siding, Permastone, stucco, and T-111 siding. Some storefronts have been covered altogether (Figure 3.1.1-3). Most buildings are vernacular, but some do feature stylistic details (Figure 3.1.1-4).

In general, the commercial buildings of Tier 1 lack appropriate historical significance and/or integrity to be eligible for the NRHP, and, despite their association with the commercial history of Southwest Detroit and the DRIC study area, these buildings are not recommended eligible for listing in the NRHP. Most of the buildings are vernacular in style and are not significant examples of commercial property types. Storefront alterations are common and quite often have destroyed the integrity of feeling, and the buildings no longer adequately convey their historic function and sense of time and place. Further, I-75 has created an intrusion into the setting of some of these commercial properties. It is the opinion of CCRG that the majority of the commercial buildings located in Tier 1 are ineligible for listing in the NRHP. Five commercial buildings identified in this survey do meet NRHP criteria and are documented in Section 3.2.



Figure 3.1.1-3. 6155 West Fort Street



Figure 3.1.1-4. 5700 West Fort Street

### **Industrial Buildings of Tier 1**

Approximately 27 industrial buildings are located Tier 1, most of which are situated south of I-75. Historically, the DRIC study area is significant for its association with the industrial history of Detroit. For the most part, however, these industrial properties are not associated with a significant industrial business in the historical context of the DRIC study area (those that are will be discussed in Section 3.2). Instead, they represent small businesses that did not significantly contribute to the overall history and development of the area. Most of the industrial properties located in Tier 1 are constructed of brick and/or concrete block and are vernacular (Figure 3.1.1-5). More significantly, these properties lack integrity, having received additions, replacement materials and/or windows, or changes in fenestration. In general, the majority of these buildings lack the necessary historical and/or architectural significance needed for listing in the NRHP. One exception noted in Section 3.2.

### **Religious Buildings of Tier 1**

Approximately 12 religious buildings are located in Tier 1. Although these buildings are significant for their associations with the religious history of the DRIC study area, alterations have diminished the integrity of all of these properties. As the churches changed ownership, modifications were often made to accommodate the new congregation. The buildings commonly have received additions, replacement materials (e.g., windows and doors), and changes in fenestration, which have affected their integrity of design, materials, and feeling. In some cases, the steeple has been removed, as is the case at the former Good Hope Church (507 Post Street), but in most cases, the church is no longer associated with its original congregation. Further, although many churches were historically designed to be simple vernacular structures, the majority of the religious buildings of Tier 1 do not exhibit architectural significance that would elevate their status for listing in the NRHP. In spite of the general lack of integrity in the religious buildings of Tier 1, three properties do meet NRHP requirements and are documented in Section 3.2.

### **Other Resource Types of Tier 1**

Interspersed between residential, commercial, industrial, and religious buildings are smaller numbers of government/public, educational, social/ethnic, and funerary resources (see Appendix A1). The majority of these resources fail to demonstrate sufficient architectural/historical integrity to meet NRHP criteria for listing. Three exceptions are detailed in Section 3.2.

#### **3.1.2 Tier 2**

Tier 2 contains an estimated 400 resources over the age of 50 (Table 3.1.2-1). The majority are residential, with a few commercial buildings (including combined commercial/residential structures). Also included within Tier 2 are a few industrial buildings and government/public buildings, as well as a single religious building. Approximately two properties have been demolished since August 2007 (these resources are not included in the Tier 2 resource count, but are indicated in Appendix A). As in Tier 1, properties located within Tier 2 that have sustained fire damage were noted accordingly, below.



Figure 3.1.1-5. 4838 West Jefferson Avenue

**Table 3.1.2-1 Approximate Number of Pre-1957 Above-Ground Resources, Tier 2**

<b>Resource Type</b>	<b>Number</b>
Residential	369
Commercial	17
Fire Damage	6
Residential/Commercial	3
Industrial	2
Government/Public	2
Religious	1
<b>Total</b>	<b>400</b>

### **Residential Resources of Tier 2**

Significantly fewer resources are located in Tier 2 than in Tier 1, as it represents a smaller area (Table 3.1.2-1) (Appendix A2). As in Tier 1, residential properties comprise the majority of resources located in Tier 2. These residential buildings consist of single-family residences, T-Plans, Bungalows, Two-Family Flats, and a few Fourplexes ranging in height between one story and two and one-half stories. Most houses are single- and multiple-family homes, brick and frame, one and one-half- to two and one-half-story residences dating from 1890 to 1920.

North of the Fisher Freeway (I-75), the neighborhoods of Tier 2 have a low vacancy rate. The majority of the buildings are occupied, and there are very few modern intrusions (with the exception of an occasional empty lot). Several open spaces now occupy what is still a bustling residential area. This condition varies from block to block. Despite the deterioration of a few buildings, the residential area north of I-75 in Tier 2 remains cohesive. Many of the houses are occupied by homeowners or renters and are situated on small lots along tree- and grass-lined streets.

Much of the housing stock north of I-75 is vernacular. Still, some resources do exhibit design elements of a particular architectural style, with elements of the Queen Anne, Colonial Revival, and Dutch Colonial Revival styles; however, the majority of houses reflect a particular building type or form. The Gable Front, T-Plan, Gabled Ell, Bungalow, Foursquare, Two-Family Flat, and Duplex house forms are common. An example of a property with multiple dwellings on a single lot is located at 870 Glinnan Street (Figure 3.1.2-1).

A great number of the houses in this area have concrete garages, foundations and basements, and to a lesser degree, porches. The house at 1039 North Crawford Street is a nice example of concrete block construction (Figure 3.1.2-2). The rock-faced concrete block house features a decorative porch with cast concrete columns, posts, and railings, and a foundation screened by cast concrete stacked in an open weave pattern. Concrete block was often used as the primary construction material in the area, as the rough-cut blocks resembled quarried stone (HDAB 2001). Building permits show that most concrete block porches in the area are not original to the houses but were added later (HDAB 2001). Some of the more decorative porches are made of bricks with recessed centers, cast concrete in ornamental shapes, and low piers crowned by large round concrete finials. Due to the ease of nailing, some of the concrete block houses have been altered with the application of wood or vinyl siding.



Figure 3.1.2-1. 870 Glinnan Street



Figure 3.1.2-2. 1039 North Crawford Street

South of I-75, the residential areas in Tier 2, in general, appear to have suffered from an overall loss of investment; however, a number of the homes are meticulously maintained, creating an obvious juxtaposition. Much of the housing stock is vernacular in style, but Colonial Revival decorative embellishments are common. One Tudor Revival style property is located at 7921 South Street (Figure 3.1.2-3). Popular building forms in this area include the Bungalow, Foursquare, Gable Front, Cross Gable, T-Plan, Gabled Ell, and Two-Family Flat. Alterations typically include surface modifications consisting of vinyl and aluminum siding and/or Insulbrick siding. Still, the predominant alteration has been the replacement of original doors and/or windows and the modification of front porches. Additions to houses are typically located at the rear of the property to accommodate narrow lot sizes. Although many of the houses were initially constructed adjacent to existing industry, recent industrial development (within the past 50 years) has created a new intrusion to the continuity of the area. The neighborhoods are no longer cohesive, and the houses are commonly separated by large numbers of empty lots. Much of the original housing stock has been demolished, or has sustained fire damage. The setting has been the biggest alteration to these properties.

Combining residential and commercial functions under one roof is another distinguishing feature of Tier 2, particularly south of I-75. Typically, the residential portion of the building is located above or at the rear of the commercial section. Although most of the former storefront residences and ephemeral shop houses have since been abandoned or converted to residential use, some retain boomtown/falsefront facades or other features that testify to their commercial past. The former commercial/residential building at 758 Anderson Street is an example of one such structure (Figure 3.1.2-4).

In general, the residential resources of Tier 2 lack the necessary historical significance and/or integrity for listing in the NRHP, either individually or as a district. Many of the houses are common, ubiquitous forms of architecture found throughout the city of Detroit. Further, porch modifications, and the application of non-period replacement materials have collectively diminished the integrity of materials, design, and feeling; however, the setting has been the biggest alteration to these properties. I-75 has isolated the residential areas south of I-75 from those located north of the freeway. Modern industrial development has also created an intrusion to the former cohesiveness of the neighborhoods. Moreover, demolition, fire damage, and empty lots have further deteriorated the integrity of setting. Lacking sufficient historical significance and/or integrity, none of the residential buildings of Tier 2 are recommended eligible for the NRHP.

### **Commercial Resources of Tier 2**

Seventeen commercial properties are located within Tier 2. These resources are scattered about the DRIC study area but are located in greater numbers along West Jefferson Avenue, one of the biggest commercial corridors of Southwest Detroit. The commercial buildings found here generally date from the early twentieth century and are constructed of brick. The buildings range in height between one and two stories, with the exception of the former Detroit Harbor Terminal Building on West Jefferson Avenue, which is 10 stories (Figure 3.1.2-5). The commercial buildings are primarily vernacular. The building at 7700 West Jefferson Avenue is an interesting example of a vernacular building with decorative elements (Figure 3.1.2-6; note the colored, glazed brick).





Figure 3.1.2-3. 7921 South Street



Figure 3.1.2-4. 758 Anderson Street



Figure 3.1.2-5. Detroit Harbor Terminal Building



Figure 3.1.2-6. 7700 West Jefferson Avenue

With the exception of the Detroit Harbor Terminal Building, none of the commercial buildings in Tier 2 are recommended as eligible for listing in the NRHP. The majority of the buildings lack the appropriate historical significance needed for listing. Generally vernacular in style, these buildings are not significant examples of commercial property types. Storefront alterations are common and quite often have destroyed the integrity of feeling, and the buildings are no longer able to adequately convey their historic function and sense of time and place; therefore, it is the opinion of CCRG that the remaining commercial buildings of Tier 2 (apart from the Detroit Harbor Terminal Building) are not eligible for listing in the NRHP.

### Other Resource Types of Tier 2

Interspersed between residential and commercial buildings is a collection of residential/commercial, industrial, government/public, and religious resources (see Appendix A2). Although the majority of these fail to meet NRHP criteria, three properties are recommended to be NRHP eligible (see Section 3.2).

#### 3.1.3 Tier 3

Tier 3 is the neighborhood of west Delray. Survey in this portion of the DRIC study area was limited to photo-documentation of selected resources and streetscapes, generally illustrating the types of resources located there. It is important to consider potential impacts to the neighborhood, as it has been a tight-knit community of historic value. Appendix A3 features streetscapes of the Delray neighborhood and generally illustrates the resources located there.

## 3.2 National Register of Historic Places Assessments

Twenty potential NRHP-eligible properties are documented within the DRIC study area, and three possibly NRHP-eligible proposed multiple-property historic districts were also identified (Table 3.2-1). Seventeen of the 20 recommended properties are commercial, religious, government/public, industrial buildings. The remaining three resources are educational, social/ethnic, and residential resources, respectively. Possibly eligible individual resources and complexes occur in each of Tier 1 ( $n=13$ ), Tier 2 ( $n=4$ ), and Tier 3 ( $n=3$ ). The proposed West Lafayette Boulevard Rowhouse Historic District is located in Tier 1, north of I-75. The last two proposed historic districts, the Delray Community Historic District and the Delray Commercial Historic District, are located in Tier 3. The above-ground resources that have been recommended for possible listing in the NRHP are described in this section.

**Table 3.2-1 Above-Ground Resources Recommended Eligible for Listing in the NRHP**

<b>Tier</b>	<b>Resource/District Name</b>	<b>Address</b>
1	Detroit Union Produce Terminal	7210 West Fort Street
1	Michigan Bell Telephone Vinewood Dial Office Building	7420 West Fort Street
1	Fort Street/Green Street Detroit Police Station	7140 West Fort Street
1	Findlater Masonic Temple	6705 West Lafayette Boulevard
1	Southwestern High School	6921 West Fort Street
1	Olivet Presbyterian/Old Landmark Church of God in Christ	6908 West Fort Street
1	Detroit Savings Bank/George International Building	5705 West Fort Street
1	Berwalt Manor Apartment Building	760 Campbell Street
1	Roberts Brass Manufacturing Company Building	5436 West Fort Street
1	Military Avenue Evangelical Presbyterian Church	6051 West Lafayette Boulevard

<b>Tier</b>	<b>Resource/District Name</b>	<b>Address</b>
1	St. Paul African Methodist Episcopal Church	579 South Rademacher Street
1	Kovacs Bar	6982 West Jefferson Avenue
1	Motz's Burgers	7208 West Fort Street
1	West Lafayette Boulevard Rowhouse District	West Lafayette Boulevard/Military Avenue
2	Detroit Copper and Brass Rolling Mills Complex	174 South Clark Street
2	Mistersky Power Station Complex/City of Detroit Public Lighting Commission	5425 West Jefferson Avenue
2	Detroit Fire Department Engine Company No. 29	7600 West Jefferson Avenue
2	Detroit Harbor Terminal Building	4468 West Jefferson Avenue
3	Holy Cross Hungarian Roman Catholic Church Complex	8423 South Street
3	Szent Janos Gor Kath. Magyar Templom/ Jehovah Jireh	441 South Harbaugh Street
3	St. John Cantius Polish Catholic Church Complex	844 South Harbaugh Street
3	Delray Community Historic District	Delray
3	Delray Commercial Historic District	Delray

### **3.2.1 Recommended NRHP-Eligible Buildings and Complexes**

#### **Detroit Union Produce Terminal, 7210 West Fort Street (Tier 1)**

##### Description

The Detroit Union Produce Terminal complex is a distribution center comprised of three buildings constructed in 1929 (Sanborn Map Company 1923 [1944], 1978 [1992]) (Figures 3.2.1-1 and 3.2.1-2; Appendix C-1). The complex is significant for effectively promoting the economical and expeditious movement of fresh fruit and vegetables in southeast Michigan for more than 75 years, and the terminal serves as a giant market for produce wholesalers.

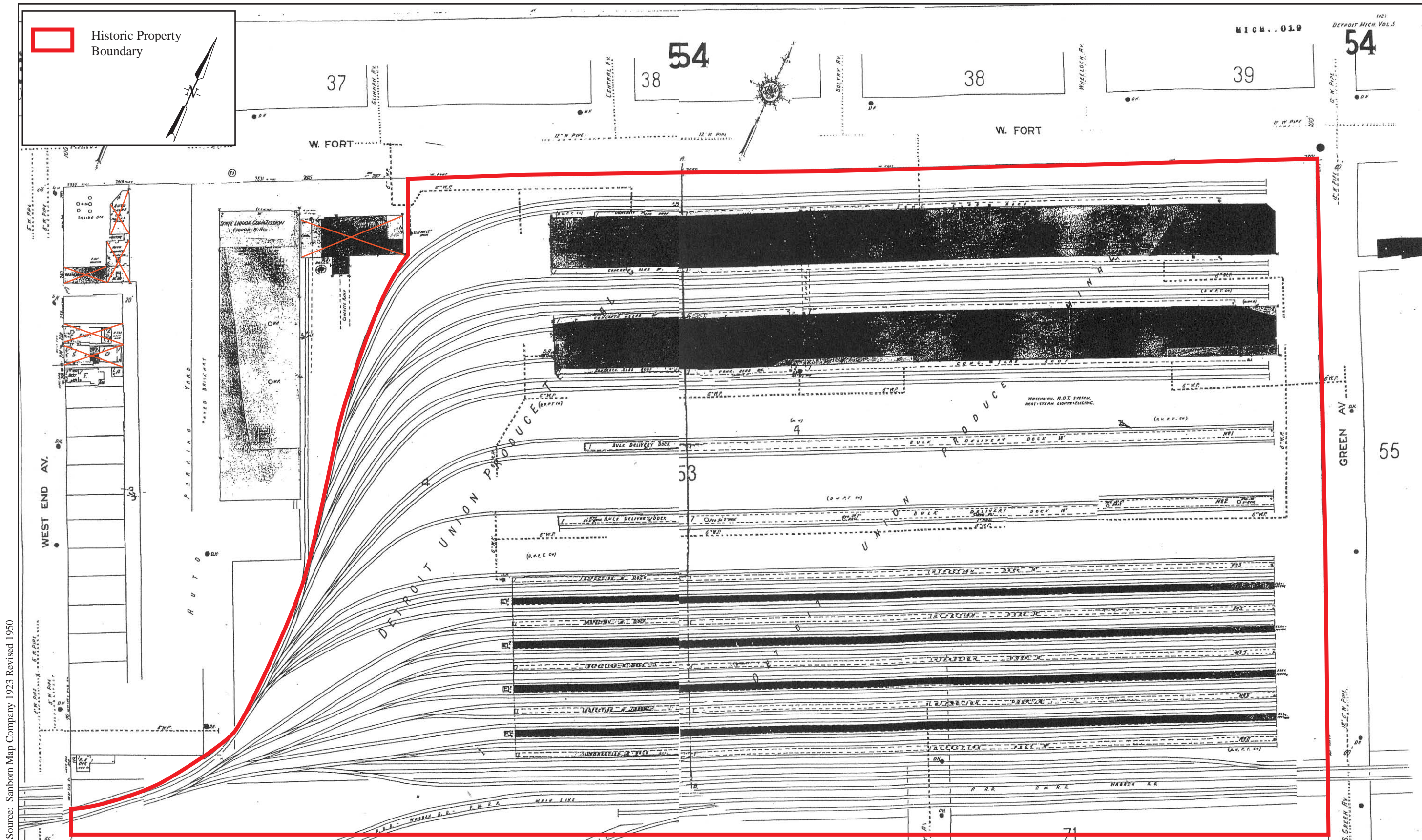
The complex, which is comprised of three main buildings (two of which are connected), parallels Fort Street for three city blocks between Junction Street and Green Street (Appendix B:1, 2, 6). A mix of commercial, industrial, and residential development surrounds the complex. A few of the most architecturally and historically outstanding buildings in the DRIC study area are located nearby, and include the Michigan Bell Telephone Vinewood Dial Office Building (7400 West Fort Street), the former Fort Street/Green Street Detroit Police Station (7140 West Fort Street), and the Detroit Savings Bank/George International Building (5705 West Fort Street).

The three buildings of the Detroit Union Produce Terminal complex are constructed of reinforced concrete and are faced with brick. All three showcase the influence of the Art Deco style, exhibiting box-like brick construction, flat roofs, metal doors, and metal casement windows (Gordon 1992:112). The main structure, Building A, is a two-story reinforced concrete building measuring 70 feet × 1,040 feet. It is situated closest to Fort Street, with its entrance fronting Green Street. Building B, of similar design, measures approximately 70 feet × 633 feet. Both buildings have 14-foot × 8-foot doors that open directly to 7-foot loading platforms. Building C is a one-story building appended to the west elevation of Building B. It measures 70 feet × 378 feet (Detroit Free Press 1929; Hyde n.d.)

Farther west of the complex, a building is situated at the southeast corner of the West Fort Street/West End Street intersection, and is oriented perpendicular to West Fort Street (at 7831). From all outward appearances, the building's exterior matches the design and scale of the buildings comprising the Detroit Union Produce Terminal Complex. A Sanborn Map from 1950



Figure 3.2.1-1. Detroit Union Produce Terminal



Source: Sanborn Map Company 1923 Revised 1950

Figure 3.2.1-2. Detroit Union Produce Terminal, 1950

Labels the building the State Liquor Commission Warehouse (Sanborn Map Company 1923 [revised 1950]). Presently, the building is occupied by B & H Sales, and serves as a general warehousing and storage facility (City of Detroit Assessing 2007). Historical research uncovered no connection between the two properties, despite their similar design. A phone call to representatives of the complex confirmed this conclusion (Herb Abrash, personal communication, 2007).

### History

In the 1920s, produce terminals were a staple of nearly every large eastern U.S. city, including Pittsburgh, Philadelphia, Boston, and New York. These large rail and truck centers effectively promoted the distribution of fresh produce throughout the region. Not to be left out, local produce officials in Detroit began contemplating the idea of such a terminal in Detroit. After receiving cooperation from the City of Detroit and three major rail lines (Wabash, Pere Marquette, Pennsylvania), ground was broken in February of 1929 on a three-block site along Fort Street. Designed by architect R.E. Rohr, of St. Louis, construction lasted only 100 working days and was completed by the Dwight P. Robinson Company of Chicago and Philadelphia. Total construction costs of approximately \$5,000,000 included the over 70,000 yards of concrete paving and 10 miles of railroad tracks on the site (*Detroit Free Press* 1929; Hyde n.d.).

When opened in 1929, the terminal was comprised of three buildings, Buildings A, B, and C. Building A (closest to Fort Street) was known as the Sales Building and included a branch office of one of Detroit's leading banks, and a salesman's room with lockers, showers, and a bulletin board that displayed the quality and nature of the items on display in the terminal. Building B was known as the Buyers Building and included a cafeteria and restaurant. The dining area seated approximately 60 people. Special facilities for repacking tomatoes and washing celery were located on the second floor. Building C was often referred to as the Banana Building, utilized for the handling of highly perishable produce, including the ripening of bananas. Here fruits and vegetables could be unloaded in winter under regulated temperatures. It was also used for tomato distribution (*Detroit Free Press* 1929; Hyde n.d.).

All three buildings were serviced by a power plant building (located west of the three main buildings), which provided heat and water for the entire terminal. The power plant building also housed quarters for the stevedores, truck drivers, and other terminal employees. An assembly room, showers, lockers, and a lunch room were also located inside the building (*Detroit Free Press* 1929). The Detroit Produce Terminal continues to serve as a giant market for produce wholesalers.

### Significance

The Detroit Produce Terminal is recommended eligible for the NRHP under Criteria A (events) and C (architecture/design). Under Criterion A, the terminal is significant for accelerating the economical and expeditious movement of fresh fruits and vegetables for more than 75 years. It was the first of its type in the region, and continues to serve the area. Under Criterion C, the terminal is significant for its site design. Since its construction, the terminal has served as a model, utilizing the proximity to railroad and truck traffic in an organized and efficient manner. The elegant application of the Art Deco style adds visual interest to the otherwise utilitarian buildings.

The terminal is not a city-designated site, nor is it listed on the NRHP or SRHS. It appears that several windows and doors have been replaced, and some window openings have been sealed, therefore diminishing the complex's integrity of materials; however, for the most part, these changes do not affect the complex's structural integrity. Other alterations include several small one-story additions that have been appended to the south elevation of the southernmost building. The additions were likely made to allow for more storage, and are changes that demonstrate the evolution and adoption of the terminal. These additions are not generally visible to the public, as they are small and are located at the rear of the property. The Detroit Union Produce Terminal retains integrity of location, setting, design, workmanship, feeling, and association.

### **Michigan Bell Telephone Vinewood Dial Office Building, 7420 West Fort Street (Tier 1)**

#### Description

The Michigan Bell Telephone Vinewood Dial Office Building was constructed in 1930 as a branch office of the Michigan Bell Telephone Company (now a subsidiary of AT & T) (Sanborn Map Company 1978 [1992]) (Figures 3.2.1-3 and 3.2.1-4; Appendix C-2). The building is significant for its association with the company and for providing telephone service to residents of the DRIC study area for over 75 years. The building is also significant for its architectural design, reflective of the Art Deco style.

The Michigan Bell Telephone Vinewood Dial Office Building is situated on the north side of West Fort Street, at its intersection with Wheelock Avenue (Appendix B:2). The Fisher Freeway (I-75) and the service drive are located directly north of the building. Two commercial buildings/complexes and one residence are situated to the east and west. Fort Street and the Detroit Union Produce Terminal are located directly south.

The three-story building has an asymmetrical layout, but one that is essentially L-shaped. It is constructed of reinforced concrete and is faced with both brick and concrete. Limestone accents add décor to all elevations of the building, which rests on a limestone base complete with a water table. The building features elements of the Art Deco style, a popular style for commercial and industrial buildings constructed between 1927 and 1940. Art Deco elements present on the building include stepped-back massing with a tower located on the south elevation; vertical bands of windows; a flat roof, horizontal limestone banding, some metal casement windows; and smooth limestone accents, such as stylized floral ornament (Gordon 1992:112). The only alterations appear to be the replacement of some windows, and some window openings have been bricked-in or replaced with vents.

#### History

The Michigan Bell Telephone Company, in operation since the turn of the twentieth century, opened a branch office at 7420 Fort Street in 1930 (Sanborn Map Company 1978 [revised 1992]). This office, the Vinewood Dial Office Building, was Detroit's sixteenth dial central office. It was opened to assist with providing telephone service to the residents of the DRIC study area, which, at the time, was undergoing significant population growth (*Michigan Bell* 1931). The company had locations elsewhere throughout the City of Detroit and the State of Michigan, but the Fort Street branch served most of the residents of the DRIC study area.

By 1942, the number of telephones operating in the state of Michigan had reached 1 million, doubling to 2 million a decade later. From 1960 to 1980, about 200,000 new telephones were added to the Michigan Bell system each year (Brooks 1975; Michigan Bell Telephone Company