



Architectural Resources Survey for Coolidge Terminal Replacement Project

Detroit, Wayne County, Michigan

April 2022

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PREPARED FOR



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Executive Summary

HDR, Inc. (HDR) was contracted by the Detroit Department of Transportation (DDOT) to conduct an architectural resources investigation for the Coolidge Terminal Replacement Project (Project) in Detroit, Wayne County, Michigan. DDOT, in cooperation with the Federal Transit Administration (FTA), is proposing to construct a new bus maintenance, storage, and operations center on the existing Coolidge Terminal site at 14044 Schaefer Highway, Detroit to accommodate 24-hour operations, increased bus capacity, as well as increased parking and storage. FTA is the lead federal agency in fulfilling the requirements set forth in the National Environmental Policy Act (NEPA) and Section 106 of the National Historical Preservation Act of 1966 (NHPA) and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800 for the Project.

The existing Coolidge Terminal Complex comprises seven resources built between 1948 and c. 1980. The largest of these buildings are the maintenance garage and the administrative building. The site also includes a dispatch building, guard house, fare box house, heating plant, and communications tower. DDOT proposes to demolish and clear the existing buildings and tower and construct three new buildings including a bus storage and coach services building, a fleet maintenance building, and an operations/administration building, all of which would be expandable in the future should the need arise. The proposed project also includes bus site circulation, a 245-space employee/visitor parking lot, stormwater management and landscaping, and space for a future plant maintenance building. The construction footprint extends beyond the existing Coolidge Terminal property to include adjacent vacant residential parcels that lie to the east and south of the Coolidge Terminal site along Ward Avenue and Compass Street, respectively. These vacant properties are owned by the Detroit Land Bank and would be transferred to DDOT specifically for this Project. The parcels needed for construction include four (4) residential parcels on Compass Street near Hartwell Avenue and eighteen (18) parcels on Ward Avenue between Kendall and Intervale Avenues.

The purpose of this historic architecture investigation was to determine the presence of historic resources not previously recorded; to evaluate newly recorded resources for National Register of Historic Places (NRHP) eligibility; and to assess potential effects of the Project on historic properties in the Area of Potential Effects (APE). This report presents the results of the survey and NRHP eligibility evaluations of architectural resources (buildings, structures, objects, and districts) identified within the APE. The APE includes 54.82 acres and extends one parcel deep around the Coolidge Terminal property at 14044 Schaefer Highway and the vacant parcels proposed for acquisition.

HDR staff conducted a review of Michigan State Historic Preservation Office (SHPO) records in June 2020 and in March 2022 to identify any previously recorded historic resources (45 years of age or older) located within the APE. No prior recorded surveys have been completed in the APE, and no resources have been previously recorded by SHPO. A historic architectural survey of the project area was completed in 2012 by DDOT; however, the survey report was never submitted to the State Historic Preservation Officer (SHPO) for concurrence and therefore was not recorded in the SHPO's records.



HDR staff recorded 39 architectural properties that are 45 years of age or older, including the Coolidge Terminal Complex. In addition to the transportation resources associated with the Coolidge Terminal, surveyed resources consisted primarily of single-family dwellings and auto-related commercial/industrial buildings. Fieldwork for the survey was conducted in June 2020 and March 2022. Intensive-level survey forms were completed for all recorded resources, and an architectural complex form was completed for the Coolidge Terminal Complex. No historic districts were identified in the APE. Two of the surveyed properties are recommended eligible for listing in the NRHP: the Coolidge Terminal at 14404 Schaefer Highway, and the O.H. Frisbie Moving & Storage building at 14225 Schaefer Highway. It is recommended that the Project as currently proposed would have an **Adverse Effect** on historic properties.



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Acronyms

APE	Area of Potential Effects
c.	circa
CCGR	Commonwealth Cultural Resources Group, Inc.
CFR	Code of Federal Regulations
CRGRID	Cultural Resource Geographic Research Information Display
DDOT	Detroit Department of Transportation
DFP	Detroit Free Press
DSR	Detroit Street Railway
FHWA	Federal Highway Administration
HDR	HDR, Inc.
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
ROW	Right-of-Way
sq. ft	square feet
SHPO	State Historic Preservation Office
USGS	United States Geological Survey



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1 Introduction

HDR, Inc. (HDR) conducted an intensive-level survey to identify and evaluate the National Register of Historic Places (NRHP) eligibility of architectural resources potentially affected by the Coolidge Terminal Replacement Project in Detroit, Michigan. The Project includes federal funding administered by the Federal Transit Administration (FTA). HDR conducted the architectural resources survey to assist Detroit Department of Transportation (DDOT) in meeting regulatory obligations under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800, as amended, as well as the National Environmental Policy Act (NEPA).

The Project area is located entirely within the city limits of Detroit, Michigan (Figure 1). The setting of the survey area is urban and encompasses a combination of early- to mid-twentieth-century residential and industrial-commercial properties. In general, the survey area west and south of the Coolidge Terminal is industrial-commercial, occupied by auto service and parts, scrap metal, and moving and storage facilities; while the survey area north and east of the terminal property is characterized by single-family dwellings, many of which have been abandoned and some demolished.

None of the identified historic-age properties in the Area of Potential Effects (APE) have been previously evaluated for listing in the National Register of Historic Places (NRHP); however, prior cultural resources documentation of the APE was completed for an earlier version of the proposed Project in 2012. The Project was not executed at that time, and the historic architectural documentation was therefore not submitted to the State Historic Preservation Office (SHPO) for review or concurrence. The properties in the APE have undergone few changes in the last ten years since they were last surveyed, with the exception of several residential properties having fallen into states of increased neglect or vacancy. A total of 39 architectural properties were identified and surveyed within the APE. This number includes the Coolidge Terminal Complex, which itself comprises a total of seven architectural resources, including one non-historic (c. 1980) communications tower. HDR architectural historians Jeanne Barnes and Diana Garnett conducted fieldwork in June 2020 and photo updates were taken in March 2022, as needed. Ms. Garnett and Ms. Barnes meet the Secretary of the Interior's Professional Qualifications Standards for Architectural History. All survey findings and results are kept on file with HDR and will be submitted to the Michigan SHPO per the guidance provided in the *Michigan Above-Ground Survey Manual* (Kolokithas and Tuinstra 2018).

Chapter 1 provides an introductory section describing the project and identifying the APE boundaries. Chapter 2 explains survey and research methodology, personnel involved, and data location repository. Chapter 3 provides a descriptive overview of the project area. Chapter 4 provides historic context on the survey area. Chapter 5 includes the NRHP evaluation results summary, which includes specific descriptions and justifications for properties recommended eligible for the NRHP. Chapter 6 provides the assessment of effects. Chapter 7 offers a conclusion to the investigation, and Chapter 8 includes the bibliography. A full survey inventory table and survey maps are provided in Appendix A. Inventory forms for all 39 of the surveyed



properties are provided in Appendix B, while photographs of all surveyed resources are provided in Appendix C.

1.1 Project Description

The Project proposes to replace the entire Coolidge Terminal Complex (Figure 2). Current above-ground structures and buildings would be demolished and cleared, and new facilities would be constructed. New facilities would include a 98,000 sq. ft bus storage/services building and an adjacent 27,000 sq. ft maintenance building in place of the existing storage/maintenance building; a 19,000 sq. ft operations/administration building; a 34,000 sq. ft fleet maintenance building; an 11,000 sq. ft parts storeroom; a 245-space employee/visitor parking area west of the buildings; aboveground fuel tanks north of the buildings; new drainage structures; perimeter landscaping; and new perimeter fencing.

1.2 Area of Potential Effects

The first step in assessing historic properties potentially affected by a project is to delineate the APE. The APE is defined by 36 CFR 800.16(d) as the geographic area or areas within which a project may directly or indirectly cause alterations in the character or use of historic properties. The APE is a delineation of the farthest extent of the area in which historic properties may be affected by any number of Project effects, which may include direct and indirect effects such as, but not limited to, visual, noise, and vibration. The APE is influenced by the scale and nature of the undertaking.

For this Project, the APE was defined as the Coolidge Terminal property itself (14404 Schaefer Highway) and a row of parcels deep on three sides of the property – north, south, and west, and two rows deep on the east. Inclusion of these properties captured the full range of potential direct and indirect effects anticipated by the Project. Anticipated direct effects, which are effects coming from the undertaking at the same time and place with no intervening cause, include acquisition, demolition, and clearing of some vacant parcels abutting the terminal property as well as demolition and clearing of the terminal property itself, as well as temporary construction noise, vibrations, and visual impact. No indirect effects are anticipated, meaning those caused by the undertaking that are later in time or farther removed in distance but still reasonably foreseeable.

The APE is located within the northwest limits of the City of Detroit, Wayne County (Figure 3). More specifically, the Project location is within what is today known as the Northwest Community neighborhood, and which was historically called Happy Homes or the Schoolcraft-Meyers neighborhood. The APE is located within the 7.5 minute U.S. Geological Survey (USGS) Quadrangle map for Royal Oak, Michigan.

FTA determined the APE for the Project and initiated Section 106 consultation with the Michigan SHPO on January 26, 2022. The SHPO concurred with the APE determination on February 16, 2022.

Figure 1. Project Location Map (Royal Oak Quadrangle)

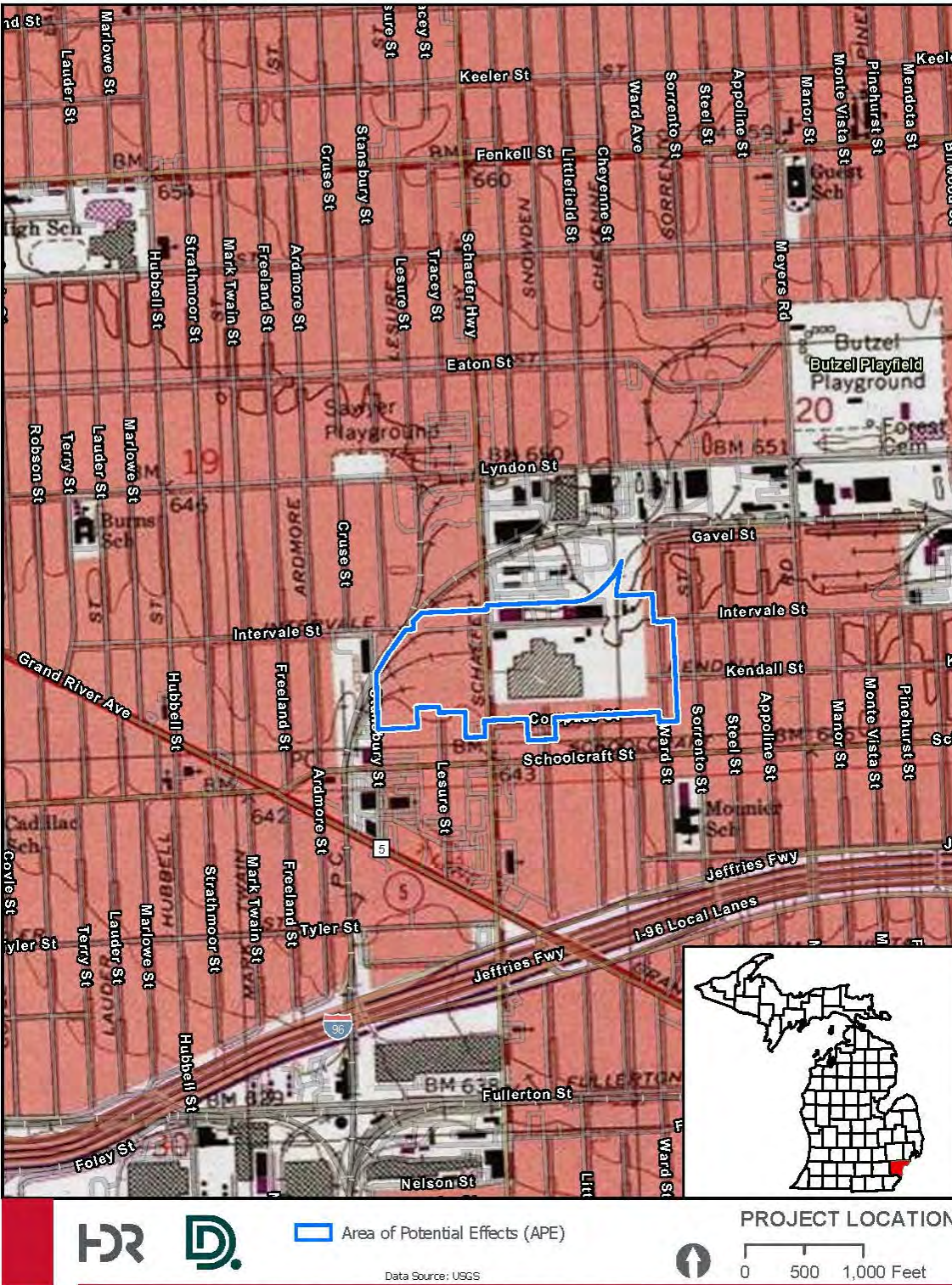
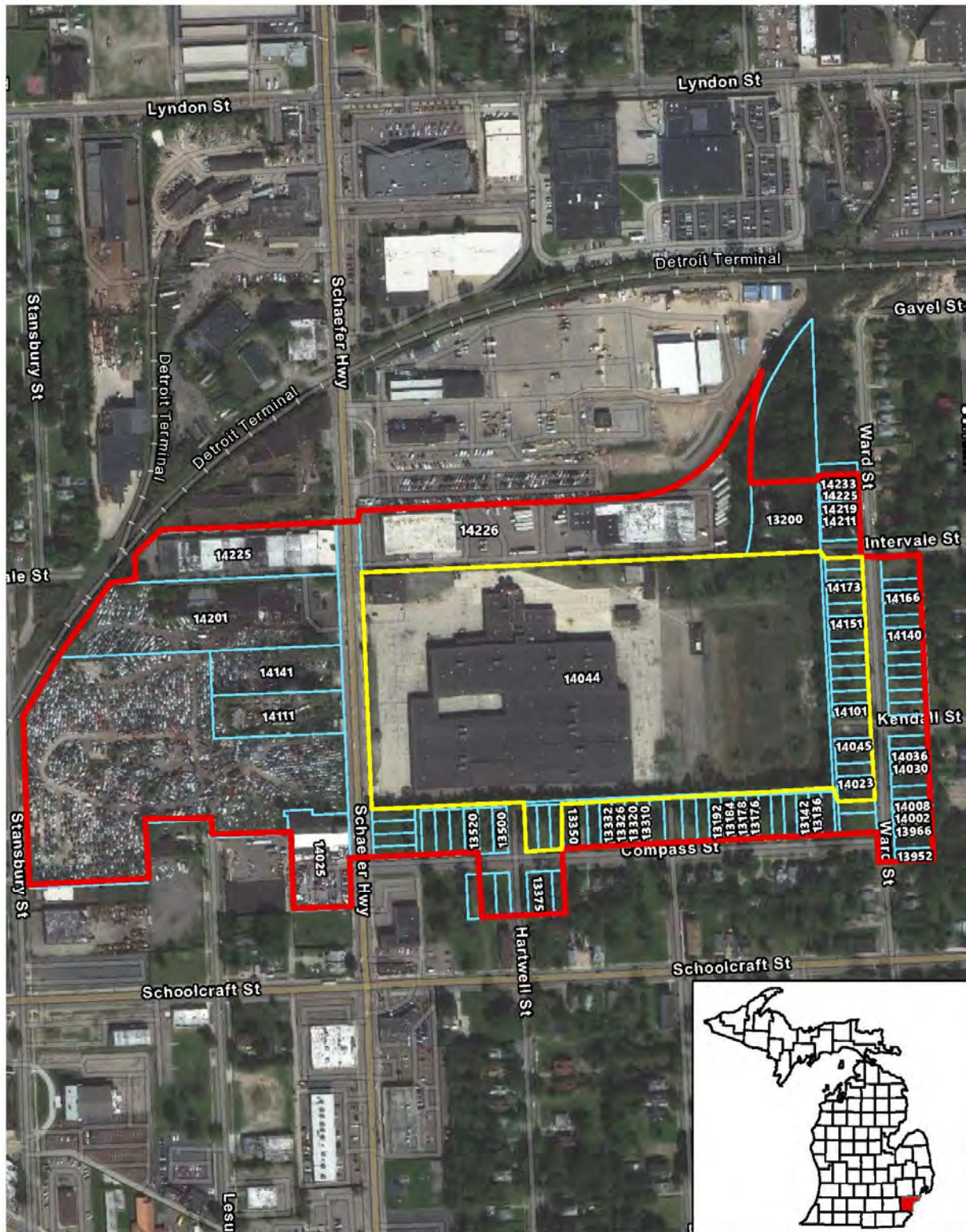









Figure 2. Conceptual Site Plan of Proposed Coolidge Terminal




Figure 3. Area of Potential Effects



-  Project Area
-  Area of Potential Effects (APE)
-  Parcel Boundary

AREA OF POTENTIAL EFFECTS

 0 250 500 Feet

PATH: \\WE-SRV\JOBS\CULTURAL RESOURCES\PROJECTS\2015\8420_DETROIT DOT COOLIDGE TERMINAL COMPLEX\GIS MAPS\APE_PRO\APE_PRO.APRX - USER: MACKLELLAN - DATE: 4/8/2022

2 Research and Survey Methods

All work for the project meets the Secretary of the Interior's Standards for Preservation Planning, Standards for Identification of Historic Properties, and Standards for Evaluation of Historic Properties (Standards), and guidelines established by Michigan SHPO in its *Michigan Above-Ground Survey Manual*, as revised in 2018 (Kolokithas and Tuinstra 2018).

Ms. Garnett compiled survey results, conducted online research, developed NRHP eligibility evaluations to produce this report, and completed SHPO inventory forms, provided in Appendix B.

2.1 File Review

A review of previously identified historic resources was conducted by HDR staff in March 2020 and again in February 2022. The review confirmed that no architectural resources in the Project APE had been previously recorded. Fieldwork for the current investigation confirmed a total of 39 historic-age architectural properties, including the Coolidge Terminal Complex at 14044 Schaefer Highway.

Though the documentation produced by Commonwealth Cultural Resources Group, Inc. in 2012 was not formally submitted to SHPO, the completed report and survey forms recorded the majority of the same resources included in the current APE, and as such, the report and site forms were consulted in the production of this report and associated inventory forms.

A review of previously identified archaeological resources was conducted by HDR staff in February and March 2022. No previously recorded archaeological sites were recorded or previously conducted surveys were found within the APE.

A review of topographic maps spanning the past 115 years indicated initial development of the APE and vicinity, was primarily residential and railroad-related beginning in the mid-1930s. Aerial photographs dating to 1951 and historic topographical maps show ongoing residential and rail-related development since that time. Four soil types are designated within the APE, the highest percentage (67 percent) of which is Urban land-Riverfront complex, dense substratum, 0 to 4 percent slopes. The other three types include Midtown gravelly-artifactual sandy loam, 0 to 2 percent slopes; Shebeon-Urban land complex, 0 to 4 percent slopes; and Avoca-Urban land complex, 0 to 4 percent slopes. Areas designated as urban land are the result of extensive development of an area. Due to extensive previous disturbance from development of the area over the last 85-plus years, there is low potential to encounter or impact intact, subsurface archaeological resources in the APE. Based on this review and analysis, an archaeological survey was therefore not recommended for the Project.

2.2 Survey Fieldwork & Methodology

The survey was conducted of resources that were 45 years of age or older within the APE. The survey area comprised the Coolidge Terminal property itself (14404 Schaefer Highway), those parcels that front the Coolidge property, and those that front parcels proposed for acquisition and demolition. Inclusion of these parcels captures the full range of potential direct and indirect

effects anticipated by the Project. Anticipated effects include demolition and clearing of the Coolidge Terminal Complex, acquisition, demolition and clearing of some vacant parcels abutting the terminal property, visual impacts from new construction, as well as temporary construction noise and vibration.

Jeanne Barnes and Diana Garnett conducted fieldwork on June 15, 2020, with additional photography obtained in March 2022 for the vacant, abutting parcels on Ward Avenue and Compass Street that were added to the project. Ms. Garnett and Ms. Barnes meet the Secretary of the Interior's Professional Qualifications Standards for Architectural History. All survey findings and results are kept on file with HDR and will be submitted to the Michigan SHPO per the guidance provided in the *Michigan Above-Ground Survey Manual* (Kolokithas and Tuinstra 2018). To identify historic-age (45 years or older, in order to allow five years for Project completion) properties within the APE, staff consulted a variety of resources including Wayne County online assessor data; historic aerial imagery; and historic USGS topographic maps. Fieldwork confirmed the presence or absence of extant buildings and structures.

The complete list of surveyed properties and their eligibility recommendations is provided in Appendix A. Properties recommended eligible for listing in the NRHP are provided in Chapter 3. Inventory forms were completed for each of the 39 surveyed resources; additionally, an architectural district/complex identification form was completed for the Coolidge Terminal property. All survey forms are provided as pdfs in Appendix B. Photographs for all surveyed resources are provided in Appendix C.

With the exception of the Coolidge Terminal Complex, properties surveyed were privately owned, and access was limited to public right-of-way (ROW), unless property owners granted verbal or written permission to enter their property. Each historic-age resource was documented through photographs per the guidelines provided in the *Michigan Above-Ground Survey Manual* (Kolokithas and Tuinstra 2018). Notes were taken on architectural attributes and materials, building plan, character-defining features, additions and other modifications, and general condition. Photographs were taken of at least two exterior views of each historic-age resource using digital cameras with at least 12-megapixel resolution.

Due to local health mandates at the time of survey in June 2020, local repositories were closed and inaccessible for research. Research was therefore conducted primarily online and used digitized resources such as local newspapers, histories, maps, and aerial photography. Additionally, the 2012 survey report completed by Commonwealth Cultural Resources Group (CCRG; Robinson and Tidlow 2012) was consulted for its thorough research and documentation of the survey area.

2.3 NRHP Evaluation

Under NHPA guidelines, cultural resources—including buildings, structures, objects, sites, and districts—are to be evaluated for NRHP eligibility using the NRHP Criteria for Evaluation as listed in 36 CFR 60.4. A “building” is principally a place designed to shelter human activity such as a house, barn, hotel, store, etc. A “structure” is distinguished from a building in that its function is not primarily for human shelter but rather for other purposes. Examples of structures



include bridges, dams, silos, tunnels, etc. An “object” differs from other construction types in that it is primarily artistic in nature, small in scale, or simply constructed. Examples of objects include monuments, mileposts, fountains, and sculpture/statuary. A “site” is the location of a significant historic event or activity where the location itself possesses value and can include battlefields, cemeteries, designed landscapes, trails, etc. A “district” is formed by a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

To be listed in, or considered eligible for the NRHP, a cultural resource must generally be 50 years of age or older and possess at least one of the four following criteria:

1. The resource is associated with events that have made a significant contribution to the broad pattern of history (Criterion A);
2. The resource is associated with the lives of people significant in the past (Criterion B);
3. The resource embodies distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction (Criterion C);
4. The resource has yielded, or may be likely to yield, information important in prehistory or history (Criterion D).

In addition to meeting at least one of the above criteria, a cultural resource must also retain integrity of location, design, setting, materials, workmanship, feeling, and association. Integrity is defined as the authenticity of a property’s historic identity, as evidenced by the survival of physical characteristics it possessed in the past and its capacity to convey information about a culture or group of people, a historic pattern, or a specific type of architectural or engineering design or technology.

Location refers to the place where an event occurred or a property was originally built. Design considers elements such as plan, form, and style of a property. Setting is the physical environment of the property. Materials refer to the physical elements used to construct the property. Workmanship refers to the craftsmanship of the creators of a property. Feeling is the ability of the property to convey its historic time and place. Association refers to the link between the property and a historically significant event or person.

Cultural resources meeting these standards (age, eligibility, and integrity) are termed “historic properties” under the NHPA. Sites or structures that are not considered individually significant may be considered eligible for listing in the NRHP as part of a historic district. According to the NRHP, a historic district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects that are historically or aesthetically united by plan or physical development.

Certain kinds of cultural resources are not usually considered for listing in the NRHP. These resources can be eligible for listing only if they meet special requirements, called “Criteria Considerations.” A resource must meet one or more of the four Criteria for Evaluation (A

through D) and also retain its historic integrity before it can be considered under the various Criteria Considerations. National Register Bulletin 15 outlines seven criteria considerations that allow exceptions or elaborations on the reasons for which a property may be considered for NRHP eligibility. They include:

- religious properties (Criteria Consideration A);
- moved properties (Criteria Consideration B);
- birthplaces or graves (Criteria Consideration C);
- cemeteries (Criteria Consideration D);
- reconstructed properties (Criteria Consideration E);
- commemorative properties (Criteria Consideration F); and
- properties that have achieved significance within the last 50 years (Criteria Consideration G).

In order to evaluate cultural resources in the project area, the following NRHP bulletins were used as guides:

- *How to Apply National Register Criteria for Evaluation* (Bulletin 15);
- *How To Complete the National Register Registration Form* (Bulletin 16A); and
- *Researching a Historic Property* (Bulletin 39)

3 Descriptive Overview

The Project area is located within the northwest limits of the City of Detroit, within what is today known as the Northwest Community neighborhood, historically called Happy Homes or the Schoolcraft-Meyers neighborhood.

The Project area environment is urban and characterized by a blend of mixed industrial, commercial, and residential development. Central and dominant in the area is the Coolidge Terminal property, a 19.65-acre parcel occupied by the Coolidge Terminal buildings, including the massive terminal building itself, which measures approximately 600 x 550 feet in dimension. North and west of the terminal property are large industrial warehouses, garages, and service buildings. These industrial/commercial buildings stand along Schaefer Highway, a paved four-lane city highway with sidewalks on both shoulders. The maximum height of buildings along this west corridor of the Project area is two stories.

The south and east portions of the Project area are residential in character. Early- and mid-twentieth-century single-family dwellings stand along the east-west running Compass Street and the north-south running Ward Avenue. The residential buildings are generally one- to one-and-a-half stories in height. They stand on narrow parcels that are level, grassy, and covered with a substantial amount of mature deciduous trees and vegetation. Concrete sidewalks line both sides of the street; however, this residential area is largely abandoned, and sidewalks have begun to recede into grassy shoulders. A majority of homes in this neighborhood have been



abandoned and either mothballed, burned, or fallen into gradual disrepair. Many parcels are now vacant and overgrown; current aerial imagery indicates that as much as two-thirds of the Compass Street and Ward Avenue neighborhood is now occupied by vacant lots.

4 Historic Context

Previous historic documentation completed by CCRG (Robinson and Tidlow 2012) for DDOT provided a complete history of the survey area, with particular thoroughness applied to development of the Coolidge Terminal and surrounding residential neighborhood during the early- and mid-twentieth century. The historic context provided by CCRG remains applicable and relevant to project area as part of this current investigation and is therefore largely excerpted into the historic context. Information in the context has been updated and revised with additional historic research conducted by HDR.

4.1 Area Development

The Coolidge Terminal project location is located in Section 20, T1S/R11E. Originally known as Greenfield Township, the township was annexed by the City of Detroit in 1926 (United States Department of Commerce 1931:532). Plats were filed for the area south and east of the Coolidge Terminal property between 1914 and 1916. These areas include the properties within the project APE on Compass and Ward Streets. There are two plats filed for the west side of Schaefer Highway, including the Plat of Josapine (*sic*) Caplers Estate in Greenfield and Christian Perrot's Subdivision of Lot or Devise No. 2 of Josephine Caplers Estate on Sections 19 and 30 (Greenfield 1892, 1913). The Josaphine Capler's Estate plat was filed in 1892, while the subdivision plat was made in 1913.

Over time, there have been some changes to the original plats. For instance, in the Happy Homes Subdivision, the plat lists Monnier Road, which was subsequently called Coolidge Highway (thus giving the name to the bus terminal) and later to Schaefer Highway (Greenfield 1914). Additionally, Liberty Avenue is now known as Compass Street. In the Greenlawn Subdivision and Greenlawn Subdivision No. 1, Helmuth Avenue is now known as Ward Street. Finally, in the Greenlawn Subdivision No. 1 plat, Emily Avenue is known as Gravel Street (Greenfield 1915a, 1915b).

The area around the Coolidge Terminal includes both commercial/industrial and residential properties. For the most part, the commercial/industrial properties are limited to lining both sides of Schaefer Highway. All of the residential properties are located on either Compass Street south of the Coolidge Terminal or Ward Street to the east of the terminal property. The lone exception to the division of commercial/industrial and residential is the former Smith Bros. Electric shop at 13200 Intervale Street. The property, which was constructed in 1946, is vacant (Bradley 2003:4-3).

The platted sections of the APE were established in the mid-1910s, although it appears that the earliest buildings in either the commercial/industrial areas or residential sections of the APE were erected in the mid-1920s. Construction of these resources occurred in two major waves of development, with the first taking place between 1922 and 1929. The next major phase of development began in the late 1930s and extended to approximately 1960. These buildings

reflect the post-World War II building boom. Only two of the properties in the APE were constructed after 1960, including one commercial/warehouse and one residence, both constructed ca. 1970.

4.2 Detroit Street Railway to Detroit Department of Transportation

4.2.1 Detroit Street Railway

The City of Detroit was established in 1702, and by 1845 the first public hacks (or horses available for hire) were on the streets of the community. Just two short years later, a line of street omnibuses was introduced principally running along Jefferson Avenue (Catlin 1926:573). As early as 1832-1833, street railways were introduced in New York City featuring horse-drawn cars along a line (Catlin 1926:573). In Detroit, the first street railway franchise was granted on May 24, 1862. Over the next quarter-century, the streetcar industry grew dramatically across the city, with Detroit boasting several privately held companies that provided transportation services. These firms were granted permission by the city of Detroit to carry out business within the city but were owned and operated entirely by private enterprise. Even when most of the streets of the city were unpaved or paved with decaying or decayed cedar blocks laid on a dirt foundation, streetcar tracks were located in the center (Caitlin 1926:593). Early transportation systems included horse-drawn cars on Jefferson and Woodward Avenues. By the final decade of the nineteenth century, electric streetcars were introduced and a few years later trolley lines utilizing the technology replaced the earlier horse-drawn lines (Bradley 2003:3-1).

Figure 4. Horse-Drawn Rail Cars along Woodward Avenue in Detroit, ca. 1885 (Craig 2010).



In 1892, Detroit mayor Hazen S. Pingree advocated for a municipally owned street railroad system (Bradley 2003:3-1); however, obstacles including legal battles, a state constitution



amendment, and revised Detroit City Charter resulted in the move being delayed for almost four decades. Finally, in 1920, the citizens of Detroit voted to construct municipal lines and the city then purchased extant rail lines from the private operating companies. On May 15, 1922, the City of Detroit's Detroit Street Railway (DSR) began operation under the auspices of the Street Railway Commission (Department of Street Railways [DSR] 1938:30).

Under the new ownership of the DSR, Detroit's street railway system expanded to include the Shoemaker Car House in 1922 and the Coolidge Car House in 1928. By 1930, the City of Detroit operated the largest street railway system in the United States (Bradley 2003:3-1). Not surprisingly, ridership on the DSR peaked in the late 1920s (O'Geran 1931:xiii).

4.2.2 Transition to Coaches

One of the ways that widespread voter approval for the establishment of the municipally owned DSR was achieved was the promise that they would soon establish transit service to the newly settled subdivisions surrounding Detroit (Schramm et al. 1980:29). To do this, first the construction of the lines needed to be completed. This proved to be a huge problem particularly with the growing cost of rail lines. To solve this issue, the DSR turned instead to the motor bus, or coach as they were known at the time.

In spite of the cost savings by the use of coaches over the miles and miles of new rail construction, then-Mayor James Couzens felt that the reliability of the automotive industry at the time would not support the type of service required by Detroit. Given that Couzens was considered to be an expert on rubber-tired transportation due to a former association with the Ford Motor Company, his opinion held some sway. As a result, the earliest attempt to operate a bus by the DSR came on November 19, 1922 (Schramm et al. 1980:29). The first line established served the Dodge Export Plant formerly accessible by the Lynch Road Line. The plant, constructed as an ordnance plant during World War I, was originally served by the Detroit United Railway (DUR) but discontinued after the Armistice, when business gradually fell off. By October 1921 the rail service was discontinued and the tracks removed (Schramm et al. 1980:29). At the request of the Milwaukee Junction Manufacturers Association, service was reinstated on the line using three single-decker buses.

These first buses included two rented vehicles and a new Fageol coach purchased for \$7,000.00 (Schramm et al. 1980:29). In spite of the request to maintain the line, with the five-cent fare and providing no transfers to another line, the DSR was unable to make the line pay. Eventually the service was assumed by a competing company who raised the rates. By November 8, 1924, the DSR re-laid the original track and the route continued using streetcars (Schramm et al. 1980:29). Just a few months later, the first permanent bus line opened as an extension of the Mack car line. This route utilized Dodge-Graham coaches and operated from Hart Loop to the new city limits at Cadieux Road.

At the same time the DSR was getting its coach systems up and running, there were several competitive systems in the Metro Detroit area. The first, Detroit Motorbus, operated inside the city limits, and was the firm that assumed control of the Lynch Road Line in 1923. This firm had its rights to operate within the city limits revoked in January 1932 and the DSR assumed all

routes they had established. Meanwhile, several suburban based bus lines were organized. These included Lakeshore Coach Lines operating in the Grosse Pointe area and the Dearborn Coach serving the western suburbs (Schramm et al. 1980:53). These lines remained separate from the DSR and operated as part of the Southeastern Michigan Transportation Authority (SEMTA). The two services operated in conjunction with each other, with DSR operating only in the City of Detroit, and SEMTA buses using a “closed door” after entering the city limits to restrict competition.

In the 1930s the popularity of the bus over the streetcar continued to grow. Initially streetcar lines were manned with small buses (carrying about 25 passengers each) during evening and weekend hours. The use of buses also helped the DSR deal with a growing labor expense problem, bypassing the union’s demand that their contract required two-man crews, a motorman and conductor. By 1939 the DSR had rail-bus service on 20 lines and three lines converted entirely to buses (Bradley 2003:3-2). As older equipment began to require replacement, the DSR again made the decision to replace with buses, acquiring 800 buses by the end of the decade (DSR 1937:4; Schramm et al. 1980:64, 65, 71).

The 1945 annual report of the DSR boasted that the agency was the “first of Detroit’s municipal departments to unfold a completely practical and startlingly modern post-war improvement plan” (DSR 1945:23). On August 19, 1945, not long after VJ Day and the end of World War II, the DSR announced their plans to modernize bus service. This would be the last time that public transportation would figure higher in regional planning than the development of freeways and the accommodation of private automobiles (Bradley 2003:3-2).

The plan announced by the DSR included the purchase of 80 streetcars and over 300 of the larger 45-passenger buses (DSR 1945:23-37). This occurred about the same time planning for the improvements or new designs for Grand River, John C. Lodge, Hastings, and Crosstown expressways had been approved and scheduled for construction. Part of the plan also included the construction of at least seven DSR terminals, such as the Coolidge Terminal, at strategic places in the outlying areas of the city. Additionally, the plan called for the construction of surface parking lots for passengers to gather in outlying areas of the city, high speed bus lines, and downtown sub-surface terminals associated with underground pedestrian concourses. The later action would move pedestrian traffic away from congested streets resulting in better driving conditions for everyone (DSR 1945:23-27).

Although plans were developed, there were a number of obstacles working against their implementation. Strikes, litigation, material and equipment shortages, and the industrial conditions of the post-war period slowed the plan. In spite of these delays, in 1946 the first components of the modernization plan were underway, including the construction of a 200-coach service and storage garage at the old Shoemaker Car House (DSR 1946:4, 9). Firmly behind the modernization program, in March 1946, the Street Railway Commission approved the development of the Gilbert Terminal to service buses. This move also prompted the reconstruction of the original Coolidge Terminal, converting it from streetcar to bus service (Schramm et al. 1980:87, 89).

The Gilbert and Coolidge terminals were essential to keeping the growing fleet of buses serviced and running. At the end of each day on the road, buses were serviced and their operating conditions assessed. Full inspections were scheduled for 3,000- and 6,000-mile intervals with more extensive work done every 50,000 miles, and automatic washing bays allowed for the washing of coaches at least once a week (DSR 1947:15-16). The Gilbert and Coolidge terminals could carry out the smaller checks on buses, but for more extensive work and repair projects the coaches were taken to the shop at the Highland Park Terminal. With the addition of the new terminals and repair facilities, the DSR was able to even further expand their number of coaches to just under 2,300 in 1948 (DSR 1948:5).

As part of the modernization program, in 1947 the DSR decision to abandon streetcar service on all but one of the routes called for the use of 40 to 50 passenger buses (Bus Transportation 1947:87). When confronted with criticism that this move would put men out of work the DSR responded by pointing out that buses carried fewer passengers than the streetcars resulting in an increase in the number of vehicles needed to service a route.

4.2.3 Detroit Department of Transportation

On July 1, 1974, under the new City of Detroit charter, the former DSR became Detroit Department of Transportation, or DDOT (DSR Coach Lines History, Excerpts and Miscellaneous, Part 2, Burton Historical Collection, Detroit Public Library, Detroit). This move replaced the three-man commission with a seven-member advisory commission that could only make recommendations about the DDOT but had no operating authority (Schramm et al. 1980:271).

4.3 Coolidge Terminal Project

4.3.1 Harley, Ellington and Day, Architects and Engineers

Harley, Ellington and Day was selected by DSR to design the new modern Coolidge Terminal Complex. The first of the partners to make his way to Detroit was Alvin E. Harley, who moved in 1890 as a young man with his family from his birthplace in Manitoba, Canada, to London, Ontario, a point about half-way between the two industrial cities of Buffalo, New York, and Detroit, Michigan (Harley Ellis Devereaux [HED] 2008:3). Due to the greater opportunities in the city, Harley was able to gain work as a draftsman, firmly establishing his career path toward architecture. In 1903, at the age of 19, Harley relocated to Detroit, where he took an apprenticeship first with the firm of Albert Kahn and later George D. Mason (HED 2008:5).

By 1908, Harley established his first architectural firm with fellow Mason firm alumnus Norman Atcheson. This firm was responsible for designs of the 1912 Globe Theater on Grand River at Trumbull and the Henry Clay Hotel on Centre Street near Grand Circus. The firm lasted just four years, ending in 1912 when Harley established his solo practice (HED 2008:7). Just two years later Harley won a major commission to design and construct an English cottage-style structure in Bloomfield Hills for Hugh Chalmers, founder and president of Chalmers Motor Company (HED 2008:7). This commission launched his career as a designer for the city's elite, including residences in the newly established Detroit neighborhood of Palmer Woods, Grosse Pointe Park, and Bloomfield Hills (HED 2008:7-8). Although the residential business was lucrative,

Harley was also able to complete a number of commercial and industrial buildings during the same time period.

During the early career of Harley, another young designer was getting his start in Chicago. Harold Slaight Ellington studied engineering at the Armour Institute (now Illinois Institute of Technology), graduating in 1908 (HED 2008:9). Early career efforts included working as the chief engineer for Standard Concrete Construction Company. Here Ellington designed reinforced concrete structures for buildings, bridges, and breweries. By 1912, his efforts with breweries provided an opportunity for Ellington to work for Julius Stroh as the plant and construction manager for Stroh Brewing Company (HED 2008:9). In 1917, when Prohibition took effect in Michigan, Ellington was able to transfer his efforts as construction engineer to J. B. Book and his brothers. While the association with the Book Brothers only lasted two years, it provided ample opportunity for Ellington to gain expertise in the design of modern office buildings, such as the 14-story Book Building and the 22-story Washington Boulevard Building (HED 2008:10).

In 1912 Ellington moved to Detroit and eventually entered the firm of Giaver, Dinkelberg and Ellington, Architects and Engineers. This firm lasted only a few years, and Ellington moved on to partner in the firm of Weston and Ellington (HED 2008:11). This firm gained prominence working on health care projects, including several nurses residences associated with Detroit area hospitals, and later the Burtha Fisher Home for the Aged and the Sarah Fisher Home for Children. Weston and Ellington was also known for their industrial designs, including commissions for Howard Flint Ink Company and a series of pumping stations and service garages for the Detroit City and Gas Company (HED 2008:12).

With the advent of the Great Depression, like most architectural and design firms, Weston and Ellington were struggling as they entered the 1930s. Then, in 1932, Weston died, leaving Ellington without a partner. This was about the same time that Alvin Harley was also struggling having based much of his business in the 1920s on construction of massive residences. The shared circumstances drew Harley and Ellington together, who agreed in 1933 to merge their businesses, naming the new firm Harley and Ellington, Architects and Engineers (HED 2008:13). Among the projects that are attributed to Harley and Ellington are the Book Building, Stroh Building, Real Estate Exchange Building, and the Stroh Products Company (Romig 1935).

In 1943, the third partner of Harley, Ellis and Day joined the firm. Clarence E. Day Sr., a native of Detroit, spent his early career designing homes for the area's social elite, including officers of Ford and General Motors. Traveling extensively in Europe for inspiration, Day worked in a variety of styles, but is perhaps best known for the Tudor Revival style residence known as Moulton Manor, the home of William E. and Nina Scripps in Lake Orion, Michigan (HED 2008:19). Like other professionals of the same time period, the Depression greatly curtailed his business, and Day disbanded his company and worked from his home between 1935 and 1937, where he turned his attention to large-scale residential projects. This effort resulted in working with Harley and Ellington on the Frederick Douglas homes in 1942, and ultimately paved the path to partnership for the men (HED 2008:19).

Working together, the firm expanded their practice winning projects such as the design of a new hospital in Macomb County, cemeteries and mausoleums around the county, and the design and construction of the 16 buildings that formed the Coldwater (Michigan) State Home and Training School (HED 2008:21). In the mid-1940s the firm began a long-term association with the University of Michigan gaining a reputation for its work on civic and cultural buildings. This experience led to the commission to design Detroit's Veterans Memorial Building, and their role in redesigning Detroit's transportation system, including renovations to Detroit's Fort Street Union Rail Depot, the design of six new garages for the Detroit Department of Street Railways, and in 1948, Detroit's Greyhound bus terminal and service garage (HED 2008:22). Other major commissions included the Detroit City-County Building, now known as the Coleman A. Young Municipal Center, the Army Finance Center at Ft. Benjamin Harrison near Indianapolis, Indiana, the State Department Building in Washington D.C., Hazel Park Recreation Building, the Dearborn Civic Center, breweries for Schlitz and Anheuser-Busch, and collegiate architecture when they were named the chief architect for the University of Detroit (HED 2008:21-26).

Currently known as Harley Ellis Deveraux, the firm celebrated its centennial anniversary in 2008.

4.3.2 History of the Coolidge Terminal Facility

Between 1921 and 1926 a large portion of surrounding land was annexed to the northwest corner of the City of Detroit (Detroit Planning Department 1985). More specifically, it was in 1924, that the city, trying to keep pace with the burgeoning need produced by the automotive industry and those who moved to the city to work in the shops, annexed the portion of Greenfield Township, Wayne County, where the Coolidge Terminal would later be constructed. The specific property associated with the terminal was listed in a real estate atlas in 1923 as a 20-acre parcel owned by M. Bryant (Bradley 2003:3-11). At the time Schafer Highway was known as Monnier Road which boasted sparse industrial development, several plats for single-family homes, and the crossing of the Pennsylvania & Detroit Railway line (Baist 1923:59).

The Coolidge Terminal, located at 14044 Schaefer Highway, was constructed as a car house (trolley)/bus garage and opened on February 26, 1928. The Coolidge Terminal, located about midway on the Grand River Avenue route, was the third streetcar barn built under the city-owned municipal system, and DSR operation, but the first facility constructed by the City of Detroit to serve both trolley cars and buses, or as they were called at the time, coaches (Detroit Transit Facilities [DTF] 2012; Detroit Transit History [DTH] 2009). Between June 4, 1930 and August 11, 1937 the facility housed trolley buses.

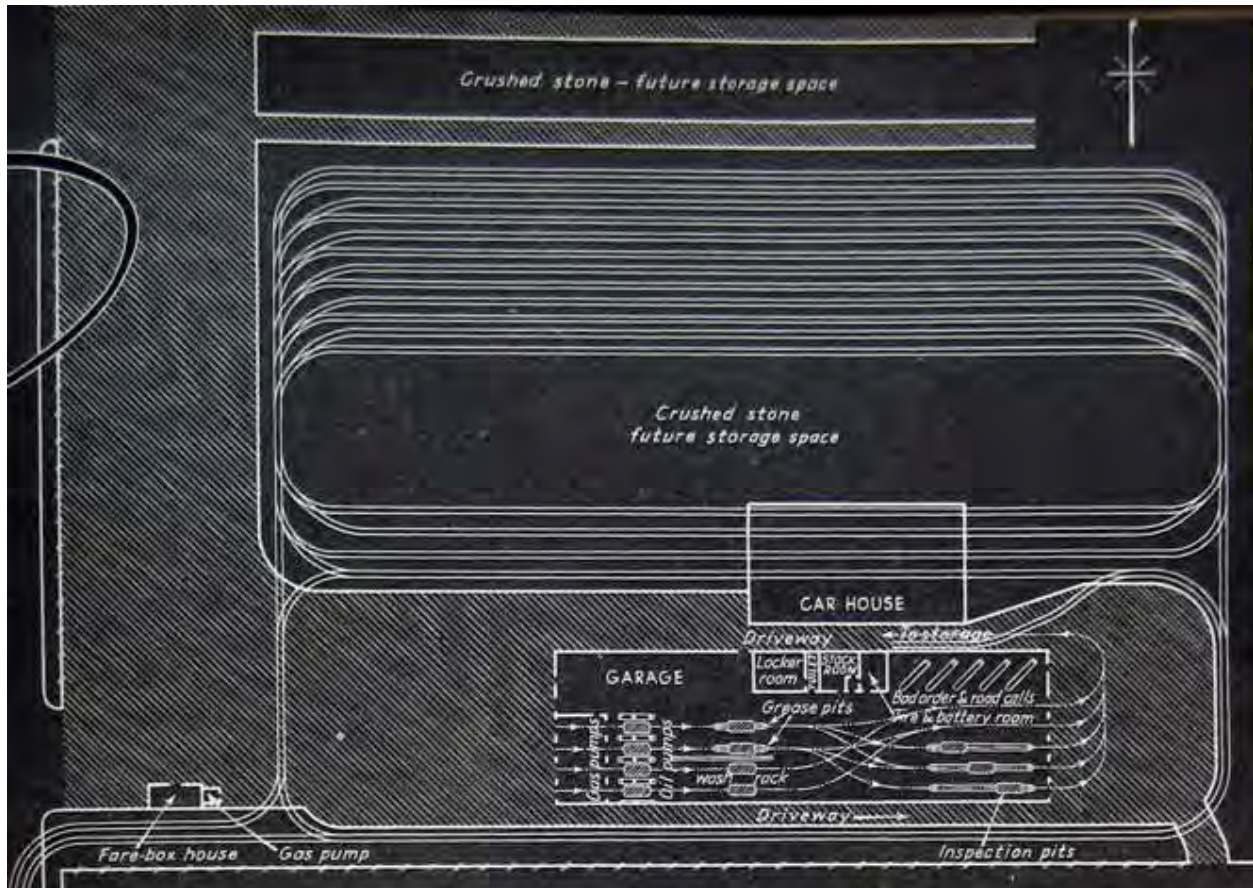
When first constructed, the facility had a rail line entering the property at the southeast corner, with parallel rail lines covering the west-central portion of the property. A second set of sidings running on a north/south axis occupied the eastern side of the property, providing a connection to the Pennsylvania & Detroit Railway which crossed Monnier Road about 560 feet (0.17 kilometers[km]) to the north. Additional rail lines carried cars through the repair shop. The property also boasted a garage and shop building (Schramm et al. 1980:243).

In March 1938, an article described the new “streamlined” maintenance facility housed at the Coolidge Garage of the DSR (Bus Transportation 1938:120) (Figure 5). Extensive remodeling of the original facility enabled the DSR to quickly and efficiently service the 500-bus fleet with fuel, oil, and water. Intended for service only, the garage housed only badly disabled coaches (Bus Transportation 1938:121). Although the focus was on the new bus garage, the Coolidge Terminal continued to include streetcar service as it maintained a car house and tracks north of the bus garage (Figure 6).

Figure 5. Coolidge Bus Garage, 1938, after extensive remodeling and expansion (Craig 2010).



Figure 6. Coolidge Bus Garage and Streetcar Yard, 1938 (Craig 2010).



On April 26, 1946, the Detroit Common Council approved a contract between the DSR and the architecture engineering firm of Harley, Ellington, and Day, Inc. (City of Detroit [CD] 1946:1032).



The contract specified that the firm would be responsible for the preparation of the final construction plans and letting of construction contracts for a garage required to store and service equipment. While this garage was not on the site of the Coolidge Terminal property, it did establish a relationship between the City of Detroit DSR and the firm of Harley, Ellington, and Day, Inc. In 1946, the firm designed the renovations to Detroit's Fort Street Union Rail Depot, and then went on to design six new garages for the DSR, which had been converting from streetcars to buses (HED 2008:22).

Almost exactly 10 years after the garage was upgraded, on May 4, 1947, the car house was closed in preparation for construction for the present complex (DTF 2009). The decision to reconstruct the facility was made about the same time that the DSR announced plans to abandon streetcar service in favor of passenger buses. On May 4, 1947, Coolidge Car House closed (Schramm et al. 1980:270). On May 27, 1947, the City of Detroit's *Journal of the Common Council*, reported:

"Please be advised that at the present time the Department of Street Railways is clearing its Coolidge coach terminal of old street cars, and preparing the site for the erection of a new storage garage. This necessitates the removal of some of our open storage car tracks on that site" [CD 1947:1510].

The *Journal of the Common Council* recorded a report on June 13, 1947, by L. B. Smith, Purchase and Supplies, and approved by Richard A. Sullivan, General Manager. This report read in part:

"In response to our advertisement for proposals for the construction of Coolidge Terminal at 14100 [sic] Schaefer Highway, bids were received and opened June 9, 1947...The lowest bid, in strict accordance with specifications, was submitted by the W.E. Wood Company and it is recommended that the contract be awarded to them on the basis of \$2,660,550.00 which includes alternate No. 3 for finishing wrought iron pipe instead of steel pipe" [CD 1947:1624].

That September, Harley, Ellington and Day acquired a series of building permits for the buildings at Coolidge Terminal (Bradley 2003:3-12). The project completely rebuilt the facility and, other than the re-use of the steel frame from one of the original buildings, no evidence of the earlier car house remained. Constructed just months after the Gilbert Terminal, the two properties include a number of similarities, although the site plan differs due to the constrictions of an oddly shaped property for the Gilbert Terminal. The terminal buildings for the two properties are almost identical, with the plan simply mirrored at the Coolidge property (Bradley 2003:3-12). One other notable difference is the number of steel sash windows in the upper walls of the two bus maintenance buildings, with Coolidge boasting an additional row. For both facilities, the designs featured concrete and steel building united by walls in blended shades of brick. While the new facilities are very different from the original terminal, the architect's use of one-way bus lanes was surely inspired by the organization brought to the property by the original railroad lines.

Construction of the Coolidge Terminal, along with the new Gilbert Terminal and a large storage garage at the Shoemaker Terminal, were recorded at \$6 million in 1948 (Taylor 1948:67). This did not include any of the fees associated with the modernization of the fleets including the replacement of small buses and obsolete streetcars with larger modern buses. Construction of the new facilities also added items not needed for streetcars but imperative for buses. This included gasoline systems and modification of car pits for use on the bus motors (Taylor 1948:68).

The Coolidge Terminal Complex was constructed beginning in 1948 and ending c. 1980. The original buildings include the Bus Storage Building (1948-1950); the Bus Maintenance Building (1948) the Bus Washing Building (1948); the Gatehouse (1948); the Administrative Building (1948, Figure 7); the Fare Box House (1948); and the Heating Plant (1948 with a later undated addition). A Dispatch House was erected ca. 1960, which replaced an earlier one, but was abandoned prior to 2003. The final feature of the complex is the Communications Tower, erected c. 1980 (Bradley 2003:3-7).

Figure 7. Coolidge Terminal Administrative Building, June 22, 1948 (Craig 2010).



An article that ran in the industry magazine *Bus Transportation* in 1948 went into great detail regarding the construction of the Coolidge and Gilbert Terminals. In addition to a discussion of the location of each site, and how they were appropriately located near major roads that would eliminate the necessity to run “dead-head” or empty, the article noted that the total cost of the Coolidge Terminal Complex was \$2,660,500 (Taylor 1948:68).

Figure 8. Recently Completed Coolidge Terminal Building, June 1948 (Craig 2010).



Beginning in September 1950, 20 bus routes were assigned to the Coolidge Terminal. These include: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming [DTH 2012].

For five decades, the Coolidge Terminal continued to operate with only minor changes. In 1957 the bus washing area was expanded, and c. 1960, a small concrete-block building used as a dispatcher building was erected near the Schafer Highway boundary of the facility. At some point between 1948 and 1960 the Fare Box House was relocated and in the late 1970s the earlier radio tower was replaced with the current 469-foot structure.

On October 17, 2011, Michigan Senators Debbie Stabenow and Carl Levin announced support of five transportation projects across the state of Michigan that had been selected by the United States Department of Transportation (Levin and Stabenow 2011). Included in this package was a grant of \$518,291 to the DDOT for the Coolidge Terminal and Garage Overhaul. Levin stated that the project, which was selected on a competitive basis through the Fiscal Year 2011 State of Good Repair Program, would fund the rehabilitation of a number of buildings at the Coolidge facility (Levin and Stabenow 2011).

In December 2011, before the work could be carried out on the facility, a fire damaged one of the buildings in the complex. Early in the morning of December 7, 2011, a two-alarm fire broke out in the Coolidge Terminal Bus Garage (Thomas 2011). This fire partially destroyed part of the bus garage and destroyed a number of buses that had been stored inside. Reports the day after the fire noted that, “according to witnesses, the fire appeared to have started underneath one bus and appeared to have spread” (*Detroit Free Press* [DFP] 2011). When the fire was discovered, on-duty bus drivers, supervisors, and others on the scene were able to move about

half the buses from the garage bay; however, eight buses were destroyed in the blaze. Many of the destroyed buses were new, valued at \$350,000 each (DFP 2011).

At the time of the field survey in June 2022, the facility was no longer in use. The dispatch and other operational functions were moved to the Gilbert facility and the property remains empty.

4.4 Industrial and Commercial Development on Schaefer Highway

West of the terminal, the development in the area was historically both commercial and residential. Prior documentation states that the building at 14201 Schaefer was the first to be constructed on the west side of Schaefer Highway near the site of the Coolidge Terminal. The building originally operated as the Peck Asphalt Shingle Company; by the late 1920s, it was identified as the Beckman-Dawson Roofing Company. In the 1940s and 1950s, it was associated with the Flintkote Company, which produced insulation wallboard (Robinson & Tidlow 2012:85). In 1948, the Coolidge Terminal, on the opposite side of Schaefer Highway, began to undergo redevelopment. By the 1950s, Schaefer Highway was heavily developed with industrial properties, including the warehouse at 14111 Schaefer Highway which operated as a scrap metal company called Cadillac Metal Refining Co.; an auto service property to the south at 14025 Schaefer Highway, built c. 1955 by the Ring Tool & Die Company; and the O.H. Frisbie Moving & Storage warehouse and office space at 14225 Schaefer (*Detroit Free Press* 1955:59; Robinson & Tidlow 2012:82). The auto service property at 14141 Schaefer Highway was built c. 1945 and expanded c. 1970. Prior documentation of the property indicates that it operated as the Sherwood Lumber Company during the 1950s (Robinson & Tidlow 2012:84). When previously recorded in 2012, the property exhibited signage identifying it as RE Bildors Automotive Supply.

The O.H. Frisbie Moving & Storage company was established by Othel H. (O.H.) Frisbie in 1930. The business' original location was in a small facility on Grand River Avenue. In 1948, Frisbie and five partners founded Atlas Van Lines, with O.H. Frisbie Moving & Storage an original member agency (*Journal of Commerce* 2004). In 1951, Frisbie built a new 500,000-cubic-foot, one-story warehouse at 14225 Schaefer Highway. The building included an Art Deco-style office front on Schaefer Highway, and storage units behind. Prior documentation states that during the 1950s, the building at 14225 housed multiple tenants, including manufacturers' agents, building materials companies, and a chemical company (Robinson & Tidlow 2012:86). In 1956, O.H. Frisbie introduced a new method of moving and storage called the "Seal-A-Vault." The Seal-A-Vault system included automation of handling and storage, and called for a new type of one-story warehouse, which Frisbie experimented with in new warehouses constructed at Schaefer and W. Buena Vista. Seal-A-Vault facilities employed large, sturdy vaults with a capacity for storing eight rooms of furniture, packed in the customer's home and transferred in specially designed Seal-A-Vault vans (*Detroit Free Press* 1959:40). The system was touted in the local newspaper in the 1950s as "safe, dustproof, economical" (*Detroit Free Press* 1958:37). The moving and storage methodology proved commercially successful, and in 1959, the company transferred its center of operations to the new Seal-A-Vault warehouses at Schaefer and Buena Vista, then 12811 Schaefer Highway, and since

replaced by I-96. With the transfer of central operations to 12811, a new office wing was built onto the front of the existing warehouses. The office wing was designed with a modern aesthetic similar to the Art Deco façade of 14225 Schaefer, but more Contemporary and austere. In the late 1950s, O.H. Frisbie was elected president of Atlas Van Lines, Inc. in Chicago, and in 1963 went full time with Atlas Van Lines, selling his interests in the O.H. Frisbie Moving & Storage Co. to employees (Frisbie 2021; *Journal of Commerce* 2004).

The auto service property at 14025 Schaefer Highway was built c. 1955, and expanded c. 1970, and again in the 2000s. Prior documentation of the property indicates that it was constructed by the Ring Tool & Die Company (Robinson & Tidlow 2012:82). It is unknown who the original owner/occupant of the building was, but extant wall paint indicates it has historically been affiliated with Aussie's Auto Service. During the 1950s, the property north of 14025 comprised a massive warehouse complex, Cadillac Metal Refining Co., that collected copper, brass, and aluminum (*Detroit Free Press* 1955:59).

As late as the 1960s, the entire block south of 14025 Schaefer (immediately west of the Coolidge Terminal) was occupied by single-family homes; beginning in the late 1960s and carrying through the remainder of the twentieth century, the residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings.

According to the company website, O.H. Frisbie Moving & Storage continued to prosper under new leadership during the 1960s and 1970s. In 1970, the company added over 50,000 square feet to existing facilities. The warehouse buildings at 14226 Schaefer, directly across the highway from 14225 Schaefer, were constructed around this time. These buildings are still in use by the moving company and are recorded on a separate inventory form. When I-96 was constructed through the neighborhood c. 1972, the warehouses and office at 12811 Schaefer were demolished. Headquarters was transferred at this time to 14225 Schaefer Highway. O.H. Frisbie Moving & Storage continued to expand through the remainder of the 1970s and into the 1980s, establishing new facilities and offices in Ann Arbor and Saginaw in 1983-1984. The company has retained the Frisbie name, but dropped the "O.H." (which nonetheless remains in existing building signage), and continues to operate as a moving and storage company, now headquartered in Livonia, Michigan (Frisbie 2021). The office/warehouse at 14225 Schaefer Highway appears to remain in active use by the company.

The industrial buildings south of the O.H. Frisbie property generally diminished in size during the 1980s and 1990s. Though it is unknown how long Cadillac Metal operated at 14111, the building was gradually demolished beginning in the late 1990s, until by 2009, the only portion remaining was the warehouse currently extant at 14111 Schaefer. Also by the 1990s, the industrial-commercial building at 14201 Schaefer had been reduced in size, with some 200-300 feet removed from its western end. Today, the buildings at 14111, 14141, and 14201 Schaefer Highway appear to operate in conjunction as Danny's Used Auto Parts. South of Danny's, the building at 14025 Schaefer operates at least partially as Sam's Welding.

5 Evaluation Results

Twenty-four of the 39 surveyed resources in the Project APE were residential in type, though many of these residential properties are abandoned and not in use. Seven of the surveyed properties are commercial/industrial, including buildings used for moving/storage purposes, auto services and parts, and scrap metal. The Coolidge Terminal property was the only transportation-related resource in the APE. All 39 of the surveyed resources were constructed in the twentieth century, ranging in date from c. 1925 to c. 1980. Of the 39 properties, two are recommended eligible for listing in the NRHP, and the remaining 37 are recommended not eligible. No historic district potential was identified for a residential, mixed-use, and/or commercial/industrial district. The two eligible properties are described below. The complete survey inventory of all 39 surveyed properties is provided in Appendix A.

5.1 14225 Schaefer Highway, O.H. Frisbie Moving & Storage

The property at 14225 Schaefer Highway comprises a single office/warehouse building that is owned and operated by O.H. Frisbie Moving & Storage Company. The building was constructed in 1951 and is commercial-industrial in type (Figure 9-Figure 10).

Rectangular in plan, the single-story warehouse/office building was designed in the Art Deco style. The building is 15 bays wide, approximately 100 feet across the façade (east elevation) and extends nine bays in depth, reaching approximately 500 feet deep. The east block fronting Schaefer Highway is the main office portion of the building and the only portion fully visible from public ROW. The east block is constructed in 8-course common bond brick veneer, intersected by a central limestone band that holds the fenestration across the full width of the façade. The roof is flat and not visible from ROW. A limestone-clad panel rises over the center of the building, with raised neon signage reading “O.H. Frisbie Storage Moving.”

The building façade is dominated by the central entrance bays, which are distinguished from the rest of the façade by its full height verticality, expressed by paneled limestone walls recessed behind four square limestone columns. Columns are capped by a limestone lintel beam. The center columns flank a set of double-leaf glazed metal doors, and the two outer columns flank two single 2/2 horizontal-light metal sash windows. The entrance is slightly raised above-grade, opening onto a set of three concrete steps. To either side of the central limestone entrance bays, the horizontal band of fenestration course contains a string of twelve 2/2 horizontal-light metal-sash windows: the asymmetrical arrangement includes five window openings south of the entrance bay, and seven bays to the north. Windows are flanked by a continuous concrete or limestone sill and lintel.

Matching 2/2 horizontal-light metal-sash windows with concrete sills stretch across the side elevations of this front office wing. To the west (rear) of the front office wing, the building

consists of nine continuous, one-story concrete-block units, each with a separate single-leaf pedestrian entrance covered under a full-height canopy on both the north and south sides.

Figure 9. O.H. Frisbie Moving & Storage building at 14225 Schaefer Highway; view northwest.



Figure 10. O.H. Frisbie Moving & Storage building façade; view looking west.



The office/warehouse at 14225 Schaefer Highway was constructed in 1951 to support the growing business of O.H. Frisbie Moving & Storage, a company established in 1930 by Detroit businessman O.H. Frisbie. The original headquarters for the company was on Grand River Avenue in Detroit, outside the APE. Following the success of O.H. Frisbie's innovative trademarked "Seal-A-Vault" moving and storage system, the company further expanded operations, requiring construction of additional warehouses in 1956 at 12811 Schaefer Highway, approximately 0.7 miles south, outside of the Project APE.

Headquarters for the business remained at the original location on Grand River Avenue until 1959, when central operations were transferred to 12811 Schaefer Highway. Circa 1972, the construction of I-96 resulted in the demolition of the Frisbie headquarters at 12811 Schaeffer Highway and operations were transferred a third time to the building at 14225 Schaeffer Highway. The business expanded to Ann Arbor and Saginaw in the 1980s but appears to have remained headquartered at its 14225 Schaefer Highway location until at least the 1990s. Today, the building at 14225 Schaefer appears in active use by Frisbie (which has dropped the "O.H." though it remains in signage), though the company is now headquartered in Lavonia, Michigan.

The office/warehouse building at 14225 Schaefer Highway is significant under Criteria A and B at the local level in the areas of commerce and industry, with a period of significance from 1951 to 1972, beginning with the year of its construction and ending in the year that it became the headquarters of the company. The building is significant under Criterion A for its association with the O.H. Frisbie Moving & Storage Company, a local company that has been in operation for nearly a century since its establishment in 1930 by O.H. Frisbie. O.H. Frisbie Moving & Storage was a premier moving and storage company for household goods in the Detroit area throughout Frisbie's ownership tenure (1930-1963). The business served as his entry point into an illustrious career in the moving and storage industry, which culminated in his founding contribution and later presidency of the international moving company Atlas Van Lines.

While owner of O.H. Frisbie Moving & Storage company, Mr. Frisbie experimented with innovative and commercially viable methods for moving and storing household goods, such as his acclaimed Seal-A-Vault system that sought to expedite the moving process, eliminate dirt and damage to goods, and provide safe and secure handling. While forming these trade techniques, Mr. Frisbie oversaw the expansion of his successful model into new buildings at 14225 Schaefer (1951) and 12811 Schaefer (1956). The office/warehouses constructed at these sites put into practice Frisbie's moving and storage system. Not long after the development of these O.H. Frisbie Moving & Storage facilities on Schaefer Highway, in 1963, Frisbie sold his interest in the company and was elected president of Atlas Van Lines. He was chosen by a board who was evidently impressed by his operations at O.H. Frisbie Moving & Storage. Frisbie applied his experience with his former company to the larger, international Atlas Van Lines, helping the latter to achieve domestic dominance in the business, as well as a substantial international presence.

While the former O.H. Frisbie Moving & Storage headquarters site at 12811 Schaefer Highway is no longer extant, the office/warehouse at 14225 Schaefer remains extant, in use, and highly intact. The building, which became the company's headquarters in 1972, embodies Frisbie's

model for one-story warehouse units fronted by an office wing. The building remains the oldest known facility associated with the 91-year-old moving company, and is highly intact, still exhibiting what appears to be original (1950s vintage) signage reading “O.H. Frisbie Moving & Storage.” The property is therefore reflective of the historic Detroit-based moving company that has served industry and commerce in the city and surrounding area for nearly a century, and which furthermore contributed to the establishment and growth of the affiliated Atlas Van Lines, today a giant in the domestic and international moving industry. For its contribution to the Detroit-area’s commerce and industry, the property at 14255 Schaefer is eligible under Criterion A.

The property is also significant under Criterion B for its association with Mr. O.H. Frisbie, a Detroit native who launched the Detroit-based (originally) O.H. Frisbie Moving & Storage company out of his own local experiences in transporting and storing ice and coal in the same neighborhood where he would later develop the O.H. Frisbie company’s warehouses and offices. Frisbie’s success with his namesake moving and storage company led to his founding and leadership of Atlas Van Lines, established in 1948 (with O.H. Frisbie Moving & Storage an original member organization) and today a prominent moving company both nationally and internationally. Frisbie’s contributions to Atlas Van Lines were born of his experiences in the moving and storage industry in Detroit and expressed in what is likely the sole remaining building associated with his company’s mid-century operations in northwest Detroit: the office/warehouse at 14225 Schaefer Highway. The building at 14255 was constructed when Frisbie’s leadership and innovation at O.H. Frisbie Moving & Storage was reaching unprecedented growth and was a direct product and reflection of Frisbie’s moving and storage methodology that undergirded that success. As such, the facility at 14225 Schaefer demonstrates the significant professional growth and productivity of O.H. Frisbie, and is therefore eligible under Criterion B.

The office/warehouse at 14225 Schaefer Highway is a late occurrence of the Art Deco style, which was applied to industrial buildings later into the twentieth century than to other commercial or residential property types. Though the building reflects some principles of the Art Deco style, including reduced classical elements, vertical components and juxtaposition, and the dynamic and colorful signage, the building does not rise to the level of individual significance under Criterion C. The features exhibited by O.H. Frisbie building are common and lack sufficient distinction, typicality, or otherwise notable qualities that would render it eligible. There are many, better examples of commercial and industrial architecture in Detroit and Wayne County. Additionally, though the warehouse component of the building may have historically incorporated features that served O.H. Frisbie’s trademark Seal-A-Vac system of storage, these features are not discernible on the building exterior and may no longer be intact or in use. The building therefore does not demonstrate architectural significance and is not eligible under Criterion C. The property is unlikely to yield information important to further historical study, and is not eligible under Criterion D. In summary, the property at 14225 Schaefer Highway is **eligible for the NRHP** under Criteria A and B for its association with O.H. Frisbie in the areas of commerce and industry at the local level of significance.

5.2 14404 Schaefer Highway, Coolidge Terminal Complex

The Coolidge Terminal Complex at 14404 Schaefer Highway stands on a 19.65-acre parcel and includes a total of six buildings and a communications tower (Figure 11). Each building and structure is described individually below. Additional figures are provided in Appendix C, Photographs.

Figure 11. Coolidge Terminal Site Layout



5.2.1 Coolidge Terminal Building

The Coolidge Terminal building has an irregular, pyramidal footprint that expands in width from north to south (Figure 12 - Figure 13). The concrete block building is reinforced with steel supports and clad in six-course common bond brick veneer, and primarily faces west onto Schaefer Highway, though doors are present on all elevations. The building is capped by a flat roof that varies in height over three primary wings, reaching a maximum two-story height over the center wing. A flat metal cornice wraps around all elevations of the building. The three wings of the building are: the northernmost, T-shape wing which is the bus washing wing (1948); the central, rectangular wing which is the maintenance wing (1948); and the southernmost, rectangular, and largest wing, which is the bus storage area (1948-1950).

Bus Washing Wing

The northernmost wing is the smallest, an upside-down T-shape, and measuring a total depth (east-west) of approximately 300 feet, and total width (north-south) of approximately 150 feet. The north brick elevation is dominated by massive mechanical equipment that includes a projecting steel-clad bay with double-leaf doors, mounted by steel tanks; an attached elevated pedestrian platform with ladder; and steel pipes that extend southward from the tanks across the flat roof of the wing. Also present on the north elevation are large divided-light steel windows and single-leaf steel pedestrian doors. The west, street-facing elevation (front) of the north wing is seven auto bays wide, with each bay closed with an overhead steel roll top door. Doors are divided by steel encased brick partition walls and are capped by heavy steel lintels sheltered under a continuous overhanging eave that stretches across the wing's full façade. Eaves are closed with plaster. The lintel over each bay is identified with the bay number. Windows are present on the north elevation of the south "T" wall and are glass block with central inset awning lights. Glass block windows rest on a continuous concrete sill course. Square metal vents are present beneath the cornice. One pair of steel-framed windows is centered on the west elevation of the north T-wing. The paired windows are each 2x4 in configuration, and each feature a central 2x2 awning with fixed panes above and below. The windows are divided by a central mullion. The rear (east) elevations of the north T-wing contain an additional seven garage bays closed by steel roll top doors. Three of the doors match those on the front/west elevation, capped by heavy steel lintels sheltered under a continuous overhanging eave with plaster soffit. The remaining doors are covered by individual metal shed awnings.

Bus Maintenance Wing

The center wing of the building sits on a rectangular footprint and extends beyond the footprint of the adjacent north wing on both its east and west ends, measuring approximately 510 feet east-west, and 135 feet north-south. The center wing also rises nearly a full story in height over the north wing. West of the north T-wing are four glass block windows with concrete sills that match the windows on the adjacent north T-wing. East of the north T-wing are six (visible) steel-frame, divided-light windows. All windows on the north elevation of the center wing extend along a continuous level with the windows on the adjacent T-wing; the upper "story" of the center wing's north elevation contains no windows or other fenestration excepting a single metal vent. Two single-leaf steel pedestrian doors are present at the center of the elevation (adjacent to the juncture with the north wing) and at the west corner. Both windows have steel-framed transom windows. The west elevation of the center wing contains three asymmetrically arranged garage bays and two pedestrian doors. First-story walls between the doors are faced with painted steel panels; on both the first and second stories, steel windows with blue-tinted frosted panes stretch continuously across the elevation. On the first story, the windows are vertical 2x10 and feature 2x2 center awnings; on the second story, windows are vertical 2x16. Windows on the second story appear to be fixed and are divided from one another by steel mullions. First and second story windows are divided by a steel lintel course that extends across the top of the garage bays. The three garage doors are each closed by steel roll top doors with a band of lights, and rest in steel-encased surrounds. The single-leaf steel pedestrian doors are interspersed with the garage bays. The west elevation is sheltered beneath a deeply hanging eave that is closed with plaster soffit. The west elevation of the center wing terminates at the wing's juncture with the largest wing of the building, the south wing. The rear, east elevation of the center wing matches

the front of the wing in materials and garage fenestration. Three garage bays, including two double-bays and one single, are present on the rear elevation, and closed by steel roll top doors with glazing. No pedestrian doors are present on this elevation. The wall above and in between the garage bays is enclosed with steel-frame, frosted blue glass windows and steel panels. The corner walls of the wing are clad in brick.

Bus Storage Wing

The south wing has a rectangular footprint that extends beyond the footprint of the adjacent center wing on both its east and west ends, measuring approximately 600 feet east-west, and 260 feet north-south. The height of the south wing is lower than the height of the center wing, by approximately one-half story. The north elevation of the south wing, which extends perpendicular to the center wing, contains a single steel pedestrian door, and no other fenestration. The west elevation of the south wing feature contains 12 garage bays, each closed with steel roll top doors, most with a center band of glazing. Bays vary in width from double-bay size to single-bay size, and are irregularly arranged as singles, doubles, or triples, with brick walls separating the groups or single bays. Within each double or triple set of doors, doors are divided by steel encased brick partition walls. Doors are capped by heavy steel lintels sheltered under a continuous overhanging pent roof that stretches across the wing's full façade. The south elevation of the south wing contains single-leaf steel-frame pedestrian doors spread out at a distance of several dozen feet. No windows are present. Doors open onto a concrete sidewalk that extends the length of the south elevation. A vertical brick seam in the south wall approximately 250 feet from the west corner of the building indicates that the east portion of the south wing is older than the west portion. East of this vertical seam, the brick wall is more distressed in condition, particularly along the lower wall which bears signs of severe mortar deterioration and efflorescence. Additionally, brick pilasters divide the east bays of the south wall.

The rear (east) elevation of the south wing matches the front of the wing in form, materials, and fenestration. The east elevation also contains 12 garage bays, varying in size from double to single, closed with steel roll top doors and divided by steel encased brick partition walls. Doors are capped by heavy steel lintels sheltered under a continuous overhanging pent roof that stretches across the full elevation.

Figure 12. Coolidge Terminal, view looking southwest. At left is the storage wing, and visible at right is the maintenance wing. The bus washing wing is outside the frame to the right.



Figure 13. View looking southeast. Visible at left is the washing wing; at right is the bus garage.



The Coolidge Terminal property is recommended **eligible for the NRHP** under Criterion A for its role in the history of Detroit's public transportation system at the local level of significance. The property has a period of significance spanning from 1948 to 1960, to encompass construction of the bus terminal complex through construction of the last historic-age resource on the property, the Dispatch House. Developed on the site of Detroit Street Railway's (DSR) original Coolidge streetcar barn, the complex constituted a reconstruction of the original 1928 streetcar facilities. Begun in 1948 to accommodate upgrades in DSR's operations and to service an exclusive and growing fleet of buses, the Coolidge Terminal represents the nationwide shift from streetcars to buses that occurred during the 1930s and into the postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this modernization campaign, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to build an entirely new complex. The new buildings accommodated only bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of

white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of six buildings on the property, the terminal building was built between 1948 and 1950. It is the largest building of the complex, and elemental to its historic function and use in storing, cleaning, and maintaining the city's buses. The building contributes to the significance of the Coolidge Terminal Complex.

5.2.2 Coolidge Administrative Building

Constructed in 1948, the Coolidge Terminal Administrative Building is a rectangular-plan, two-story building capped by a flat roof, built with some characteristics of the International/Modernist style, which include its spare ornament; voluminous, box-like form; and use of white terrazzo exterior cladding (Figure 14- Figure 15). The building exterior is primarily brick veneer, with terrazzo panels embellishing a full-height portico at the south corner of the façade (west elevation). The building stands at-grade, and the foundation is not visible.

The façade is dominated by the full-height portico, which consists of a single square, terrazzo-clad pillar at the southwest corner of the building, supporting a flat portico roof that stands several feet lower than the main roof of the building. The portico roof features a metal cornice that extends beyond the portico bays into the building façade and south side elevation, forming the window surrounds for floor-to-ceiling window bays on those walls. Lower walls of the façade beneath the portico are clad in brick veneer, and mid-level and upper walls are clad in large terrazzo panels. A set of three single-leaf glazed metal doors open at grade onto the portico. Aligned above the door bays are three red terrazzo or concrete panels, and above those, three 2x4 metal windows with central awning lights. Adjacent to the south portico, centered on the façade, is a matching fenestration arrangement with windows on the first level instead of doors. At the north end of the façade, horizontal bands of metal slider windows extend across the first and second floors. The metal sliders, which rest on concrete sills, are replacements to original four-light metal awning windows.

Side elevation windows are similarly banded slider windows of metal or vinyl material, larger than those on the façade. These windows also are replacements to original multi-light fixed and awning windows. The replacement windows rest in original openings and on original concrete sills. Off-center on the south elevation is a set of three modern glazed metal doors. A third single-leaf steel door is located at the rear (east) corner of this elevation, providing access to the mechanical room.

Figure 14. Coolidge Administrative Building, view looking northeast.



Figure 15. Building façade, view looking east.



Constructed in 1948, the administrative building was the historic center of administration at the terminal complex, and elemental to its historic function and use in dispatching and maintaining the city's buses. The building contributes to the significance of the Coolidge Terminal Complex.

5.2.3 Gatehouse

The Coolidge Terminal Gatehouse stands at the north entrance to the property, facing north onto Schaefer Highway. It is a small, rectangular-plan building that rises a single story in height on a concrete pad foundation (Figure 16). The one-bay by one-bay building is capped by a flat roof with a wide overhang and metal rake and cornice. The lower walls of the gatehouse are clad in brick veneer; upper walls are composed of continuous storefront-type metal-frame windows, which appear primarily to be fixed panes, capped by upper awning lights. A single-leaf steel door with light is centered in the north elevation. Windows and doors rest in metal surrounds. Windows rest on concrete sills.

Figure 16. Gatehouse, view looking southwest.



Constructed in 1948, the gatehouse was the historic entry point for the terminal complex, and elemental to its historic function and use in maintaining security and operations. Though dilapidated, the building retains its integrity. The building contributes to the significance of the Coolidge Terminal Complex.

5.2.4 Heating Plant

The Coolidge Terminal boiler and electric plant (also known as the heating plant) is composed of two main wings: the original 1948 rectangular-plan east wing, and a concrete-block

rectangular wing built c. 1970 onto the northwest corner (Figure 17). A round brick chimney stack stands immediately to the north of the building.

The original wing is one story in height at its south end, and two stories on the north end. The wing is capped by a flat roof over both sections. It is clad in brick veneer, with upper walls of the north section composed partially of banded fixed or awning metal multi-light windows. Clerestory windows wrap around all elevations, and rest on a continuous concrete sill course. Doors in the east wing are present on the east, south, and west elevations, and are all single- or double-leaf steel, some with metal vent transoms.

The west concrete-block wing rises two stories in height and is capped by an asymmetrical gable roof. Upper gable ends are clad in ribbed metal siding. Banded fixed or awning metal multi-light windows are present in the upper/clerestory levels. Modern steel roll-top vehicular doors open on the south gable end and the west elevation. The chimney stack is constructed of brick and has steel reinforcement straps wrapping around it at regular intervals. The stack has a corbelled top.

Figure 17. Heating plant, view looking northeast.



The heating plant was elemental to the property's historic function and use. Though it has been enlarged, the original heating plant wing (east wing) remains highly intact and has good integrity. The building contributes to the significance of the Coolidge Terminal Complex.

5.2.5 Fare Box House

The Coolidge Terminal Fare Box is a rectangular-plan, one-story building, with a low-pitch shed roof with wide overhanging eaves (Figure 18). The building façade is the north elevation. The lower walls of the façade are poured concrete, and remaining walls on all elevations are paneled, painted metal. Three single-leaf steel doors with various configurations of half-lite glazing are spaced out across the façade. Large multi-light steel-frame windows are banded across the center of the façade and also form a clerestory beneath the building’s cornice. The façade is sheltered under a deep roof overhang and opens onto a raised concrete walkway that stretches the full width of the elevation.

Steel frame clerestory windows are present on both side elevations. A single-leaf flush steel door is present on the west elevation. Steel-frame clerestory windows stretch across the east half of the rear elevation. Single-leaf steel doors are present in the rear and side elevations.

A metal trailer was installed immediately south of the Fare Box c. 1980.

Figure 18. Fare Box House, view looking southwest.



The Fare Box House was originally constructed in 1948, and the associated trailer was installed to the south of the building c. 1980. The Fare Box House was the historic location for taking in, managing, and counting fares at the terminal complex, and as such, was elemental to the terminal’s historic function and use for the public. Though vacant and dilapidated, the Fare Box remains highly intact and has good integrity. The building contributes to the significance of the Coolidge Terminal Complex. The associated c. 1980 trailer does not contribute to the significance of the property.

5.2.6 Dispatch House

The Coolidge Terminal Dispatch building is a rectangular-plan, one-story concrete-block building capped by a flat roof (Figure 19). The building façade is the east elevation, facing the terminal. The entrance is recessed in an open vestibule that comprises the southeast (front) corner of the building. The single-leaf, half-light steel door opens to the south, onto the concrete-paved vestibule. The vestibule is open to the east, and a large metal slider window is present in the south wall. A matching metal slider window is present in the opposite side (north) elevation, and a 3-part metal sliding counter-type window opens from the east elevation. The roof forms a deep overhang that shelters the front of the building. A concrete ramp with a metal pipe rail extends along the building front, giving access to the south corner vestibule.

Figure 19. Dispatch House, view looking northwest.



The Dispatch building was constructed originally c. 1960, later than the other Coolidge complex buildings. The building replaced an earlier (c. 1948) dispatch building. It served historically to manage the dispatch of buses, and as such was elemental to the operations of the Coolidge Terminal. The Dispatch building remains intact and has good integrity. The building contributes to the significance of the Coolidge Terminal Complex.

5.2.7 Communications Facility

The Coolidge Terminal communications facility consists of a large metal lattice tripod antenna, attached to extended guy wires, and flanked on its north and south sides by small, concrete sheds (Figure 20). The antenna is approximately 469 feet tall. The communications facility is

enclosed in a wire mesh fence and is not fully visible or accessible. Visible features of the sheds include their concrete construction, flat or shed roofs, and general lack of window fenestration.

Figure 20. Communications facility, view looking southwest.



The communications tower and associated ancillary sheds were constructed c. 1980, after the Coolidge Terminal property's period of significance. The structure does not hold exceptional significance that would meet the requirements of Criteria Consideration G, and therefore does not contribute to the significance of the Coolidge Terminal Complex.

6 Assessment of Effects

6.1.1 14225 Schaefer Highway

The O.H. Frisbie building at 14225 Schaefer Highway is eligible for the NRHP under Criteria A and B for local significance in the areas of industry and commerce. Character-defining features of the historic property include its historic association with the moving and storage industry; its office/warehouse form comprising a front, street-facing office backed by rows of continuous warehouse units; its location and setting along the industrial-commercial strip of Schaefer Highway; and its Art Deco features that include the central limestone or concrete sign, reduced Classical elements emphasized in particular at the entrance, and its three-dimensional lettered signage.

The Project as proposed would entail demolition of the Coolidge Terminal Complex across Schaefer Highway from the O.H. Frisbie building to the southeast. The nearest building of the Coolidge complex slated for demolition is the Administrative Building, which stands approximately 65 feet east of the O.H. Frisbie building. All aboveground structures and buildings currently extant on the Coolidge Terminal property would be demolished, and new facilities, parking area, and landscaped perimeter would be constructed. Current boundaries of the terminal property would be expanded in some places to the south, along Compass Street, and to the east, along Ward Avenue. Expansion at these locations would result in acquisition, demolition and clearing of several vacant parcels along those two residential streets, which are not in view of 14225 Schaefer Highway. The terminal property would not expand to the north or west (towards Schaefer Highway). New buildings would stand at similar heights to existing building heights, with a maximum approximate height of 36 feet. Most buildings would be between 16 and 25 feet. Currently, the tallest building, the Administrative Building, is 28 feet in height.

The setting of the historic property would remain commercial-industrial in character, with public transportation characterizing use of the new Coolidge Terminal buildings across the street. The Project would have no effect on character-defining features of the O.H. Frisbie building that include its historic association, form, and architectural style. As such, the Project would have no physical impact on the property at 14225 Schaeffer, and minimal visual impact. Project effects generally would be limited to temporary noise, dust, and mechanical activity and traffic associated with demolition and construction. All of these effects would be confined to the duration of the Project and would have no lasting or physical effect on the property at 14225 Schaeffer Highway. It is therefore anticipated that the Project would have **No Adverse Effect** on the O.H. Frisbie Moving & Storage Co. building.

6.1.2 14404 Schaefer Highway – Coolidge Terminal Complex

As proposed, the Project would entail complete demolition of all extant buildings on the Coolidge Terminal property. Per Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, 36 Code of Federal Regulations (CFR) Part 800.5 (2)(i), physical destruction of a historic property constitutes an adverse effect. Therefore, the proposed project would have an **Adverse Effect** on the Coolidge Terminal at 14404 Schaefer Highway.



7 Conclusion

In total, 39 historic-age (built in or prior to 1976) architectural properties were identified in the Project APE. None of these resources were formally evaluated for NRHP listing prior to this evaluation. Please see Appendix A for the Index of Surveyed Properties, Appendix B for the Inventory Forms, and Appendix C for survey photos. Of the 39 surveyed properties, two are recommended eligible for listing in the NRHP as a result of this investigation. The Coolidge Terminal Complex at 14404 Schaefer Highway is recommended eligible under Criterion A, in the area of transportation at the local level of significance. The O.H. Frisbie Moving & Storage Co. building at 14225 Schaefer Highway is recommended eligible under Criteria A and B in the areas of commerce and industry with a local level of significance.

Redevelopment of the Coolidge Terminal property would not alter any character-defining features of the historic O.H. Frisbie office/warehouse at 14225 Schaeffer, and would not diminish its ability to convey significance under Criteria A and B. However, the proposed demolition of all existing buildings and structures on the Coolidge Terminal property at 14404 Schaefer Highway and construction of new facilities constitutes an adverse effect on the historic property.

Overall, the Coolidge Terminal Replacement Project would have an **Adverse Effect** on historic properties.

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A




Index of Surveyed Properties






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Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	13136	Compass Street	House	c. 1926	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13142	Compass Street	House	c. 1925	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13176	Compass Street	House	c. 1928	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	13178	Compass Street	House	c. 1925	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13184	Compass Street	House	c. 1925	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13192	Compass Street	House	c. 1955	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	




Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	13310	Compass Street	House	c. 1930	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13320	Compass Street	House	c. 1960	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	13326	Compass Street	House	c. 1960	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	13332	Compass Street	House	c. 1922	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	13350	Compass Street	House	c. 1946	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	13375	Compass Street	House	1949	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	




Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	13500	Compass Street	House	c. 1949	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	13520	Compass Street	House	c. 1957	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13200	Intervale Street	Commercial/Industrial; Smith Bros. Electric Shop	c. 1946	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	14025	Schaefer Highway	Commercial/Industrial; Sam's Welding	c. 1955	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figures A-1, and A-2	14044	Schaefer Highway	Transportation; Coolidge Terminal Complex	1948- c.1980	Eligible	Meets NRHP Criterion A	
Figure A-1	14044	Schaefer Highway	CT1 – Coolidge Terminal Building	1948-1950	Eligible	Contributes to significance of the Coolidge Terminal Complex	




Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	14044	Schaefer Highway	CT2 – Coolidge Administrative Building	1948	Eligible	Contributes to significance of the Coolidge Terminal Complex	
Figure A-1	14044	Schaefer Highway	CT3 – Gatehouse	1948	Eligible	Contributes to significance of the Coolidge Terminal Complex	
Figure A-1	14044	Schaefer Highway	CT4 – Heating Plant	1948; 1970	Eligible	Contributes to significance of the Coolidge Terminal Complex	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	14044	Schaefer Highway	CT5 – Fare Box House	1948	Eligible	Contributes to significance of the Coolidge Terminal Complex	
Figure A-1	14044	Schaefer Highway	CT6 – Dispatch House	c. 1960	Eligible	Contributes to significance of the Coolidge Terminal Complex	
Figure A-2	14044	Schaefer Highway	CT7 – Communications Facility	c. 1970	Not Eligible	Constructed outside of the period of significance for the Coolidge Terminal Complex; non-contributing	




Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	14111	Schaefer Highway	Commercial/Industrial; Danny's Used Auto Parts	c. 1925	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	14141	Schaefer Highway	Commercial/Industrial; Danny's Used Auto Parts	c. 1945	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-1	14201	Schaefer Highway	Commercial/Industrial; Danny's Auto Parts	c. 1923	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-1	14225	Schaefer Highway	Commercial/Industrial; O.H. Frisbie Moving & Storage	1951	Eligible	Meets NRHP Criteria A and B	
Figure A-1	14226	Schaefer Highway	Commercial/Industrial; O.H. Frisbie Moving & Storage	c. 1970	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	13952	Ward Avenue	House	1937	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	




Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	13966	Ward Avenue	House	1947	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14002	Ward Avenue	House	1926	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14008	Ward Avenue	House	1925	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	






Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	14023	Ward Avenue	House	c. 1954	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14030	Ward Avenue	House	1926	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14036	Ward Avenue	House	1923	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	

Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	14045	Ward Avenue	House	c. 1923	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14101	Ward Avenue	House	c. 1955	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14140	Ward Avenue	House	1929	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	



Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	14151	Ward Avenue	House	c. 1926	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14166	Ward Avenue	House	1940	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14173	Ward Avenue	House	c. 1926	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	

Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	14211	Ward Avenue	House	c. 1928	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14219	Ward Avenue	House	c. 1929	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	
Figure A-2	14225	Ward Avenue	House	c. 1929	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	




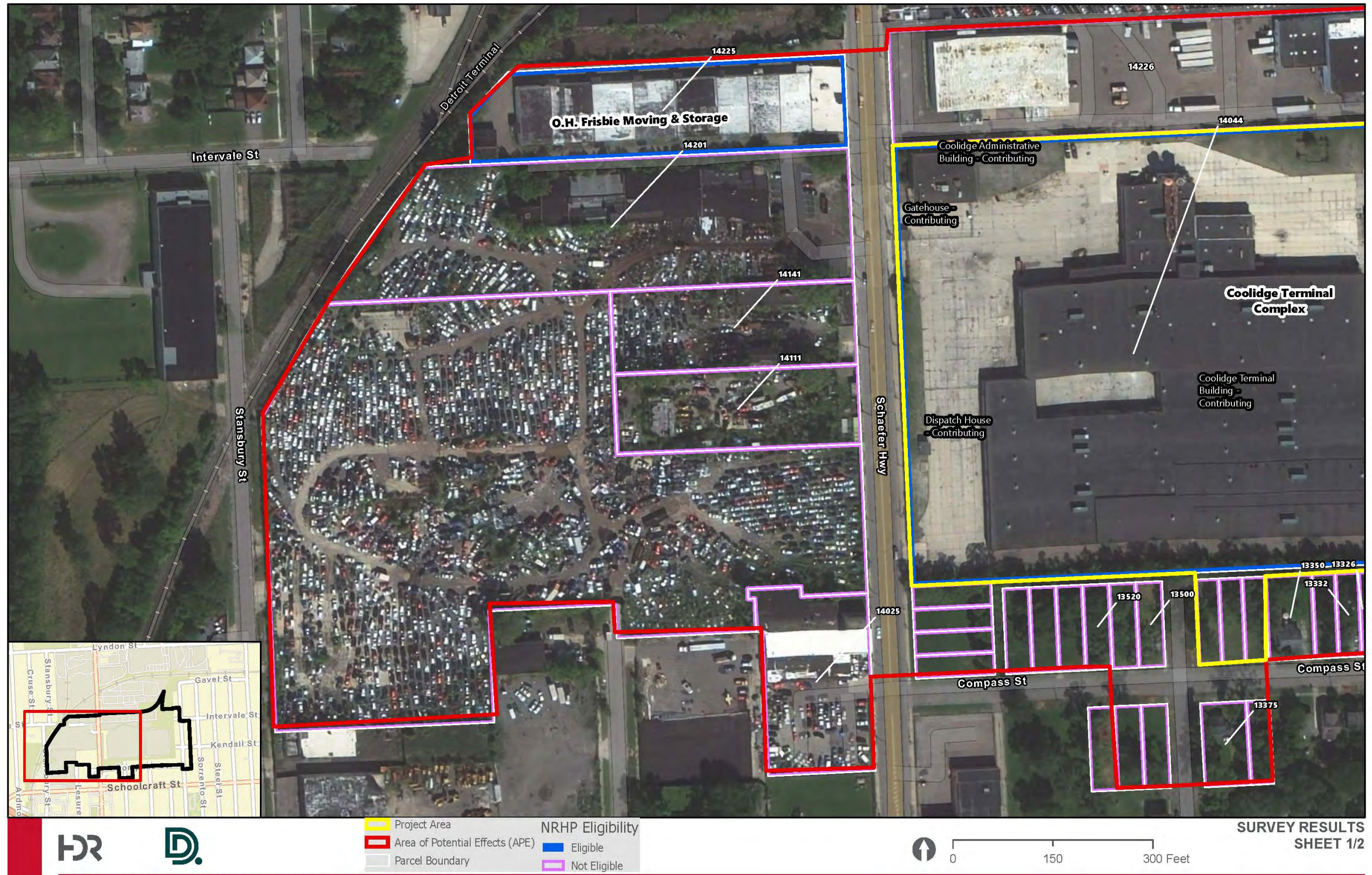
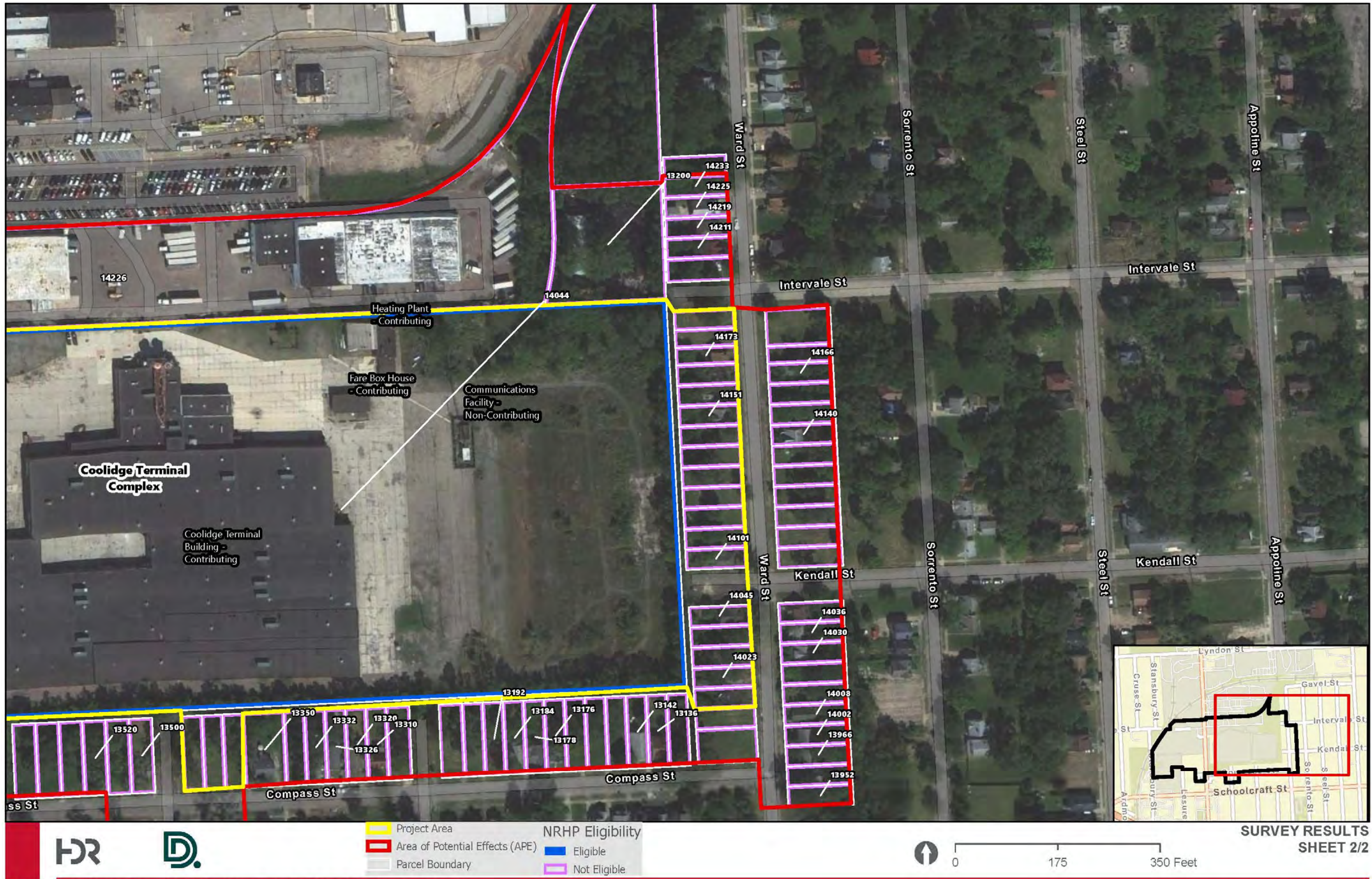
Survey Results Map	Street Number	Street Name	Resource Type	Year Built	Recommended NRHP Status	NRHP Justification	Photograph
Figure A-2	14233	Ward Avenue	House	c. 1928	Not Eligible	Does not meet NRHP Criteria; lacks historic significance, not a distinctive example of architecture	

Figure A-1. Survey Results Map, Sheet 1 of 2.




PATH: \\VE-SRV\JOBS\CULTURAL RESOURCES\PROJECTS\2019\8826_DETROIT DOT_COOLIDGE TERMINAL COMPLEX\GIS MAPS\APE_PRO\APE_PRO.APRX - USER: NMCLELLAN - DATE: 4/8/2022

Figure A-2. Survey Results Map, Sheet 2 of 2.



PATH: \\NF-SR\01\JOBS\CULTURAL_RE_SOURCES\PROJECTS\2019\A20_DETROIT_DDOT_COOLIDGE_TERMINAL_COMPLEX\GIS_MAPS\APE_PRO\APE_PRO_APPX - USER: MNCLELLAN - DATE: 4/8/2022

The page features a large, abstract graphic composed of several overlapping rectangular blocks. A large red block is on the left side, partially overlapping a grey block above it and another grey block below it. A dark grey block is at the top right, and a black block is at the bottom right. The text 'B Inventory Forms' is positioned to the right of the red block.

B

Inventory Forms



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Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13136 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009831				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389211	Long: -83.173866			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1926		
Architectural Style	Craftsman		
Building Form	bungalow		
Roof Form	Side gable		
Roof Materials	asphalt		
Exterior Wall Materials	aluminum		
Foundation Materials	concrete block		
Window Materials	vinyl		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a side gable roof with a shed-roof dormer over the front roof slope. The raised foundation is composed of rusticated concrete block and contains glass block windows. Walls are clad in aluminum siding on the first story, and in vinyl siding in the side gables. The roof is covered in asphalt shingles with a metal rake and has narrow eaves closed with metal or vinyl soffit. A full-width, engaged porch stretches across the façade (south elevation). The porch has a raised, concrete block foundation and concrete slab floor, with square blonde brick piers capped by flat metal posts supporting the roof. A central set of concrete steps with a metal railing gives entry to the front door, a flush single-leaf replacement covered by a metal security grate. The door is slightly off-center, and flanked by a set of three 1/1 vinyl sash windows and a pair of 1/1 vinyl sash windows. The shed roof dormer over the porch contains two single 1/1 vinyl sash windows. Side elevation windows are paired and single 1/1 vinyl sash as well as smaller square window openings, covered with metal grates. Excepting the dormer and basement windows, all windows appear to rest in original wooden surrounds.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Craftsman-style bungalow at 13136 Compass Street was one of the earlier dwellings, constructed c. 1926. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13136 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed in the Craftsman style; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or particular method of construction. Replacement features include siding, windows, doors, and porch materials. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13136 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13142 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009830				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389251	Long: -83.173957			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1925
Architectural Style	Craftsman
Building Form	bungalow
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	wood
Foundation Materials	concrete block
Window Materials	vinyl
Window Type	1/1 sash; 1x1 slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a front-gable roof. The raised foundation is composed of concrete block and contains glass block windows. Walls are clad in wooden clapboard siding. The roof is covered in asphalt shingles with wood rake and has deep front eaves featuring triangular wood brackets. A full-width, hipped-roof porch stretches across the façade (south elevation). The porch stands raised over concrete block piers and has a wood deck with replacement wood railing and narrow wood posts. A set of central wooden steps gives entrance to a replacement modern fiberglass or steel door. The door is flanked by replacement vinyl slider windows, which are surrounded by infill material. Side elevation windows are 1/1 vinyl sash and sliders. The only historic/original windows are a pair of 4-light wooden fixed or awning windows in the front gable, over the porch. An exterior brick chimney stands against west side elevation.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front bungalow at 13142 Compass Street was one of the earlier dwellings, constructed c. 1925. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13142 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a gable-front, Craftsman-style bungalow; however, subsequent alterations have resulted in a majority loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or particular method of construction. These include the loss of nearly all historic windows and the front entrance, as well as replacement porch materials. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13142 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13176 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009826				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389197	Long: -83.174503			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1928
Architectural Style	No style
Building Form	bungalow
Roof Form	Cross gable/jerkinhead
Roof Materials	asphalt
Exterior Wall Materials	vinyl
Foundation Materials	concrete block
Window Materials	vinyl
Window Type	1/1 sash; 1x1 slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a cross-gable roof with jerkinhead side gables. The raised foundation is composed of rock-face concrete block and contains glass block windows. Walls are clad in vinyl siding. The roof is covered in asphalt shingles and has vinyl or metal rake and soffit. A full-width, raised, wooden front deck stretches across the façade (south elevation). The deck foundation is enclosed with wooden lattice and has a wooden railing. A set of central wooden steps gives entrance to a replacement modern fiberglass or steel door, covered by a security grate. The door is flanked by replacement vinyl slider and sash windows. Side elevation windows are vinyl sliders.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front bungalow at 13176 Compass Street was one of the earlier dwellings, constructed c. 1928. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13176 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a Craftsman-style bungalow; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or a particular method of construction. These include the loss of historic siding, windows, doors, and porch. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13176 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman

bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13178 Compass Street		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22009825		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389206	Long: -83.174638	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1925
Architectural Style	No style
Building Form	bungalow
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	Asbestos/fiber cement
Foundation Materials	concrete block
Window Materials	wood
Window Type	1/1 sash
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a front-gable roof with overhanging, closed wooden eaves. The raised foundation is composed of rock-face concrete block and contains glass block windows. Walls are clad in asbestos siding. The roof is covered in asphalt shingles. A projecting front-gable bay extends off of the east half of the façade (south elevation); the bay appears to have been an open or screened porch, now boarded shut with plywood. A set of wooden steps leads to the enclosed front projecting bay on its west side. All first-story façade windows are boarded; a single 1/1 wooden sash window remains exposed in the front gable. Most windows on the side elevations are also boarded, though the openings resemble 1/1 sash and small square windows in the upper walls. A central concrete block chimney rises over the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front bungalow at 13178 Compass Street was one of the earlier dwellings, constructed c. 1925. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13178 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a vernacular or Craftsman-style bungalow; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or a particular method of construction. These include the loss of historic siding, windows, doors, and porch. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13178 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13184 Compass Street		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22009824		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389230	Long: -83.174761	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1925
Architectural Style	No style
Building Form	bungalow
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	vinyl
Foundation Materials	concrete block
Window Materials	vinyl
Window Type	1/1 sash; slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a front-gable roof with overhanging, closed eaves. The raised foundation and exterior walls are clad in vinyl siding. The roof is covered in asphalt shingles, and eaves are enclosed in modern metal or vinyl soffit. A projecting front-gable bay extends off of the east half of the façade (south elevation); the bay appears to have been an open or screened porch, now enclosed with vinyl siding. A set of wooden steps leads to the enclosed front projecting bay on its west side. The door, facing west, is covered with plywood. Windows on the façade and side elevations are all vinyl replacements, including 1/1 sash and sliders. A central concrete block chimney rises over the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front bungalow at 13184 Compass Street was one of the earlier dwellings, constructed c. 1925. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13184 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a vernacular or Craftsman-style bungalow; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or a particular method of construction. These include the loss of historic siding, windows, doors, and porch. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13184 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman

bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13192 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009823				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389203	Long: -83.174891			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1955
Architectural Style	No style
Building Form	Gable-front
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	wood
Foundation Materials	Not visible
Window Materials	wood
Window Type	Not visible (boarded)
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	dwelling					
Current/Common Name	dwelling					
Historic/Original Owner	unknown					
Historic Building Use	Single family dwelling					
Current Building Use	Vacant					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a front-gable roof with a raking wood cornice. The building is abandoned and enshrouded in overgrowth. The foundation is not visible. Exterior siding is no longer present, and the wooden sheathing remains exposed, with a plain wood frieze wrapping across all elevations. The roof is covered in asphalt shingles. Façade (south elevation) fenestration includes a single-leaf door opening adjacent to a picture window opening; both openings are boarded. Side elevation windows appear roughly square in dimensions and are arranged as pairs and singles. Window surrounds are wooden; window openings are boarded with plywood. A central concrete chimney rises over the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front dwelling at 13192 Compass Street was one of the later dwellings, constructed c. 1955. Historic aerial imagery indicates that the dwelling replaced an earlier house on the same parcel. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13192 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was following the primary development of the Coolidge Terminal, as well as its reconstruction in the 1940s, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was likely constructed as a Ranch-style, gable-front dwelling; however, subsequent alterations and neglect have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Ranch style, type, or a particular method of construction. The dwelling has lost its historic siding, doors, windows, and porch. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13192 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13310 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009820				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389173	Long: -83.175629			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1930		
Architectural Style	Craftsman		
Building Form	bungalow		
Roof Form	Side gable		
Roof Materials	asphalt		
Exterior Wall Materials	vinyl		
Foundation Materials	concrete block		
Window Materials	vinyl		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a side gable roof with two gable-front dormer windows over the front roof slope. The raised foundation is composed of rusticated concrete block and contains glass block windows. Walls are clad in vinyl siding. The roof is covered in asphalt shingles with a metal rake and has narrow eaves and metal or vinyl rake. A shed-roof porch stretches across most of the façade (south elevation), covering the central bays. The porch has a raised foundation enclosed with vinyl siding, a wooden deck, an open wood railing, and square wood posts supporting the roof. A central set of wooden steps with a wood railing gives entry to the front door, a modern fiberglass or steel replacement covered by a metal security/storm door. The door is slightly off-center, and flanked fixed vinyl replacement windows. Dormer windows and side elevation windows are 1/1 vinyl sash. Second-story windows, including dormers, are covered under metal awnings. An interior chimney of concrete or brick rises over the rear (north) roof slope.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Craftsman-style bungalow at 13310 Compass Street was one of the earlier dwellings, constructed c. 1930. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13310 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was likely originally constructed in the Craftsman style; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or particular method of construction. Replacement features include modern siding, windows, doors, and porch materials. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13310 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains

primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13320 Compass Street		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22009819		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389217	Long: -83.175706	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1960
Architectural Style	Ranch
Building Form	Gable front
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	vinyl
Foundation Materials	concrete
Window Materials	vinyl
Window Type	1x1 slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a front-gable roof with raking cornice. The building stands at-grade with a concrete foundation and exterior walls clad in vinyl siding. The roof is covered in asphalt shingles, and the raking cornice is metal or vinyl. A projecting front-gable hood extends over the west half of the façade (south elevation), covering the off-center entrance bay. The door is a modern fiberglass or steel leaf covered by a security storm door, and opens directly onto the concrete walkway in front of the house. The door is flanked two vinyl slider windows. Visible side elevation windows are also vinyl sliders, and a secondary door, also of modern material, opens out of the east elevation. An interior concrete chimney rises over the east roof slope.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front dwelling at 13320 Compass Street was one of the later dwellings, constructed c. 1960. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13320 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a vernacular or gable-front Ranch home; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Ranch type, style, or a particular method of construction. These include the loss of historic siding, windows, and doors. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13320 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13326 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009818				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389187	Long: -83.175857			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1960
Architectural Style	Ranch
Building Form	Gable front
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	vinyl
Foundation Materials	concrete
Window Materials	vinyl
Window Type	1x1 slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	dwelling					
Current/Common Name	dwelling					
Historic/Original Owner	unknown					
Historic Building Use	Single family dwelling					
Current Building Use	Single family dwelling					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a front-gable roof with raking metal or vinyl cornice. The building stands mostly at-grade with over a poured concrete foundation. Walls are clad in vinyl siding and the roof is covered in asphalt shingles. A pent roof covered in asphalt shingles extends across the full width of the façade (south elevation), forming a closed gable. The door is a modern fiberglass leaf covered by a storm door, and opens onto the concrete walkway in front of the house. The door is flanked by vinyl slider windows. Side elevations are mostly obscured by high fencing and parked vehicles. An interior concrete chimney rises over the east roof slope.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front dwelling at 13326 Compass Street was one of the later dwellings, constructed c. 1960. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13326 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a vernacular or gable-front Ranch home; however, subsequent alterations have resulted in a loss of any character-defining features that would lend it architectural distinction or make it exemplary of the Ranch type, style, or a particular method of construction. These include the loss of historic siding, windows, and doors. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13326 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not

eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13332 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009817				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389183	Long: -83.175840			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1922
Architectural Style	Craftsman
Building Form	bungalow
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	wood
Foundation Materials	Not visible
Window Materials	wood
Window Type	Not visible
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a jerkinhead front-gable roof with overhanging eaves. The raised foundation is obscured behind parked vehicles and vegetation, and its material is not visible, though the front porch appears to rest over piers. Walls are clad in wooden clapboard siding. The roof is covered in asphalt shingles with wood rake and wooden eaves. Eaves are closed under the front gable, and feature exposed rafters on the side elevations. A full-width, hipped-roof porch stretches across the façade (south elevation). The porch has wooden siding and large banded window openings flanking a central doorway. All doors and windows are boarded with plywood. In addition to the façade, only the east side elevation is visible. The east wall contains one pair and one single wooden window, which all appear to be divided light sash; however, side elevation windows are also covered with plywood. A central parged chimney rises over the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The gable-front bungalow at 13332 Compass Street was one of the earlier dwellings, constructed c. 1922. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13332 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was originally constructed as a gable-front, Craftsman-style bungalow; the dwelling does not currently exhibit features or form that would lend it distinctive or notable character. All fenestration is covered with plywood, and the historic façade as such is not visible. The property does not demonstrate significance under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13332 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a

substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13350 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	220098145				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389157	Long: -83.176350			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1946	
Architectural Style	Ranch	
Building Form	Minimal Traditional	
Roof Form	Side gable	
Roof Materials	asphalt	
Exterior Wall Materials	Masonite	
Foundation Materials	Concrete block	
Window Materials	wood	
Window Type	sash	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	1; garage	

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a side-gable roof with overhanging eaves. The raised foundation is composed of concrete block, and siding appears to be Masonite or another wood composite. The roof is covered in asphalt shingles and has a raking wood cornice and narrow overhang under side gable eaves. The main entrance is a single-leaf flush door that opens out of the façade (south elevation) onto an off-center concrete stoop with a metal railing. The door is covered by a security grate and flanked by fixed louvered shutters. To either side of the door is one 1/1 double hung sash window and one tripartite picture window containing double hung sash and a center pane. The tripartite window is contained with a slightly projecting bay that extends across the east third of the façade. Side elevation windows are single 1/1 sash. All windows appear to be wood and are covered with security grates. An interior brick chimney rises over the north roof slope. A rear addition bump-out extends a single bay off of the north elevation, clad in Masonite siding and capped by a front gable roof.

To the immediate west of the dwelling, and also facing south, is a two-bay garage with a front-gable roof, Masonite siding, and a single metal roll top door that covers both garage bays. The roof is covered with asphalt shingles and has narrow, closed eaves. A shed roof dormer is present over the east roof slope. Visible windows are single, double hung sash in each side elevation, as well as one in the dormer.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Built in 1946, the early Ranch dwelling at 13350 Compass was one of these later, postwar houses. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13350 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the postwar redevelopment of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is an example of an early Ranch-type dwelling, but lacks architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13350 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	13375 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009797-8				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.388770	Long: -83.176757			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1949		
Architectural Style	Minimal Traditional		
Building Form	bungalow		
Roof Form	side gable		
Roof Materials	asphalt		
Exterior Wall Materials	asbestos		
Foundation Materials	concrete block		
Window Materials	vinyl		
Window Type	1/1 sash		
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	
Number/Type:	1/shed		

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has an L-shape plan and is capped by a side gable roof with a front-gable dormer projecting from the front roof slope. The raised foundation is composed of concrete block. Walls are clad in asbestos siding. The roof is covered in asphalt shingles and has narrow eaves closed with metal or vinyl soffit. Cornice returns, which appear to be part of a gutter system, are present on the façade and gable (east and west) ends of the roof. An exterior, rectangular, red brick chimney is present on the east elevation. A partial-width engaged porch is located beneath the front-gabled dormer on the façade (north elevation). The porch has a raised, concrete block foundation and concrete slab floor, with a simple metal railing and balustrade. The door is a single leaf door with a fan light window in the upper portion; materials are obscured by a metal security door. A second single-leaf door is located on the east elevation of the ell on the east side of the dwelling, providing access to the dwelling from a paved driveway. Windows on the façade include a large square, single-pane picture window and a set of two 1/1 vinyl sash windows. Side elevation windows are paired and single 1/1 vinyl sash, covered with metal grates. Excepting the picture window, all windows appear to rest in original wooden surrounds.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Minimal Traditional bungalow at 13375 Compass Street was one of the earlier dwellings, constructed 1949. Compass Street was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street in 1928.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13375 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common example of a Minimal Traditional dwelling, but lacks architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. Replacement features include windows and doors. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13375 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned,

leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



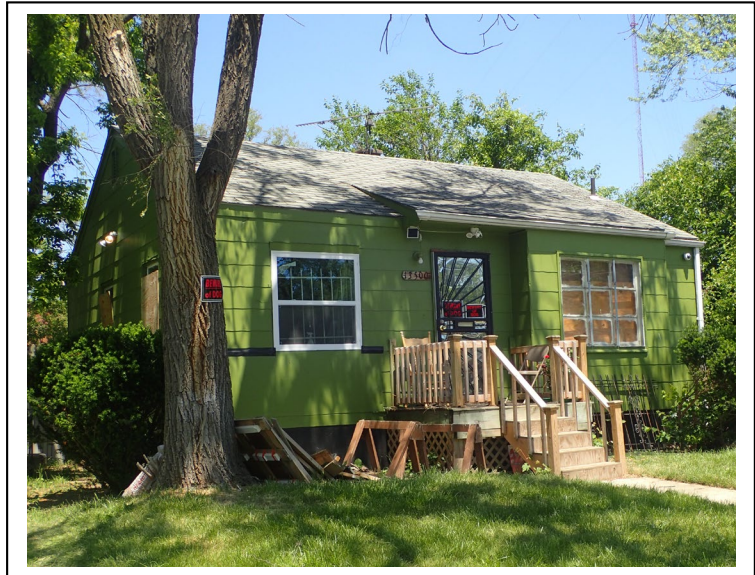
Property Overview and Location

Street Address	13500 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009810				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389175	Long: -83.176981			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1949
Architectural Style	Ranch
Building Form	Minimal Traditional
Roof Form	Side gable
Roof Materials	asphalt
Exterior Wall Materials	asbestos
Foundation Materials	concrete
Window Materials	Wood; vinyl
Window Type	Fixed; sash
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a side-gable roof with a raking cornice. The raised foundation is poured concrete, and walls are clad in asbestos siding. The roof is covered in asphalt shingles. The main entrance is a single-leaf flush door, obscured behind a storm/security door, that opens centrally out of the façade onto a wooden porch entry deck with a wood railing. The door is covered by a security grate and flanked by fixed louvered shutters. West of the door is a modern 1/1 vinyl sash window, and east of the door is likely an original 3x3 fixed wooden window, contained within a slightly projecting bay. The projecting window bay is covered under a shed roof extension off of the main roof, which extends over the front porch deck, forming a shallow roof cover over the door. Visible side elevation windows are single 1/1 vinyl sash (west windows were covered with plywood at the time of survey). All vinyl sash replaced divided light sash windows within the last 10 years. An interior brick chimney rises over the north roof slope.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Built in 1949, the early Ranch dwelling at 13500 Compass was one of these later, postwar houses. Compass Street was developed primarily as a residential street; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13500 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built during the postwar redevelopment of the Coolidge Terminal, but does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is an example of an early Ranch-type dwelling, but lacks an intact collection of architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13500 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a

substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13520 Compass Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22009808				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389130	Long: -83.177429			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1957
Architectural Style	Ranch
Building Form	Minimal Traditional
Roof Form	Hipped
Roof Materials	asphalt
Exterior Wall Materials	asbestos
Foundation Materials	concrete
Window Materials	Wood
Window Type	Fixed; awning
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	dwelling					
Current/Common Name	dwelling					
Historic/Original Owner	unknown					
Historic Building Use	Single family dwelling					
Current Building Use	Single family dwelling					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a pyramidal roof with wood rake. According to prior (2012) documentation, the foundation is concrete block, though this material was obscured by overgrowth during the current (2020) survey. Remaining wall cladding is asbestos siding, though portions of the side walls are missing, and the façade (south elevation) is clad partially in a combination of what appears to be plywood and vinyl siding. The main entrance is a single-leaf door, boarded over with plywood. Windows are singles and sets of square wooden panes, fixed or awning. One window on the façade is a 2-light horizontal window flanked by boarded lights. A parged or metal-encased chimney rises near the roof apex.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Built c. 1957, the Ranch dwelling at 13520 Compass was one of these later, postwar houses. Compass Street was developed primarily as a residential street; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the north of Compass Street.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13520 Compass Street to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was following the major reconstruction and redevelopment of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is an example of an hipped-roof Ranch-type dwelling, but lacks an intact collection of architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13520 Compass Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations

resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13200 Intervale Street				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029853.002				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391657	Long: -83.174305			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input checked="" type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1946
Architectural Style	No style
Building Form	Quonset
Roof Form	Barrel; gable
Roof Materials	metal
Exterior Wall Materials	metal
Foundation Materials	Concrete
Window Materials	Not visible
Window Type	Glass block
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Smith Bros. Electric Shop					
Current/Common Name	unknown					
Historic/Original Owner	unknown					
Historic Building Use	Commercial/industrial					
Current Building Use	Vacant					
Architect/Engineer/Designer	unknown					
Builder/Contractor	unknown					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The property at 13200 Intervale contains two distinct building blocks that appear to be connected: a large metal Quonset hut, joined on its east side by a 1.5-story, gabled wing. The building is set back from the road and appears to be abandoned, with overgrowth obscuring the view from public right-of-way. Additionally, large piles of tires encircle the buildings, further blocking visibility. The Quonset is oriented south-north and measures approximately 100 feet in length by 50 feet in width. The hut has corrugated metal walls and a corrugated metal barrel roof. A pedestrian doorway and divided-light windows are visible in the south face of the building in aerial imagery. The gable-roof wing has a raised, concrete block, basement and a small ell extending off of the south side. Above the concrete block basement level, the building is sheathed in plywood. Glass block windows are visible in the basement level. No siding, doors, or windows remain intact on the main level, though a single-leaf door opening is present on the south elevation, over the ell. The gable roof is covered in what appears to be asphalt or tar paper. No other features on the building are visible.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Street was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Quonset building at 13200 Intervale Street was one of the later buildings, constructed c. 1946. Prior documentation indicates that in 1946, a petition was approved to convert an existing easement into an alley accessing 13200 Intervale, which was then Smith Bros. Electric Shop. Since at least 2012, the property appears to have been vacant. The surrounding area to the south and east, including Compass Street and Ward Street, was developed primarily as a residential area; to the immediate southwest of Intervale Street stood Coolidge Terminal, originally a streetcar and bus barn.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13200 Intervale Street to be associated with events, themes, patterns, or people significant in local, state, or national history. The industrial/commercial building was built prior to the redevelopment of the Coolidge Terminal in 1948, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The Quonset with its gable-roof wing lacks character-defining features that would lend it architectural distinction or make it exemplary of the Quonset building type or of any architectural style or method of construction. Furthermore, the building has lost a substantial amount of historic materials and design elements, rendering it no longer fully intact or resembling its historic appearance. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the vacant industrial/commercial property at 13200 Intervale Street is not eligible for listing in the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14025 Schaefer Highway		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22030899904		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389235	Long: -83.178939	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1955
Architectural Style	None
Building Form	Irregular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Concrete block; brick
Foundation Materials	concrete
Window Materials	Metal
Window Type	Pivot
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	Aussie's Auto Service			
Current/Common Name	Danny's Used Auto Parts; Sam's Welding			
Historic/Original Owner	unknown			
Historic Building Use	Commercial			
Current Building Use	Commercial			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The irregular plan, commercial building is composed of three primary blocks: the central, 2-story rectangular unit is the oldest, constructed c. 1955; an irregular-shaped, 1-story concrete block wing extends off of the north side, constructed c. 1970; and the south, 1-story, rectangular, concrete block wing was built in 2010, as indicated by historic Google street imagery. Both south and north wings are set back from the street, so that the original central wing is dominant on the streetscape. All wings are capped by flat roofs with parapet walls.

The central, c. 1955 wing has a lower façade (east elevation) wall of brick veneer, and upper walls of concrete covered in painted steel or aluminum panels, which wrap around the upper wall of the north elevation as well. The south side wall (exposed in front of the recessed south wing) is concrete block, and the lower north side wall is concrete block. Steel 3x4 and 2x6 windows with center pivot panes are banded across the east and north elevations.

The building's primary service entrances are all located in the south wing, which is constructed entirely of concrete block. The office entrance consists of a glazed, steel-frame storefront on the south elevation, and additional steel storefront windows across the east elevation, covered under a metal awning. West of the glazed storefront entrance are five individual auto bays, each enclosed with roll top doors.

The north (c. 1970) wing has lower walls of brick veneer, capped by an upper wall concrete blocks. This portion of the building was mostly obscured during survey by a high fence along the street. Visible in the north wing are several large metal windows, and multiple pedestrian doorways.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. In 1928, of the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was historically both commercial and residential. As late as the 1960s, the entire block south of 14025 Schaefer (immediately west of the Coolidge Terminal) was occupied by single-family homes; beginning in the late 1960s and carrying through the remainder of the twentieth century, the residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings. In 1948, the Coolidge Terminal began to undergo redevelopment. The facility was reconstructed and expanded over the next several decades, gradually coming to encompass a total of nine buildings and structures, including support buildings for maintenance, storage, bus washing, the gate house, and dispatch, as well as a communications tower. The auto service property across Schaefer Highway at 14025 was built c. 1955, and expanded c. 1970, and again in the 2000s. Prior documentation of the property indicates that it was constructed by the Ring Tool & Die Company (Robinson & Tidlow 2012:82). It is unknown who the original owner/occupant of the building was, but extant wall paint indicates it has historically been affiliated with Aussie's Auto Service. Today the property operates at least partially as Sam's Welding.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14025 Schaefer Highway to be associated with events, themes, patterns or people significant in local, state, or national history. The business was constructed several years following the major reconstruction and redevelopment of the Coolidge Terminal (1948), and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common example of an auto service building, but lacks an intact collection of historic-age architectural characteristics that would make it a distinctive, typical, or otherwise notable example of a commercial automobile service type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14025 Schaefer Highway is not eligible for listing in the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural District/Complex Identification Form



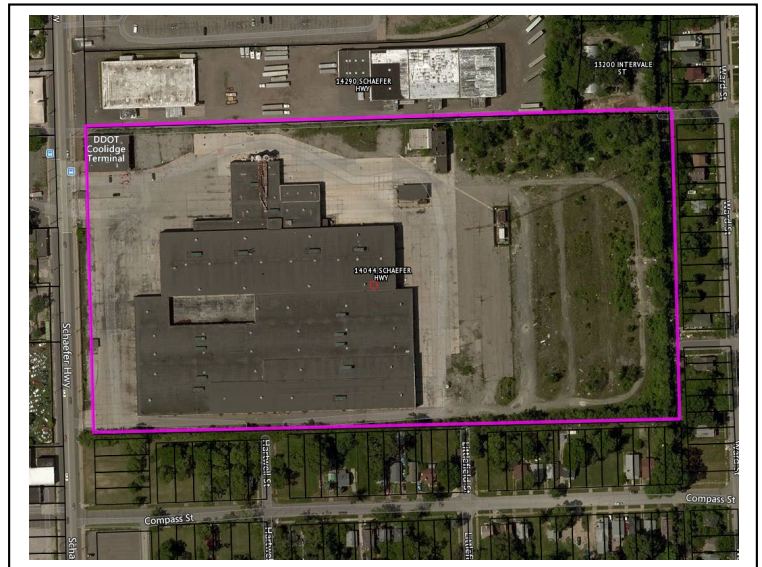
District Overview and Location

District/Complex Historic Name	Coolidge Terminal Complex		
Current/Common Name	Coolidge Terminal		
Roughly bounded by streets	Schaefer Highway; Intervale Street; Ward Avenue; Compass Street		
City, State, Zip Code(s)	Detroit, MI, 48227		
County	Wayne		
Total Acres in the District	19.65		
Ownership	Private <input type="checkbox"/>	Public-Local <input checked="" type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/>

District/Complex Type

(Insert map or aerial photo with boundaries below.)

Commercial <input type="checkbox"/>	Rural/Farm Complex <input type="checkbox"/>
Residential <input type="checkbox"/>	Other <input checked="" type="checkbox"/>
Industrial <input type="checkbox"/>	Transportation



District/Complex Information

Total Number of Resources	7
Contributing Resources	6
Non-Contributing Resources	1
Significant Dates	1948-1960
For complexes provide a list of resources:	
<ol style="list-style-type: none"> Coolidge Terminal (bus storage, maintenance, wash) Administration Building Gatehouse Heating Plant Fare Box House Dispatch Building Communications Facility 	

National Register Eligibility

Is the district listed in the National Register?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If yes, provide:	Date Listed:	NRIS #:
<i>If not already listed, complete the information below:</i>					
Eligible Under:	Criterion A <input checked="" type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>	
Criteria Considerations:	a. <input type="checkbox"/>	b. <input type="checkbox"/>	c. <input type="checkbox"/>	d. <input type="checkbox"/>	e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>
Not Eligible <input type="checkbox"/>					
Area(s) of Significance	Transportation				
Period(s) Significance	1948-1960				
Integrity – Does the district/complex possess integrity in all or some of the 7 aspects?					
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):	
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input type="checkbox"/> Association <input checked="" type="checkbox"/>
Condition of District?	Good <input type="checkbox"/>	Fair <input checked="" type="checkbox"/>	Poor <input type="checkbox"/>		
Threats to Resource?	Demolition				

Survey Date	June 15, 2020	Recorded By	Diana Garnett, Jeanne Barnes
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative District/Complex Description

Provide a detailed description of the district/complex, including general character of the district/complex, types of buildings and structures including outbuildings and bridges, and the qualities distinguishing the district/complex from its surroundings. This is required for all districts/complexes.

The architectural complex stands on a rectangular, 19.65-acre parcel bound by Schaefer Highway on the west; industrial properties aligned with Intervale Street to the north; single-family residences facing Ward Street on the east; and single-family residences facing Compass Avenue on the south. The western three-quarters of the Coolidge Terminal Complex is paved with concrete and asphalt, and contains all seven aboveground resources. The east fourth of the parcel is grassy and partly wooded, and contains no buildings or structures. There is no formal landscaping in the complex. A low reinforced concrete and brick wall capped by a steel fence lines the property along its south and west (Schaefer Highway) sides.

All six buildings of the complex are built of brick or concrete block, contain steel-frame windows, and are capped by flat or nearly flat (shed) roofs. The largest and most prominent of the seven resources on the parcel is the terminal building, a massive compound building that rises approximately two stories in height and is capped by a flat roof. The building measures approximately 610 feet at its longest, and 540 feet at its widest, and faces west onto Schaefer Highway. The second largest building of the complex is the two-story administration building, which stands at the northwest corner of the parcel, facing directly onto Schaefer Highway. Third largest on the property is the heating plant, a compound building consisting of a brick wing, a concrete block and metal wing, and a brick chimney stack. The heating plant stands due east of the administrative building, approximately north-central on the parcel. The farebox house is the next largest resource and stands between the heating plant and the northeast corner of the terminal. The farebox house is rectangular in plan and constructed almost entirely of steel. At the west side of the parcel stand the gate house, a small brick and concrete building with large windows and an overhanging roof, aligned with the Schaefer Highway entrance near the northwest corner of the parcel; and the dispatch house, a similarly small, concrete block building that stands due south of the gate house, adjacent to Schaefer Highway. The last and only non-contributing resource on the property is the communications facility, which stands east of all other resources and consists of a metal lattice tripod tower flanked on its north and south sides by small, concrete sheds.

History of the District/Complex

Provide information on previous owners, land use, construction and alteration dates in a narrative format. This is required for all intensive level surveys and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called “coaches”). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert

Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after 1978 (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and shed) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the district/complex's eligibility for the National Register, including an evaluation under the four criteria, discussion of the seven aspects of integrity, and recommendations about eligibility. This is required for all districts/complexes.

The Coolidge Terminal complex is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. The property has a period of significance spanning from 1948 to 1960, to encompass original construction of the terminal complex and construction of the last historic-age resource on the property, the dispatch house. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property

constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

Of the seven built resources on the property, six are contributing: the Coolidge terminal building, the administrative building, heating plant, farebox house, gate house, and dispatch house. One resource, the communications tower and associated sheds, all built c. 1980, is non-contributing.

References

List references used to research and evaluate the district/complex.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

District Inventory

Complete this form for the district as well as individual Michigan SHPO Architectural Resource Identification Form for each individual address.

STREET ADDRESS	CITY/TOWNSHIP	COUNTY	YEAR BUILT	CONTRIBUTING? (YES OR NO)
14044 Schaefer Hwy: Terminal Building	Detroit	Wayne	1948-1950	Yes
14044 Schaefer Hwy: Administrative Building	Detroit	Wayne	1948	Yes
14044 Schaefer Hwy: Gatehouse	Detroit	Wayne		Yes
14044 Schaefer Hwy: Heating Plant	Detroit	Wayne	1948	Yes
14044 Schaefer Hwy: Farebox House	Detroit	Wayne	1948	Yes
14044 Schaefer Hwy: Dispatch House	Detroit	Wayne	1960	Yes
14044 Schaefer Hwy: Communications Facility	Detroit	Wayne	c. 1980	No

*Use additional sheets as necessary

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390036	Long: -83.176740			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1948-1950	
Architectural Style	None	
Building Form	Irregular	
Roof Form	Flat	
Roof Materials	Rubber membrane	
Exterior Wall Materials	Concrete block; brick	
Foundation Materials	concrete	
Window Materials	Metal	
Window Type	Pivot	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)	

Individually Eligible	Criterion A <input checked="" type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal building has an irregular, pyramidal footprint that expands in width from north to south. The concrete block building is reinforced with steel supports and clad in 6-course common bond brick veneer, and primarily faces west onto Schaefer Highway, though doors are present on all elevations. The building is capped by a flat roof that varies in height over three primary wings, reaching a maximum two-story height over the center wing. A flat metal cornice wraps around all elevations of the building. The three wings of the building are: the northernmost, T-shape wing which is the bus washing wing (1948); the central, rectangular wing which is the maintenance wing (1948); and the southernmost, rectangular, and largest wing, which is the bus storage area (1948-1950).

Bus Washing Wing

The northernmost wing is the smallest, an upside-down T-shape, and measuring a total depth (east-west) of approximately 300 feet, and total width (north-south) of approximately 150 feet. The north brick elevation is dominated by massive mechanical equipment that includes a projecting steel-clad bay with double-leaf doors, mounted by steel tanks; an attached elevated pedestrian platform with ladder; and steel pipes that extend southward from the tanks across the flat roof of the wing. Also present on the north elevation are large divided-light steel windows and single-leaf steel pedestrian doors. The west, street-facing elevation (front) of the north wing is seven auto bays wide, with each bay closed with an overhead steel roll top door. Doors are divided by steel encased brick partition walls, and are capped by heavy steel lintels sheltered under a continuous overhanging eave that stretches across the wing's full façade. Eaves are closed with plaster. The lintel over each bay is identified with the bay number. Windows are present on the north elevation of the south "T" wall, and are glass block with central inset awning lights. Glass block windows rest on a continuous concrete sill course. Square metal vents are present beneath the cornice. One pair of steel-framed windows is centered on the west elevation of the north T-wing. The paired windows are each 2x4 in configuration, and each feature a central 2x2 awning with fixed panes above and below. The windows are divided by a central mullion. The rear (east) elevations of the north T-wing contain an additional seven garage bays closed by steel roll top doors. Three of the doors match those on the front/west elevation, capped by heavy steel lintels sheltered under a continuous overhanging eave with plaster soffit. The remaining doors are covered by individual metal shed awnings.

Bus Maintenance Wing

The center wing of the building lies on a rectangular footprint, and extends beyond the footprint of the adjacent north wing on both its east and west ends, measuring approximately 510 feet east-west, and 135 feet north-south. The center wing also rises nearly a full story in height over the north wing. The north elevation of the center wing contains on the walls that extend beyond the dimensions of the adjacent north wing. West of the north T-wing are 4 glass block windows with concrete sills that match the windows on the adjacent north T-wing. East of the north T-wing are six (visible) steel-frame, divided-light windows. All windows on the north elevation of the center wing extend along a continuous level with the windows on the adjacent T-wing; the upper "story" of the center wing's north elevation contains no windows or other fenestration excepting a single metal vent. Two single-leaf steel pedestrian doors are present at the center of the elevation (adjacent to the juncture with the north wing) and at the west corner. Both windows have steel-framed transom windows. The west elevation of the center wing contains three asymmetrically arranged garage bays and two pedestrian doors. First-story walls between the doors are faced with painted steel panels; on both the first and second stories, steel windows with blue-tinted frosted panes stretch continuously across the elevation. On the first story, the windows are vertical 2x10 and feature 2x2 center awnings; on the second story, windows are vertical 2x16. Windows on the second story appear to be fixed and are divided from one another by steel mullions. First and second story windows are divided by a steel lintel course that extends across the top of the garage bays. The three garage doors are each closed by steel roll top doors with a band of lights, and rest in steel-encased surrounds. The single-leaf steel pedestrian doors are interspersed with the garage bays. The west elevation is sheltered beneath a deeply hanging eave that is closed with plaster soffit. The west elevation of the center wing terminates at the wing's juncture with the largest wing of the building, the south wing. The rear, east elevation of the center wing matches the front of the wing in materials and garage fenestration. Three garage bays, including two double-bays and one single, are present on the rear elevation, and closed by steel roll top doors with glazing. No pedestrian doors are present on this elevation. The wall above and in between the garage bays is enclosed with steel-frame, frosted blue glass windows and steel panels. The corner walls of the wing are clad in brick.

Bus Storage Wing

The south wing lies on a rectangular footprint that extends beyond the footprint of the adjacent center wing on both its east and west ends, measuring approximately 600 feet east-west, and 260 feet north-south. The height of the south wing is lower than the height of the center wing, by approximately one-half story. The north elevation of the south wing, which extends perpendicular to the center wing, contains a single steel pedestrian door, and no other fenestration. The west elevation of the south wing feature contains 12 garage bays, each closed with steel roll top doors, most with a center band of glazing. Bays vary in width from double-bay size to single-bay size, and are irregularly arranged as singles, doubles, or triples, with brick walls separating the groups or single bays. Within each double or triple set of doors, doors are divided by steel encased brick partition walls. Doors are capped by heavy steel lintels sheltered under a continuous overhanging pent roof that stretches across the wing's full façade. The south elevation of the south wing contains single-leaf steel-frame pedestrian doors spread out at a distance of several dozen feet. No windows are present. Doors open onto a concrete sidewalk that extends the length of the south elevation. A vertical brick seam in the south wall approximately 250 feet from the west corner of the building indicates that the east portion of the south wing is older than the west portion. East of this vertical seam, the brick wall is more distressed in condition, particularly along the lower wall which bears signs of severe mortar deterioration and efflorescence. Additionally, brick pilasters divide the east bays of the south wall.

The rear (east) elevation of the south wing matches the front of the wing in form, materials, and fenestration. The east elevation also contains 12 garage bays, varying in size from double to single, closed with steel roll top doors and divided by steel encased brick partition walls. Doors are capped by heavy steel lintels sheltered under a continuous overhanging pent roof that stretches across the full elevation.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

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See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not

eligible under Criterion D.

One of seven buildings on the property, the terminal building was built between 1948 and 1950. It is the largest building of the complex, and elemental to its historic function and use in storing, cleaning, and maintaining the city's buses. The building is a contributing resource to the NRHP-eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391084	Long: -83.178266			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1948
Architectural Style	Modernist
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Brick; terrazzo
Foundation Materials	concrete
Window Materials	Metal
Window Type	Awning sliding
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal Administrative Building is a rectangular-plan, two-story building capped by a flat roof, built with some characteristics of the International/Modernist style, which include its spare ornament; voluminous, box-like form; and use of white terrazzo exterior cladding. The building exterior is primarily brick veneer, with terrazzo panels embellishing a full-height portico at the south corner of the façade (west elevation). The building stands at-grade, and the foundation is not visible.

The façade is dominated by the full-height portico, which consists of a single square, terrazzo-clad pillar at the southwest corner of the building, supporting a flat portico roof that stands several feet lower than the main roof of the building. The portico roof features a metal cornice that extends beyond the portico bays into the building façade and south side elevation, forming the window surrounds for floor-to-ceiling window bays on those walls. Lower walls of the façade beneath the portico are clad in brick veneer, and mid-level and upper walls are clad in large terrazzo panels. A set of three single-leaf glazed metal doors open-at grade onto the portico. Aligned above the door bays are three red terrazzo or concrete panels, and above those, three metal 2x4 windows with central awning lights. Adjacent to the south portico, center on the façade, is a matching fenestration arrangement with windows on the first level instead of doors. At the north end of the façade, horizontal bands of metal slider windows extend across the first and second floors. The metal sliders, which rest over concrete sills, are replacements to original metal 4-light awning windows.

Side elevation windows are similarly banded slider windows of metal or vinyl material, larger than those on the façade. These windows also are replacements to original multi-light fixed and awning windows. The replacement windows rest in original openings and over original concrete sills. Off-center on the south elevation is located a set of three modern glazed metal doors. A third single-leaf steel door is located at the rear (east) corner of this elevation, giving entrance to the mechanical room.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called “coaches”). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included

purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after 1978 (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and shed) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good

or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the administrative building was constructed in 1948. It was the historic center of administration at the terminal complex, and elemental to its historic function and use in dispatching and maintaining the city's buses. The building is a contributing resource to the NRHP-eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390830	Long: -83.178475			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1948	
Architectural Style	None	
Building Form	Rectangular	
Roof Form	Flat	
Roof Materials	Rubber membrane	
Exterior Wall Materials	Brick; steel	
Foundation Materials	concrete	
Window Materials	Metal	
Window Type	Fixed	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal Gate House stands at the north entrance to the property, facing north. It is a small, rectangular-plan building that rises a single story in height over a concrete pad foundation. The building is capped by a flat roof with a wide overhang and metal rake and cornice. The lower walls of the gate house are clad in brick veneer; upper walls are composed of continuous storefront-type metal-frame windows, which appear primarily to be fixed panes, capped by upper awning lights. A single-leaf steel door is centered in the north elevation. Windows and doors rest in metal surrounds. Windows rest over concrete sills.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called “coaches”). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also

constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after 1978 (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and shed) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the gate house was constructed in 1948. It was the historic entry point for the terminal complex, and elemental to its historic function and use in maintaining security and operations. Though dilapidated, the building retains good integrity. The building is a contributing resource to the NRHP-eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

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Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391165	Long: -83.175632			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1948; 1970	
Architectural Style	None	
Building Form	L-plan	
Roof Form	Flat	
Roof Materials	Rubber membrane	
Exterior Wall Materials	Brick; concrete	
Foundation Materials	concrete	
Window Materials	Metal	
Window Type	Fixed; Awning	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal boiler and electric plant (also known as the heating plant) is composed of two main wings: the original 1948 rectangular-plan east wing, and a concrete block rectangular wing built c. 1970 onto the northwest corner. A round brick chimney stack stands immediately north of the building.

The original wing is one-story in height at its south end, and two stories on the north end. The wing is capped by a flat roof over both sections. It is clad in brick veneer, with upper walls of the north section composed partially of banded metal fixed or awning multi-light windows. Clerestory windows wrap around all elevations, and rest on a concrete sill course. Doors in the east wing are present on the east, south, and west elevations, and are all single- or double-leaf steel, some with metal vent transoms.

The west concrete block wing rises two stories in height and is capped by an asymmetrical gable roof. Gables are clad in ribbed metal siding. Banded metal fixed or awning multi-light windows are present in the upper/clerestory levels. Modern steel roll top doors open out of the south gable end and the west elevation.

The chimney stack is constructed of brick and has steel reinforcement straps wrapping around it at regular intervals. The stack has a corbelled top.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called “coaches”). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored

construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and shed) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible

under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the boiler/electric building was constructed originally in 1948, with an addition built c. 1970. It was the historic heating and electric plant for the terminal complex, and elemental to its historic function and use. Though it has been added onto, the original heating plant wing (east wing) remains highly intact and has good integrity. The building is a contributing resource to the NRHP-eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390834	Long: -83.175742			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1948	
Architectural Style	None	
Building Form	Rectangular	
Roof Form	Shed	
Roof Materials	Rubber membrane	
Exterior Wall Materials	Metal	
Foundation Materials	concrete	
Window Materials	Metal	
Window Type	Fixed multi-light	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal Fare Box House is a rectangular-plan, one-story building, with a low-pitch shed roof. The building façade is the north elevation. The lower walls of the façade is poured concrete, and remaining walls on all elevations are paneled, painted metal. The shed roof inclines very slightly from south to north, and has deep eave overhangs. Three single-leaf steel doors with various configurations of half-lite glazing are spaced out across the façade. Large multi-light steel frame windows are banded across the center of the façade and also form a clerestory beneath the building cornice. The façade is sheltered under a deep roof overhang, and opens onto a raised concrete walkway that stretches the full width of the elevation.

Steel frame clerestory windows are present on both side elevations. A single-leaf flush steel door is present on the west elevation. Steel-frame clerestory windows stretch across the east half of the rear elevation. Single-leaf steel doors are present in the rear and side elevations.

A metal trailer was installed immediately south of the Fare Box c. 1980.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called "coaches"). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after 1978 (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and shed) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the Fare Box House was constructed originally in 1948, and the

associated trailer installed to the south of the building c. 1980. The Fare Box House was the historic location for managing fares at the terminal complex, and as such was elemental to its historic function and use for the public. Though vacant and dilapidated, the Fare Box remains highly intact and has good integrity. The building is a contributing resource to the NRHP-eligible property. The associated c. 1980 trailer does not contribute to the significance of the property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389946	Long: -83.178362			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input checked="" type="checkbox"/>	



Architectural Information

Construction Date	c. 1960
Architectural Style	None
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Concrete block
Foundation Materials	concrete
Window Materials	Metal
Window Type	Slider
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input checked="" type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal					
Current/Common Name	Coolidge Terminal					
Historic/Original Owner	Detroit Department of Street Railways					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Harley, Ellington, and Day, Inc.					
Builder/Contractor	W.E. Wood Company					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal Dispatch building is a rectangular-plan, one-story concrete block building capped by a flat roof. The building façade is the east elevation, facing the terminal. The entrance is recessed in an open vestibule that comprises the southeast (front) corner of the building. The single-leaf, half-light steel door opens to the south, into the concrete-paved vestibule. The vestibule is open to the east, and a large metal slider window is present in the south wall. A match metal slider window is present in the opposite side (north) elevation, and a 3-part metal slider counter-front window opens out of the east elevation. The roof forms a deep overhang that shelters the front of the building. A concrete ramp with a metal pipe rail extends along the building front, giving access to the south corner vestibule.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

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See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property constitute a common utilitarian, industrial-type complex, and do not represent a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the Dispatch building was constructed originally c. 1960, later than the other Coolidge complex buildings. The building evidently replaced an earlier (c. 1948) dispatch building. It served historically to manage the dispatch of buses, and as such was elemental to the Coolidge Terminal operations. The Dispatch building remains intact and has good integrity. The building is a contributing resource to the NRHP-

eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14044 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029852				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390761	Long: -83.175076			
Ownership	Private <input type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input checked="" type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Other <input checked="" type="checkbox"/>	Structure <input checked="" type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	c. 1980
Architectural Style	None
Building Form	Rectangular
Roof Form	Shed
Roof Materials	Rubber membrane
Exterior Wall Materials	Concrete block; metal
Foundation Materials	concrete
Window Materials	N/A
Window Type	N/A
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	6: Coolidge Terminal support buildings/structures (see architectural complex/HD form)

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input checked="" type="checkbox"/>	Historic District Name	Coolidge Terminal Complex
Not Eligible <input checked="" type="checkbox"/>				

Area(s) of Significance	Transportation					
Period(s) of Significance	1948-1960					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Coolidge Terminal Communications Tower					
Current/Common Name	Coolidge Terminal Communications Tower					
Historic/Original Owner	Detroit Department of Transportation					
Historic Building Use	Transportation					
Current Building Use	Transportation					
Architect/Engineer/Designer	Unknown					
Builder/Contractor	Unknown					

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The Coolidge Terminal communications facility consists of a large metal lattice tripod tower, attached to extended guy wires, and flanked on its north and south sides by small, concrete sheds. The facility is enclosed in a wire mesh fence and is not fully visible or accessible. Visible features of the sheds include their concrete construction, flat or shed roofs, and general lack of window fenestration.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

Though efforts to establish a municipal street railroad system in Detroit were afoot as early as 1892, legal and political snags delayed any real progress to that end until 1920, when Detroit citizens voted to construct municipal street rail lines. The City of Detroit purchased extant rail lines from several private companies. In 1922, the City of Detroit's Detroit Street Railway (DSR) began operations, and by the end of that year, the Shoemaker Car House was complete and operative. The Coolidge Car House was built six years later, in 1928, and by 1930, the City of Detroit claimed the largest street railways system in the U.S.

The land on which the Coolidge Car House was constructed in 1928 was identified in 1923 as a 20-acre property owned by M. Bryant. The parcel lay adjacent to Monnier Road – since renamed Schaefer Highway – and was surrounded by sparse industrial development and a small number of single-family dwellings. The Pennsylvania & Detroit Railway line also crossed through the neighborhood to the northwest. When it opened on February 26, 1928, the Coolidge Car House was the third streetcar barn built by the DSR, but the first to serve both trolley cars and buses (then, called “coaches”). A rail line entered the property at the southeast corner, and additional lines and sidings crossed the property east-west and north-south, the latter set connecting to the Pennsylvania & Detroit. Rail lines carried trolley cars through the repair shop.

By the 1930s, buses were gaining increasing popularity over streetcars. DSR faced competition from Detroit Motorbus, Lakeshore Coach Lines, and Dearborn Coach, all operating as part of the Southeastern Michigan Transportation Authority. Keeping pace, the DSR by 1939 had established joint rail-bus service on 20 lines, as well as converted three lines entirely to bus service. When streetcar equipment needed repair or replacement, DSCR replaced with buses. By the end of the decade, DSR was operating 800 buses. The expanded fleet required larger, upgraded facilities, and in 1937-1938, the Coolidge Car House was extensively. Though buses were the priority by 1940, the terminal continued to serve trolleys.

Following the end of World War II in 1945, DSR announced plans to rehaul its bus service. The plan included purchase of 80 streetcars and over 300 45-passenger buses. The modernization plan also included construction of at least seven DSCR terminals at strategic locations around the outskirts of the city. By 1946, construction was underway. That year, Shoemaker Car House, a 200-bus storage and service garage, was completed. Gilbert Terminal was developed to serve buses, and as part of the same plan, Coolidge Terminal was planned for conversion from streetcar to bus service. In 1947, the Coolidge car house closed, effectively ending street car service out of that location, and reconstruction of the Coolidge Terminal complex began. The architecture engineering firm Harley, Ellington, and Day, Inc. was contracted to rebuild the facility. The project mirrored construction of the Gilbert Terminal, and retained only portions of the 1928 steel frame, rebuilding everything else new. The new facility was built of concrete and steel, with brick veneer walls. The rebuilt facility incorporated new elements not previously used for streetcar service, including gasoline systems and modified car pits for bus motor repair work.

Two-thirds of the current bus garage were complete by 1948: the maintenance (center) and bus washing (north) wings. The largest, southern wing of the building, the storage wing, was completed between 1948 and 1950. Also

constructed in 1948 were several ancillary buildings at the complex: the gate house, the terminal/administrative building, the fare box house, and the heating plant. The dispatch house was constructed c. 1960, and the communications tower and shed were completed after 1978 (c. 1980).

In 1950, the DSR assigned 20 bus routes to the new Coolidge Terminal. These included: Broadstreet, Five Points, Grand River, Greenfield, Hamilton, Lahser, Livernois, Meyers, Northlawn, Plymouth-Caniff, Puritan-Fenkell, Schaefer, School, Schoolcraft, Six Mile Shuttle, Southfield, Second Avenue, Trumbull Railbus, West Chicago, and Wyoming. Over the next 50 years, the Coolidge Terminal operated with few changes. During its early years, up to 411 buses ran on a regular schedule on lines assigned to Coolidge Terminal. Additionally, between 1951 and 1962, a fleet of 80 electric trackless trolley buses assigned to the Grand River line were based out of the Coolidge Terminal. The bus washing wing of the garage was expanded in 1957, and the concrete block dispatch house was added c. 1960. The fare box house was relocated c. 1955, and post-1978, the communications infrastructure (tower and sheds) were replaced with the existing 480-foot structure.

The Coolidge Terminal remained in operation until 2011. In October of that year, the Detroit Department of Transportation was awarded a grant to rehabilitate the Coolidge facility as part of Michigan's State of Good Repair Program. In December 2011, prior to the commencement of any work, a fire broke out within the garage, destroying part of the bus storage wing as well as several buses. Currently, the Coolidge Terminal complex is awaiting plans for rehabilitation and is not in use.

See bibliographic references below.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The Coolidge Terminal property is recommended eligible for the NRHP for local significance under Criterion A for its role in the history of Detroit's public transportation. Developed on the site of the DSR's original Coolidge streetcar barn, the complex, rebuilt in 1948 to service an exclusive and growing fleet of buses, represents the nationwide shift from streetcars to buses that occurred during the 1930s and postwar period. DSR's approach to this trend was multifaceted, and included construction of new all-bus facilities, conversion of streetcar facilities, and rehabilitation of streetcar facilities to support buses in addition to trolleys. The Coolidge Terminal was part of this project, which began in 1946 and was for the most part complete by the end of the decade. Rather than rehabilitate or convert the existing facilities at Coolidge, DSR chose to reconstruct the entire complex. The reconstruction accommodated sole bus service, eliminating streetcar features.

The property does not hold direct or substantial associations with individuals significant in the history of Detroit, Wayne County, the state of Michigan, or the US. It is therefore not eligible under Criterion B. The most architecturally distinct building on the property is the administrative building, which exhibits some traits of the Modern/International movement. However, though some characteristics of this mid-century style are evident in the building, such as its box-like form, allusion to volume over mass (expressed primarily by the portico), and its application of white terrazzo to the building exterior, the building as a whole does not represent a particularly good or notable example of the International style. Its application of International-style details is limited and further compromised by alterations including replacement windows. The remainder of buildings on the property are primarily utilitarian in style and type, and do not contribute to a cohesive architectural style. The property has furthermore been subject to alterations, additions, and replacements that diminish its historic architectural character and cohesiveness. With the exception of the administrative building, the facilities on the property represent a common utilitarian, industrial-type complex, and do not provide a particularly distinctive, typical, cohesive, or otherwise notable collection of transportation-related facilities. The property is therefore not eligible under Criterion C. The property is not likely to yield information important to further historical study, and is not eligible under Criterion D.

One of seven buildings on the property, the communications tower and associated ancillary sheds were constructed c. 1980, after the property's period of significance and after the historic period generally. The structure does not hold exceptional significance that would meet the requirements of Criteria Consideration G, and it is therefore a non-contributing resource to the NRHP-eligible property.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Detroit Transit History. "The History of the Coolidge Terminal." Posted 2009, modified 2010. Detroit Transit History website, <http://www.detroittransithistory.info/DDOT/CoolidgeTerminal.html>.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14111 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22030894				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390088	Long: -83.179761			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Photo courtesy ConnectExplorer 2020.

Architectural Information

Construction Date	c. 1925
Architectural Style	None
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Not visible
Exterior Wall Materials	Concrete
Foundation Materials	concrete
Window Materials	N/A
Window Type	N/A
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				

Area(s) of Significance	N/A
Period(s) of Significance	N/A

Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A

Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
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General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
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Historic Name	Cadillac Metal Refining Company
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Current/Common Name	Danny's Used Auto Parts
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Historic/Original Owner	unknown
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Historic Building Use	Commercial/Industrial
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Current Building Use	Commercial/Industrial
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Architect/Engineer/Designer	unknown
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Builder/Contractor	
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Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The rectangular-plan, warehouse building is set back deeply from the highway, by approximately 280 feet. The building is further obscured by a high metal fence that extends along the sidewalk east of the property. This survey data is therefore primarily based on current aerial imagery (2020-2021) with reference to former (2012) documentation.

According to the 2012 documentation, the warehouse was built in 1925. Historic aerial imagery indicates that as early as the 1950s, a much larger building that included the footprint of the current warehouse and extended some 150 feet further east, stood at the site, indicating that the existing warehouse constitutes the rear bays of what was formerly a much larger building.

As far as can be ascertained from aerial and bird's eye imagery, the walls of the warehouse are constructed of concrete, with portions of wall missing. A lean-to addition is present on the north elevation, covered by a lower roof than the rest of the building. A set of double leaf wood doors is centered on the south elevation. An exterior concrete chimney stands centered against the west elevation. The flat roof is covered by highly deteriorated metal or rubber roofing.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The surrounding area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. In 1928, of the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was historically both commercial and residential. As late as the 1960s, the entire block south of 14025 Schaefer (immediately west of the Coolidge Terminal) was occupied by single-family homes; beginning in the late 1960s and carrying through the remainder of the twentieth century, the residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings. Prior documentation states that the existing warehouse was part of a building constructed originally in 1925 (Robinson & Tidlow 2012:83). In 1948, the Coolidge Terminal began to undergo redevelopment. The facility was reconstructed and expanded over the next several decades, gradually coming to encompass a total of nine buildings and structures, including support buildings for maintenance, storage, bus washing, the gate house, and dispatch, as well as a communications tower. By the 1950s, the warehouse at 14111 Schaefer Highway operated as Cadillac Metal Refining Co., a scrap metal company that collected copper, brass, and aluminum (*Detroit Free Press* 1955:59). During the same era, the auto service property to the south, at 14025 Schaefer Highway, was built c. 1955 by the Ring Tool & Die Company (Robinson & Tidlow 2012:82). Though it is unknown how long Cadillac Metal operated at 14111, the building was gradually demolished beginning in the late 1990s, until by 2009, the only portion remaining was the warehouse currently extant at 14111 Schaefer. Today, the warehouse at 14111 Schaefer Highway appears to operate as part of Danny's Used Auto Parts.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14111 Schaefer Highway to be associated with events, themes, patterns or people significant in local, state, or national history. The business was constructed several years prior to the initial construction of the Coolidge Terminal (1928), and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a rear-side remnant of a building that was formerly four or five times larger. Today, the diminished building is in a state of disrepair, and lacks an intact collection of historic-age architectural characteristics that would make it a distinctive, typical, or otherwise notable example of a commercial or industrial service type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14111 Schaefer Highway is not eligible for listing in the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

The Detroit Free Press. Advertisement for Cadillac Metal Refining Co. 17 April 1955. Page 59.

ConnectExplorer. Oblique aerial imagery of 14111 Schaefer Hwy, Detroit. 20 April 2020.
<https://explorer.pictometry.com/index.php#>.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14141 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22030893				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390606	Long: -83.179018			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1945
Architectural Style	None
Building Form	L-plan
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Concrete block; cement brick
Foundation Materials	concrete
Window Materials	Not visible
Window Type	Not visible
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	1; garage/warehouse

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	Sherwood Lumber Company					
Current/Common Name	Danny's Used Auto Parts					
Historic/Original Owner	unknown					
Historic Building Use	Commercial					
Current Building Use	Commercial					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The L-plan, commercial building is composed of two blocks: the original, street-facing east block was constructed c. 1945; and the larger west wing was constructed onto the northwest side of the main block c. 1970, forming the L-shape. Both east and west wings are one story in height and capped by a flat roof of rubber membrane material.

The east (original) wing of the building is constructed primarily of concrete block, with large square PermaStone-clad pillars forming the corners and off-center partition on the façade (east elevation). A canted plane of wood shingles covers the upper walls below the roofline, mimicking a mansard. The pillars rise approximately 2-3 feet higher than the roof of the building. A pedestrian entrance, consisting of a single-leaf steel door, is present in the north (side) elevation. Large storefront windows are banded across the south side of the building as well as the façade; south windows are infilled with concrete block, and façade windows are covered with plywood. Window openings retain wood surrounds.

The wing addition to the west is constructed entirely with concrete block, exhibiting no visible embellishments. Fenestration on the west wing is not visible.

One additional building is present on the property, located south of the main building. The building, which was constructed by 1951, is obscured behind a high metal fence that encloses the property on its south side. The large warehouse/garage is rectangular in form and capped by an asymmetrical gable roof. It appears to be constructed of concrete block and/or clad in metal. The east (streetside) gable end is clad in wood shingles. Fenestration includes garage bays, pedestrian bays, and windows, all opening out of the north elevation.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. In 1928, of the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was historically both commercial and residential. As late as the 1960s, the entire block south of 14025 Schaefer (immediately west of the Coolidge Terminal) was occupied by single-family homes; beginning in the late 1960s and carrying through the remainder of the twentieth century, the residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings. In 1948, the Coolidge Terminal began to undergo redevelopment. The facility was reconstructed and expanded over the next several decades, gradually coming to encompass a total of nine buildings and structures, including support buildings for maintenance, storage, bus washing, the gate house, and dispatch, as well as a communications tower. The auto service property across Schaefer Highway at 14141 was built c. 1945 and expanded c. 1970. Prior documentation of the property indicates that it operated as the Sherwood Lumber Company during the 1950s (Robinson & Tidlow 2012:84). When previously recorded in 2012, the property exhibited signage identifying it as RE Bildors Automotive Supply. It is unknown who the original owner/occupant of the building was. Today the property operates as part of Danny's Used Auto Parts.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14141 Schaefer Highway to be associated with events, themes, patterns or people significant in local, state, or national history. The business was constructed several years prior to the major reconstruction and redevelopment of the Coolidge Terminal (1948), and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building lacks an intact or notable collection of historic-age architectural characteristics that would make it a distinctive, typical, or significant example of a commercial automobile service type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14141 Schaefer Highway is not eligible for listing in the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14201 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22030892				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391050	Long: -83.179253			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1923
Architectural Style	None
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Concrete block; brick
Foundation Materials	Not visible
Window Materials	Vinyl; metal
Window Type	slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	Peck Asphalt Shingle Company; Beckman-Dawson Roofing; Flintkote Company			
Current/Common Name	Danny's Auto Parts			
Historic/Original Owner	Peck Asphalt Shingle Company			
Historic Building Use	Commercial/Industrial			
Current Building Use	Commercial/Industrial			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The rectangular-plan, warehouse building is set back deeply from the highway, by approximately 125 feet. According to prior (2012) documentation, the warehouse was built in 1923. Historic aerial imagery indicates that as early as the 1950s, the building extended an additional 200 or 300 feet to the west, curving to accommodate the railroad track alignment that today remains the western boundary of the parcel. Circa 1990, those western bays were removed, leaving the approximately 375x70-foot building that stands today.

The building appears to be a single story in height, with the upper walls containing a clerestory-level of windows across the façade (east elevation) and south side elevations. Walls are constructed of concrete block, with a brick veneer covering the façade, which culminates in a stepped façade with concrete coping. The primary office entrance is a single-leaf glazed metal door that opens at-grade onto a set of concrete steps that descend into the parking lot. Lower-level windows on the façade have all been infilled with brick; remaining are concrete sills and soldier headers. An original band of windows across the upper wall of the façade has been infilled with wood or metal siding and vinyl or metal slider windows. The south side elevation is mostly obscured by a high metal fence; visible are upper level sash and slider windows, covered under a metal awning roof. A brick chimney stack also stands against the south elevation. The north side elevation is mostly obscured by vegetation. Visible is a second brick chimney stack.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The surrounding area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. In 1928, of the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was historically both commercial and residential. As late as the 1960s, the entire block south of 14025 Schaefer (immediately west of the Coolidge Terminal) was occupied by single-family homes; beginning in the late 1960s and carrying through the remainder of the twentieth century, the residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings. Prior documentation states that the building at 14201 Schaefer was the first to be constructed on the west side of Schaefer Highway near the site of the Coolidge Terminal. The building was originally operated as the Peck Asphalt Shingle Company; by the late 1920s, it was identified as the Beckman-Dawson Roofing Company. In the 1940s and 1950s, it was associated with the Flintkote Company, which produced insulation wallboard (Robinson & Tidlow 2012:85). In 1948, the Coolidge Terminal began to undergo redevelopment. The facility was reconstructed and expanded over the next several decades, gradually coming to encompass a total of nine buildings and structures, including support buildings for maintenance, storage, bus washing, the gate house, and dispatch, as well as a communications tower. By the 1950s, Schaefer Highway was heavily developed with auto-related industries, including the warehouse at 14111 Schaefer Highway which operated as Cadillac Metal Refining Co., a scrap metal company; and an auto service property to the south, at 14025 Schaefer Highway, built c. 1955 by the Ring Tool & Die Company (*Detroit Free Press* 1955:59; Robinson & Tidlow 2012:82). By the 1990s, the industrial-commercial building at 14201 Schaefer had been reduced in size, with some 200-300 feet removed from its western end. Today, the building operates as part of Danny's Used Auto Parts, a business that additionally encompasses several properties to the south.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14201 Schaefer Highway to be associated with events, themes, patterns or people significant in local, state, or national history. The business was constructed several years prior to the initial construction of the Coolidge Terminal (1928), and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building lacks an intact collection of historic-age architectural characteristics that would make it a distinctive, typical, or otherwise notable example of a commercial or industrial service type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14201 Schaefer Highway is not eligible for listing in the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14225 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22030891				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391423	Long: -83.179382			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input checked="" type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1951
Architectural Style	Art Deco
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Brick; limestone; concrete block
Foundation Materials	Not visible
Window Materials	Metal
Window Type	2/2 sash
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input checked="" type="checkbox"/>	Criterion B <input checked="" type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input type="checkbox"/>						
Area(s) of Significance	Industry; commerce					
Period(s) of Significance	1951-1972					
Integrity – Does the property possess integrity in all or some of the 7 aspects? Yes						
Location <input checked="" type="checkbox"/>	Design <input checked="" type="checkbox"/>	Materials <input checked="" type="checkbox"/>	Workmanship <input checked="" type="checkbox"/>	Setting <input checked="" type="checkbox"/>	Feeling <input checked="" type="checkbox"/>	Association <input checked="" type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	O.H. Frisbie Moving Co.					
Current/Common Name	O.H. Frisbie Moving & Storage Co.					
Historic/Original Owner	O.H. Frisbie					
Historic Building Use	Commercial/Industrial					
Current Building Use	Commercial/Industrial					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The rectangular-plan, single-story warehouse-office building is built in the Art Deco style. The building extends nine units in length, reaching approximately 500 feet in total dimension, and is 15 bays wide, approximately 100 feet, across the front (east elevation). The east block is the main, office front of the building, and the only portion fully visible from public right-of-way (ROW). The east block is constructed in 8-course common bond brick veneer, intersected by a central limestone fenestration course across the full width of the façade. The roof is flat and not visible from ROW. A limestone tower rises over the center of the building, with raised neon signage reading "O.H. Frisbie Storage Moving."

The building façade is dominated by the central entrance bays, which are distinguished from the rest of the façade by its full height verticality, expressed by paneled limestone walls recessed behind four square limestone columns. Columns are capped by a limestone lintel beam. The center columns bracket a set of double-leaf glazed metal doors, and the two outer columns bracket two single 2/2 horizontal-light metal sash windows. The entrance is slightly raised above-grade, opening onto a set of three concrete steps. To either side of the central limestone entrance bays, the horizontal limestone fenestration course contains a string of single 2/2 horizontal-light metal sash windows: the asymmetrical arrangement includes five windows south of the center bays, and seven bays to the north. Windows rest over a concrete or limestone sill course and under a concrete or limestone header course.

Matching 2/2 horizontal-light metal sash windows, absent the limestone surround, stretch across the side elevations of this front office wing. To the west (rear) of the front office wing, the building consists of nine continuous, one-story concrete block units, each with a separate single-leaf pedestrian entrance covered under a full-height canopy on both the north and south sides.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The surrounding area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926 (Robinson & Tidlow 2012:2-1). In 1928, the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was both commercial and residential. In 1948, the Coolidge Terminal, on the opposite side of Schaefer Highway, began to undergo redevelopment. By the 1950s, Schaefer Highway was heavily developed with industrial properties, including the warehouse at 14111 Schaefer Highway which operated as a scrap metal company called Cadillac Metal Refining Co.; an auto service property to the south at 14025 Schaefer Highway, built c. 1955 by the Ring Tool & Die Company; and the O.H. Frisbie Moving & Storage warehouse and office space at 14225 Schaefer (*Detroit Free Press* 1955:59; Robinson & Tidlow 2012:82). Residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings.

The O.H. Frisbie Moving & Storage company was established by Othel H. (O.H.) Frisbie in 1930. The business' original location was in a small facility on Grand River Avenue. In 1948, Frisbie and five partners founded Atlas Van Lines, with O.H. Frisbie Moving & Storage an original member agency (*Journal of Commerce* 2004). In 1951, Frisbie built a new 500,000-cubic-foot, one-story warehouse at 14225 Schaefer Highway. The building included an Art Deco-style office front on Schaefer Highway, and storage units behind. Prior documentation states that during the 1950s, the building at 14225 housed multiple tenants, including manufacturers' agents, building materials companies, and a chemical company (Robinson & Tidlow 2012:86). In 1956, O.H. Frisbie introduced a new method of moving and storage called the "Seal-A-Vault." The Seal-A-Vault system included automation of handling and storage, and called for a new type of one-story warehouse, which Frisbie experimented with in new warehouses constructed at Schaefer and W. Buena Vista. Seal-A-Vault facilities employed large, sturdy vaults with a capacity for storing eight rooms of furniture, packed in the customer's home and transferred in specially designed Seal-A-Vault vans (*Detroit Free Press* 1959:40). The system was touted in the local newspaper in the 1950s as "safe, dustproof, economical" (*Detroit Free Press* 1958:37). The moving and storage methodology proved

commercially successful, and in 1959, the company transferred its center of operations to the new Seal-A-Vault warehouses at Schaefer and Buena Vista, then 12811 Schaefer Highway, and since replaced by I-96. With the transfer of central operations to 12811, a new office wing was built onto the front of the existing warehouses. The office wing was designed with a modern aesthetic similar to the Art Deco façade of 14225 Schaefer, but more Contemporary and austere. In the late 1950s, O.H. Frisbie was elected president of Atlas Van Lines, Inc. in Chicago, and in 1963 went full time with Atlas Van Lines, selling his interests in the O.H. Frisbie Moving & Storage Co. to employees (Frisbie 2021; *Journal of Commerce* 2004).

According to the company website, O.H. Frisbie Moving & Storage continued to prosper under new leadership during the 1960s and 1970s. In 1970, the company added over 50,000 square feet to existing facilities. The warehouse buildings at 14226 Schaefer, directly across the highway from 14225 Schaefer, were constructed around this time. These buildings are still in use by the moving company, and are recorded on a separate inventory form. When I-96 was constructed through the neighborhood c. 1972, the warehouses and office at 12811 Schaefer were demolished. Headquarters was transferred at this time to 14225 Schaefer Highway. O.H. Frisbie Moving & Storage continued to expand through the remainder of the 1970s and into the 1980s, establishing new facilities and offices in Ann Arbor and Saginaw in 1983-1984. The company has retained the Frisbie name, but dropped the "O.H." (which nonetheless remains in existing building signage), and continues to operate as a moving and storage company, now headquartered in Livonia, Michigan (Frisbie 2021). The office-warehouse at 14225 Schaefer Highway appears to remain in active use by the company.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The office-warehouse at 14225 Schaefer Highway was constructed in 1951 to support the growing business of O.H. Frisbie Moving & Storage, a company established in 1930 by Detroit businessman O.H. Frisbie. The original headquarters for the company was on Grand River Avenue. Following the success of O.H. Frisbie's innovative trademark "Seal-A-Vault" moving and storage system, the company expanded further, requiring construction of additional warehouses in 1956 at 12811 Schaefer Highway. Headquarters for the business remained at the original location on Grand River Avenue until 1959, when central operations were transferred to 12811 Schaeffer Highway, where a new office wing was constructed onto the front of the company's existing (1956) warehouses. An additional 50,000 square feet of warehouse space was added to the facility at 12811 in 1970. Headquarters remained at 12811 Schaeffer until c. 1972, when the construction of I-96 resulted in demolition of the warehouses and office. Operations transferred at this time to the building at 14225 Schaeffer Highway. The business expanded to Ann Arbor and Saginaw in the 1980s, but appears to have remained headquartered at its 14225 Schaefer Highway location until at least the 1990s. Today, the building at 14225 Schaefer appears in active use by Frisbie (which has dropped the "O.H." though it remains in signage), though the company is now headquartered in Livonia, Michigan.

The office-warehouse building at 14225 is significant under Criteria A and B at the local level in the areas of commerce and industry, with a period of significance 1951-1972, beginning with the year of its construction and ending in the year that it became the headquarters site of the company. The building is significant under Criterion A for its association with O.H. Frisbie Moving & Storage Company, a company which that has been in operation for nearly a century since its establishment in 1930 by O.H. Frisbie. O.H. Frisbie Moving & Storage was a premier moving and storage company for household goods in the Detroit area throughout Frisbie's ownership tenure (1930-1963), and served as his entry point into an illustrious career in the moving and storage business, which culminated in his founding contribution and later presidency of the international moving company Atlas Van Lines. While owner of O.H. Frisbie Moving & Storage, Mr. Frisbie experimented with innovative and commercially viable methods for moving and storing household goods, such as his acclaimed Seal-A-Vault system that sought to expedite the moving process, eliminate dirt and damage, and provide safe and secure handling. While forming these trade techniques, Mr. Frisbie oversaw the expansion of his successful model into new buildings at 14225 Schaefer (1951) and 12811 Schaefer (1956). The office-warehouses constructed at these sites put into practice Frisbie's moving and storage system. Not long after the development of these O.H. Frisbie Moving & Storage

facilities on Schaefer Highway, Frisbie was elected president of Atlas Van Lines, chosen by a board who was evidently impressed by his operations and methodology at O.H. Frisbie Moving & Storage. Frisbie applied his experience with his former company to the larger, international Atlas Van Lines, helping the latter to achieve domestic dominance in the business, and a substantial international presence. While the former O.H. Frisbie Moving & Storage headquarters site at 12811 Schaefer Highway is no longer extant, replaced c. 1972 by I-96, the office-warehouse at 14225 Schaefer remains extant, in use, and highly intact. The building, which became the company's headquarters in 1972, embodies Frisbie's model for one-story warehouse units, fronted by an office wing. The building remains the oldest known facility associated with the 91-year-old moving company, and is highly intact, still exhibiting what appears to be original (1950s vintage) signage reading "O.H. Frisbie Moving & Storage." The property is therefore reflective of the historic Detroit-based moving company that has served industry and commerce in the city and surrounding area for nearly a century, and which furthermore contributed to the establishment and growth of the affiliated Atlas Van Lines, today a giant in the domestic and international moving industry. For its contribution to the Detroit-area's commerce and industry, the property at 14255 Schaefer is eligible under Criterion A.

The property is additionally significant under Criterion B for its association with Mr. O.H. Frisbie, a Detroit native who launched the Detroit-based (originally) O.H. Frisbie Moving & Storage company out of his own local experiences in transporting and storing ice and coal in the same neighborhood where he would later develop the O.H. Frisbie company's warehouses and offices. Frisbie's success with the moving and storage company led to his founding and leadership of Atlas Van Lines, established in 1948 (with O.H. Frisbie Moving & Storage an original member organization) and today a prominent moving company nationally and internationally. Frisbie's contributions to Atlas Van Lines were born of his experiences in the moving and storage industry in Detroit, and expressed in what is likely the sole remaining building associated with his company's mid-century operations in northwest Detroit: the office-warehouse at 14225 Schaefer Highway. The building at 14255 was constructed when Frisbie's leadership and innovation at O.H. Frisbie Moving & Storage was reaching unprecedented growth, and was a direct product and reflection of Frisbie's moving and storage methodology that undergirded that success. As such, the facility at 14225 Schaefer demonstrates the significant professional growth and productivity of O.H. Frisbie, and is therefore eligible under Criterion B.

The office-warehouse at 14225 Schaefer Highway is a late occurrence of the Art Deco style, which was applied to industrial buildings later into the twentieth century than to other commercial or residential property types. Though the building reflects some principles of the Art Deco style, including reduced classical elements, vertical components and juxtaposition, and the dynamic and colorful signage, the building does not rise to the level of individual significance under Criterion C. The features exhibited by O.H. Frisbie building are common and lack sufficient distinction, typicality, or otherwise notable qualities that would render it eligible. There are many, better examples of commercial and industrial architecture in Detroit and Wayne County. Additionally, though the warehouse component of the building may have historically incorporated features that served O.H. Frisbie's trademark Seal-A-Vac system of storage, these features are not discernible on the building exterior and may no longer be intact or in use. The building therefore does not demonstrate architectural significance and is not eligible under Criterion C.

The property is unlikely to yield information important to further historical study, and is not eligible under Criterion D.

In summary, the building at 14225 Schaefer Highway is eligible for the NRHP under Criteria A and B for local significance in the areas of commerce and industry.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Frisbie. "Frisbie Moving and Storage History." Frisbie company website, <https://www.frisbiemoving.com/about-us/history/>. Accessed 31 August 2021.

Journal of Commerce. "Atlas Founder O.H. Frisbie, 98." Posted 2004. *Journal of Commerce* online, https://www.joc.com/atlas-founder-oh-frisbie-98_20041010.html.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

The Detroit Free Press. Advertisement for Cadillac Metal Refining Co. 17 April 1955. Page 59.

The Detroit Free Press. "Elect O.H. Frisbie Atlas President." 3 November 1958. Page 28.

The Detroit Free Press. "Frisbie Goes Modern in New Offices." 9 February 1959. Page 40.

The Detroit Free Press. Advertisement for O.H. Frisbie Moving & Storage Co. 22 September 1958. Page 37.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14226 Schaefer Highway				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22029853.001				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391523	Long: -83.177991			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input checked="" type="checkbox"/>	Object <input type="checkbox"/>
Residential <input type="checkbox"/>	
Industrial <input checked="" type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1970
Architectural Style	Modern
Building Form	Rectangular
Roof Form	Flat
Roof Materials	Rubber membrane
Exterior Wall Materials	Brick; concrete block
Foundation Materials	Not visible
Window Materials	N/A
Window Type	N/A
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	1; warehouse

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	O.H. Frisbie Moving & Storage Co.			
Current/Common Name	O.H. Frisbie Moving & Storage Co.			
Historic/Original Owner	Leonard See			
Historic Building Use	Commercial/Industrial			
Current Building Use	Commercial/Industrial			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

There are two rectangular, one-story warehouses on the property at 14226 Schaefer. Only the west building, which fronts Schaefer Highway, is visible from the right-of-way. The west building measures approximately 200 feet in length (east-west) and 100 feet in width. The building is constructed of concrete block, with a white brick veneer across the façade (west elevation). The building is capped by a flat roof with what appears to be covered by rubber membrane material. Two rectangular loading dock bays extend off of the south elevation of the building, and one loading dock bay extends off of the north elevation. Loading dock bays are also constructed of concrete block, have flat roofs, and contain steel roll-top doors that open onto raised concrete stoops. The building façade is broken into five bays of brick veneer wall, each bay distinguished by a recessed vertical steel strip.

The rear (east) warehouse at 14226 Schaefer is not visible from right-of-way. It is possible, as indicated by historic aerial imagery, that part of this warehouse (the east portion) was constructed earlier than the west warehouse, c. 1965. Aerial imagery shows that the building is approximately 350 feet in east-west length, and 100 feet in width. The building appears also to be constructed of concrete block, and is capped by a flat roof of rubber membrane material. Similarly to the west warehouse, the east building features loading dock bays that extend off of its south side; as well as a larger, multi-bay loading dock wing that extends off of the west elevation, and which stands at a lower height than the rest of the building.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The 14000 block of Schaefer Highway west of the Coolidge Terminal was first platted as Josapine [sic] Caplers Estate in Greenfield, platted in 1892, and Christian Perrot's Subdivision of Lot No. 2 of Josephine Caplers Estate on Sections 19 and 30, platted in 1913. Prior to being called Schaefer Highway, the road was called Monnier Road; the name was changed some time after the 1910s. The surrounding area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926 (Robinson & Tidlow 2012:2-1). In 1928, the Coolidge Terminal, originally a streetcar and bus barn, was constructed along Schaefer Highway. West of the terminal, the street was both commercial and residential. In 1948, the Coolidge Terminal, on the opposite side of Schaefer Highway, began to undergo redevelopment. By the 1950s, Schaefer Highway was heavily developed with industrial properties, including the warehouse at 14111 Schaefer Highway which operated as a scrap metal company called Cadillac Metal Refining Co.; an auto service property to the south at 14025 Schaefer Highway, built c. 1955 by the Ring Tool & Die Company; and the O.H. Frisbie Moving & Storage warehouse and office space at 14225 Schaefer (*Detroit Free Press* 1955:59; Robinson & Tidlow 2012:82). Residential properties were gradually demolished, leaving vacant lots, some of which were acquired by the auto service business at 14025. Today, only the two southernmost lots on the block remain occupied by dwellings.

The O.H. Frisbie Moving & Storage company was established by Othel H. (O.H.) Frisbie in 1930. The business' original location was in a small facility on Grand River Avenue. In 1948, Frisbie and five partners founded Atlas Van Lines, with O.H. Frisbie Moving & Storage an original member agency (*Journal of Commerce* 2004). In 1951, Frisbie built a new 500,000-cubic-foot, one-story warehouse at 14225 Schaefer Highway (recorded on a separate inventory form). The building included an Art Deco-style office front on Schaefer Highway, and storage units behind. Prior documentation states that during the 1950s, the building at 14225 housed multiple tenants, including manufacturers' agents, building materials companies, and a chemical company (Robinson & Tidlow 2012:86). In 1956, O.H. Frisbie introduced a new method of moving and storage called the "Seal-A-Vault." The Seal-A-Vault system included automation of handling and storage, and called for a new type of one-story warehouse, which Frisbie experimented with in new warehouses constructed at Schaefer and W. Buena Vista. Seal-A-Vault facilities employed large, sturdy vaults with a capacity for storing eight rooms of furniture, packed in the customer's home and transferred in specially designed Seal-A-Vault vans (*Detroit Free Press* 1959:40). The system was touted in the local newspaper in the 1950s as "safe, dustproof, economical" (*Detroit Free Press* 1958:37). The moving and storage methodology proved commercially successful, and in 1959, the company transferred its center of operations to the new Seal-A-Vault warehouses at Schaefer and Buena Vista, then 12811 Schaefer Highway, and since replaced by I-96. With the transfer of central operations to 12811, a new office wing was built onto the front of the existing warehouses. The office wing was designed with a modern aesthetic similar to the Art Deco façade of 14225 Schaefer, but more Contemporary and austere. In the late 1950s, O.H. Frisbie was elected president of

Atlas Van Lines, Inc. in Chicago, and in 1963 went full time with Atlas Van Lines, selling his interests in the O.H. Frisbie Moving & Storage Co. to employees (Frisbie 2021; *Journal of Commerce* 2004).

According to the company website, O.H. Frisbie Moving & Storage continued to prosper under new leadership during the 1960s and 1970s. In 1970, the company added over 50,000 square feet to existing facilities. The warehouse buildings at 14226 Schaefer, directly across the highway from 14225 Schaefer, were constructed around this time. When I-96 was constructed through the neighborhood c. 1972, the warehouses and office at 12811 Schaefer were demolished. Headquarters was transferred at this time to 14225 Schaefer Highway. While the company office operated out of 14225, the warehouses across the highway at 14226 appear to have been built and used solely for storage purposes. O.H. Frisbie Moving & Storage continued to expand through the remainder of the 1970s and into the 1980s, establishing new facilities and offices in Ann Arbor and Saginaw in 1983-1984. The company has retained the Frisbie name, but dropped the "O.H." (which nonetheless remains in existing building signage), and continues to operate as a moving and storage company, now headquartered in Livonia, Michigan (Frisbie 2021). The two warehouses at 14226 Schaefer Highway appear to remain in active use by the company.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

The warehouses at 14226 Schaefer Highway were constructed c. 1970 to support the growing business of O.H. Frisbie Moving & Storage. office-warehouse at 14225 Schaefer Highway was constructed in 1951 to support the growing business of O.H. Frisbie Moving & Storage, a company established in 1930 by Detroit businessman O.H. Frisbie. The original headquarters for the company was on Grand River Avenue. Following the success of O.H. Frisbie's innovative trademark "Seal-A-Vault" moving and storage system, the company expanded further, requiring construction of additional warehouses in 1956 at 12811 Schaefer Highway. Headquarters for the business remained at the original location on Grand River Avenue until 1959, when central operations were transferred to 12811 Schaeffer Highway, where a new office wing was constructed onto the front of the company's existing (1956) warehouses. An additional 50,000 square feet of warehouse space was added to the facility at 12811 in 1970. Headquarters remained at 12811 Schaeffer until c. 1972, when the construction of I-96 resulted in demolition of the warehouses and office. Operations transferred at this time to the building at 14225 Schaeffer Highway, across from 14226 Schaefer. The business expanded to Ann Arbor and Saginaw in the 1980s, but appears to have remained headquartered at its 14225 Schaefer Highway location until at least the 1990s. Today, the building at 14226 Schaefer appears in active use by Frisbie (which has dropped the "O.H." though it remains in signage), though the company is now headquartered in Lavonia, Michigan.

Though associated with O.H. Frisbie Moving & Storage Co., the warehouses at 14226, built c. 1970, do not express the significance of that organization or of its founder, O.H. Frisbie. More directly related to the innovation and industrial-commercial success of the company is the earlier-built office-warehouse across the highway at 14225 Schaefer. The latter building was constructed in 1951, during a pivotal era in the company's history, in which O.H. Frisbie had begun to conceive and implement new and automated techniques for moving and storing household goods. These new trademark techniques were carried out in warehouses and offices built in the 1950s, including the property at 14225, as well as non-extant warehouses and the company's former headquarters at 12811 Schaefer. The warehouses at 14226 Schaefer were constructed much later, after O.H. Frisbie had moved on to Atlas Van Lines, and during the time that the Frisbie moving company was preparing to relocate its headquarters and warehouse space in to make way for construction I-96. The warehouses at 14226 are therefore not associated with a germinal or particularly innovative period of the O.H. Frisbie Moving & Storage Co.'s history. Nor does the property hold any association with Mr. O.H. Frisbie, who was directly responsible for construction of the facilities at 12811 and 14225 Schaefer. As such, the property at 14266 Schaefer does not express significance under Criteria A or B.

The c. 1970 warehouses at 14266 Schaefer are common examples of late-twentieth-century industrial building types. Though the west warehouse exhibits some minimal architectural character including its white brick veneer,

and company lettering across the façade, the building overall lacks sufficient features that would render it a significant example of any architectural style, type, or method of construction; nor was it designed or executed by a master. There are many, better examples of commercial and industrial architecture in Detroit and Wayne County. Additionally, though the warehouse component of the building may have historically incorporated features that served O.H. Frisbie's trademark Seal-A-Vac system of storage, these features are not discernible on the building exterior and may no longer be intact or in use. The building therefore does not demonstrate architectural significance and is not eligible under Criterion C.

The property is unlikely to yield information important to further historical study, and is not eligible under Criterion D.

In summary, the building at 14226 Schaefer Highway lacks historic significance and is not eligible for the NRHP.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Frisbie. "Frisbie Moving and Storage History." Frisbie company website, <https://www.frisbiemoving.com/about-us/history/>. Accessed 31 August 2021.

Journal of Commerce. "Atlas Founder O.H. Frisbie, 98." Posted 2004. *Journal of Commerce* online, https://www.joc.com/atlas-founder-oh-frisbie-98_20041010.html.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

The Detroit Free Press. Advertisement for Cadillac Metal Refining Co. 17 April 1955. Page 59.

The Detroit Free Press. "Elect O.H. Frisbie Atlas President." 3 November 1958. Page 28.

The Detroit Free Press. "Frisbie Goes Modern in New Offices." 9 February 1959. Page 40.

The Detroit Free Press. Advertisement for O.H. Frisbie Moving & Storage Co. 22 September 1958. Page 37.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	13952 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024743				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.388978	Long: -83.172884			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1937	
Architectural Style	Tudor	
Building Form	bungalow	
Roof Form	cross gable	
Roof Materials	asphalt	
Exterior Wall Materials	brick veneer	
Foundation Materials	concrete block	
Window Materials	wood	
Window Type	1/1 sash	
Outbuildings	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Number/Type:	1/detached garage	

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has an irregular plan and is capped by a cross gable roof. The building consists of the primary mass (clad in red brick veneer) and an ell on the north end of the rear (east) elevation clad in horizontal aluminum siding. The raised foundation of the primary mass is clad in red brick veneer, but the raised foundation of the ell is concrete block. The raised foundation walls contain windows that have been boarded up. The roof is covered in asphalt shingles and features steeply pitched gables with no eaves. A set of four concrete steps lead to a full width porch on the façade (west elevation). The porch foundation is clad in red brick and is capped with a concrete slab. The front entrance consists of a single-leaf door opening within a round, brick arch inset in the brick veneer. The doorway is boarded up with plywood. A second single-leaf entrance is located on the west end of the south elevation. What may have been an awning over the side entry door is no longer extant. A square picture window on the façade has been boarded over with plywood, located beneath a 1/1 sash window. Other visible, windows on the north (7) and south (4) elevations are a combination of 1/1 wood sash windows and boarded over openings. An interior brick chimney is centered on the roof ridge of the rear wing.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Tudor bungalow at 13952 Ward Avenue was one of the second-phase dwellings, constructed in 1937. Ward Avenue was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13952 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Minimal Traditional style, which, by design, includes limited architectural details. Loss of original windows, doors, porch/entry materials, and general deterioration of original building materials have impacted character-defining features that would lend it architectural distinction or make it exemplary of the Minimal Traditional style, bungalow type, or particular method of construction. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13952 Ward Street is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman

bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	13966 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024745				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389168	Long: -83.172936			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1947	
Architectural Style	Minimal Traditional	
Building Form	bungalow	
Roof Form	cross gable	
Roof Materials	asphalt	
Exterior Wall Materials	asbestos	
Foundation Materials	concrete block	
Window Materials	wood	
Window Type	1/1 sash	
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Number/Type:		

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a side gable roof with a shed-roof dormer over the front roof slope. The raised foundation is composed of concrete block and contains rectangular window openings. Walls are clad in asbestos and horizontal vinyl siding. The roof is covered in asphalt shingles with no eaves. A set of two concrete steps leads to a front entrance stoop the façade (west elevation) sheltered by a front-gabled hood project from the dormer. No door is extant in the single-leaf door opening on the façade. Extant windows include 1/1 and 6/6 wood sash windows, many of which have been boarded up with plywood from the inside. Excepting the basement windows, all windows appear to rest in original wooden surrounds. An exterior, red brick chimney is centered on the north elevation.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Minimal Traditional bungalow at 13966 Ward Avenue was one of the second-phase dwellings, constructed in 1947. Ward Avenue was developed primarily as a residential street; of note was the construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 13966 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Minimal Traditional style, which, by design, includes limited architectural details. Loss of original windows, doors, porch/entry materials, and general deterioration of original building materials have impacted character-defining features that would lend it architectural distinction or make it exemplary of the Minimal Traditional style, bungalow type, or particular method of construction. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 13966 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14002 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024746				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389244	Long: -83.172958			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Other <input type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1926	
Architectural Style	Colonial Revival	
Building Form	rectangular	
Roof Form	gambrel	
Roof Materials	asphalt	
Exterior Wall Materials	aluminum	
Foundation Materials	concrete block	
Window Materials	wood	
Window Type	1/1 sash	
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Number/Type:		

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a gambrel roof with a shed-roof dormers over the front and rear roof slopes. The raised foundation is rusticated concrete block and contains replacement metal-framed windows. Walls are clad in aluminum siding. The roof is covered in asphalt shingles and eaves are boxed. A full-width porch on the west elevation has a concrete-block foundation and concrete steps, but no roof or supports. A minimal roof overhang created by the gambrel roof and full-width dormer addition features a rounded-arch cutout over the off-center entry door. The entry door is boarded up with plywood. Two sidelights have been inserted flanking the entry door, but are also boarded up. A secondary entry on the south elevation is at grade and has no door. The majority of windows are single, paired, and triple 1/1 wood sash. Single fixed windows on the north elevation appear to be replacements.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Colonial Revival-style building at 14002 Ward Avenue was one of the first-phase dwellings, constructed in 1926. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14002 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed with Colonial Revival elements; however, it has been subject to alterations and deterioration resulting in the loss of enough character-defining features that would lend it architectural distinction or make it exemplary of the Colonial Revival style or particular method of construction. Replacement features include wall cladding and some windows. Entry elements at the west elevation, including the arched entry, have deteriorated. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14002 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned,

leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14008 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024747				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389256	Long: -83.172960			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1925		
Architectural Style	Craftsman		
Building Form	rectangular		
Roof Form	front gable		
Roof Materials	asphalt		
Exterior Wall Materials	wood		
Foundation Materials	concrete block		
Window Materials	wood		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a front gable roof. The raised foundation is concrete block and contains wood-framed windows. Walls are clad in horizontal wood board, and what appears to be either wood or composite shingle in the front gable end. The roof is covered in asphalt shingles and has deep eaves closed with a metal or vinyl soffit. A full-width, engaged porch spans the west elevation and features two wood shingle-clad piers capped with tapered posts at the corners and two wood-shingle-clad piers with no posts flanking a central set of concrete steps. The entry door is boarded up with plywood. Visible windows are 1/1 wood sash, although many have been boarded up with plywood. The window in the front gable end appears to be a wood awning type.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Craftsman-style dwelling at 14008 Ward Avenue was one of the first-phase dwellings, constructed in 1925. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14008 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed with Craftsman elements; however, it has been subject to alterations and/or deterioration resulting in the loss of enough character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style or particular method of construction. Replacement features include roof trim, porch components, and some windows. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14008 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity,

and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14023 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22025263				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389557	Long: -83.173266			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1954
Architectural Style	Ranch
Building Form	Gable Front
Roof Form	Front gable
Roof Materials	asphalt
Exterior Wall Materials	Asbestos; vinyl
Foundation Materials	concrete
Window Materials	Wood
Window Type	Fixed
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	1; garage

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>		
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>					
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name			
Not Eligible <input checked="" type="checkbox"/>						
Area(s) of Significance	N/A					
Period(s) of Significance	N/A					
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A						
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):		
Historic Name	dwelling					
Current/Common Name	dwelling					
Historic/Original Owner	unknown					
Historic Building Use	Single family dwelling					
Current Building Use	Single family dwelling					
Architect/Engineer/Designer	unknown					
Builder/Contractor						

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a front gable roof with a raking wood cornice. The foundation is concrete block. Side elevations (north and south) are clad in asbestos siding, and the façade (east elevation) is clad in vinyl siding. The roof is covered in asphalt shingles. A partial gable return on the north half of the façade creates a pent roof over the main entrance, a single-leaf doorway in the north bay of the façade. The door, a modern flush replacement, opens onto a low concrete stoop. Adjacent to the door and also covered under the pent roof is a fixed 4x5 wooden fixed-light window. A single-light wooden awning window is present in the remaining (south) bay of the façade, and is covered under a metal awning. A rectangular vent is present in the front gable. Visible side elevation windows (north side) are boarded with plywood, but appear to be wooden single-light awnings such as the one on the façade. A central parged chimney rises over the roof ridge.

West of the dwelling stands a single-bay garage or apartment with a gable roof. The garage is obscured from right of way by overgrowth; visible in aerial imagery are windows on the east and south elevations. No doors, pedestrian or auto, are visible.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Built c. 1954, the Ranch dwelling at 14023 Ward Avenue was one of these later, postwar houses. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14023 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was following the major reconstruction and redevelopment of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is an example of a gable-front Ranch-type dwelling, but lacks an intact collection of architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14023 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14030 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024750				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389567	Long: -83.173037			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1926		
Architectural Style	Craftsman		
Building Form	bungalow		
Roof Form	side gable		
Roof Materials	asphalt		
Exterior Wall Materials	asbestos		
Foundation Materials	concrete block		
Window Materials	wood		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a side gable roof with a hipped-roof dormer over the front roof slope. The raised foundation appears to be concrete block and contains windows that have been boarded up. Walls are clad in asbestos siding on the first story, and in wood shingle in the gable ends. The roof is covered in asphalt shingles and has deep eaves. A full-width, engaged porch has four brick piers with columns atop, wood framing, and a central wood stair. The entry door (west elevation) is boarded up with plywood. Windows appear to be primarily a mix of original wood and replacement metal 1/1 sash. The hipped roof dormer over the porch contains a tripartite window with a metal awning.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Craftsman-style bungalow at 14030 Ward Avenue was one of the first-phase dwellings, constructed in 1926. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14030 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Craftsman style; however, it has been subject to alterations and deterioration resulting in the loss of character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or particular method of construction. Replacement features include wall cladding, doors, and some windows. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14030 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned,

leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14036 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024751				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389844	Long: -83.173010			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1923		
Architectural Style	Craftsman		
Building Form	bungalow		
Roof Form	side gable		
Roof Materials	asphalt		
Exterior Wall Materials	asphalt shingle		
Foundation Materials	concrete block		
Window Materials	wood		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a generally rectangular plan and is capped by a side gable roof with a front-gable projecting entry porch. The foundation appears to be concrete. Walls are clad in an asphalt shingle that mimics brick; horizontal wood board is visible on the north elevation where asphalt shingle cladding has worn away. The roof is covered in asphalt shingles and has deep eaves. A single-bay wood-framed entry porch projects from the west elevation and features a pedimented, front gable roof with slender wood post supports and a side entry stair. The entry door on the west elevation was not visible. The rear (east) elevation may be an addition; it is shed-roofed with an interior concrete-capped chimney. An additional interior chimney is centered in the rear half of the dwelling. Visible windows are primarily 1/1 wood sash.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Craftsman bungalow at 14036 Ward Avenue was one of the first-phase dwellings, constructed in 1923. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14036 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Craftsman style; however, it has been subject to alterations and deterioration resulting in the loss of character-defining features that would lend it architectural distinction or make it exemplary of the Craftsman style, bungalow type, or particular method of construction. Replacement features include wall cladding, doors, and porch materials. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14036 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century

American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14045 Ward Avenue		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22025259		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.389842	Long: -83.173379	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1923
Architectural Style	Craftsman
Building Form	bungalow
Roof Form	side gable
Roof Materials	asphalt
Exterior Wall Materials	Fibreboard
Foundation Materials	Not visible
Window Materials	Wood
Window Type	Double hung sash
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	1; garage

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a side gable roof with wood rake and soffit. A front-gable dormer rests centrally over the front (east) roof slope. The building foundation is not visible. Exterior walls are clad in Insulbrick (fibreboard). A full-width, engaged porch extends across the façade (east elevation). The porch is covered under the extended main roof, which features exposed rafter tails across the front. The porch is enclosed with a solid balustrade and tapered columns; balustrade and columns are also clad in Insulbrick siding. The roof over the dwelling is covered in asphalt shingles. A set of central wood steps gives access to a single-leaf doorway on the porch. The door is flanked by a set of three wood 1/1 double hung sash and a single 1/1 double hung sash. Above the porch, the dormer also contains a set of three wood 1/1 double hung sash. Side elevation windows on the first and upper half stories are double hung wood sash and wooden 3-lights. Most windows and the front door are boarded with plywood. An interior brick chimney rises over the rear portion of the house. A shed-roof bump-out extends off of the rear (west) elevation.

Behind (west of) the dwelling stands a 2-bay, gable-front garage, likely constructed around the same time as the house (c. 1923). The rectangular-plan garage is also clad in Insulbrick siding, and contains two double-leaf sets of board-and-batten garage doors. Centered above the doors in the gable is a 2-light wood window. The roof is covered in asphalt shingles and features exposed rafter ends.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1923, the Craftsman bungalow at 14045 Ward Avenue was one of these earlier, houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14045 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the initial construction of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common example of a Craftsman bungalow type, and lacks an intact collection of historic, architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Craftsman style or bungalow type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14045 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14101 Ward Avenue		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22025258		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390112	Long: -83.173421	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1955
Architectural Style	Ranch
Building Form	Rectangular
Roof Form	Hipped
Roof Materials	asphalt
Exterior Wall Materials	Brick; wood
Foundation Materials	concrete
Window Materials	Wood
Window Type	2/2 horizontal sash
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story Ranch dwelling has a rectangular plan and is capped by a hipped roof with closed, overhanging eaves. The plan includes an integral carport at the west end of the building. Prior documentation (2012) shows that the dwelling rests on a raised concrete foundation, which is currently obscured by overgrowth. Lower walls are clad in brick veneer, and upper walls are clad in wooden siding. The roof is covered in asphalt shingles and features wood fascia and closed wooden eaves. The front (south) entry porch is no longer full intact; remnants include a single low, solid balustrade wall clad in PermaStone veneer and capped with concrete coping, extending perpendicular off of the façade. The concrete porch floor extends from the wall across the entry and adjacent window bays. No roof or other porch components remain. Façade windows include three pairs of 2/2 horizontal-light sash wood sash windows. Windows rest over a continuous concrete sill course. The west end of the dwelling is dominated by the carport, which is supported over a concrete block end wall. The east elevation contains a set of three 2/2 horizontal-light sash wood sash windows, as well as one pair of 1/1 double hung wood sash. The rear elevation contains paired 1/1 double hung wood sash, and a rear entrance. An interior brick chimney rises over the front (south) roof slope.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Built c. 1955, the Ranch dwelling at 14101 Ward Avenue was one of these later, postwar houses. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14101 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was following the major reconstruction and redevelopment of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is an example of a hipped-roof Ranch-type dwelling, but lacks an intact collection of architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Ranch style or building type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14101 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have

represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14140 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024759				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390637	Long: -83.173340			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	1929		
Architectural Style	Tudor Revival		
Building Form	rectangular		
Roof Form	cross gable		
Roof Materials	asphalt		
Exterior Wall Materials	brick		
Foundation Materials	concrete block		
Window Materials	wood		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/2/2022	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a generally rectangular plan and is capped by a cross gable roof with a side-gable projecting entry bay. The foundation appears to be concrete block and contains windows that have been boarded up. Walls are clad in brick veneer, and wood shingle in the north and south elevation gables. The roof is covered in asphalt shingles and has narrow eaves. A single-bay concrete entry stoop projects from the west elevation. The rounded-arch entry door on the west elevation is boarded up with plywood. The north elevation has a secondary entry, but the door and entry components are no longer extant. Brick veneer is also missing from this and the rear (east) elevation, exposing concrete block and horizontal wood siding components. Visible windows are primarily single and paired 1/1 wood sash. Some panes have been replaced with plywood.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Tudor Revival dwelling at 14140 Ward Avenue was one of the first-phase dwellings, constructed in 1929. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14140 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Tudor Revival style, with some of its details intact, most notably, its projecting rounded-arch entry and swooping roof detail. Loss of original windows, doors, porch/entry materials, and wall cladding, and general deterioration of original building materials have impacted character-defining features that would lend it architectural distinction or make it exemplary of the Tudor Revival style or particular method of construction. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14140 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity,

and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14151 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22025251				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.390765	Long: -83.173411			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1926
Architectural Style	Craftsman
Building Form	bungalow
Roof Form	cross gable
Roof Materials	asphalt
Exterior Wall Materials	Brick
Foundation Materials	Not visible
Window Materials	N/A
Window Type	N/A
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling is abandoned and heavily obscured by dense overgrowth. Features visible from the right-of-way, as well as discernible from current aerial imagery and prior (2012) documentation are described here. The bungalow has a rectangular plan and is capped by a cross gable roof. A full-width, front-gable porch covers the façade (east elevation), and a hipped-roof dormer is centered above the porch. The building foundation is not visible. Exterior walls are clad in blond brick. The roof is covered in asphalt shingles and features exposed rafter tails. A set of wood steps gives access to porch at its south end. The porch has a solid brick balustrade with concrete coping, and brick-clad piers capped by tapered brick-clad columns. Brick veneer in the porch gable has detached in places, revealing the veneer at this location to be only a half- or quarter-wythe thick. Visible doors and windows are missing or boarded. Side and rear elevations were entirely obscured by overgrowth during the survey.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1926, the Craftsman bungalow at 14151 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14151 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the initial construction of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building lacks an intact collection of historic, architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Craftsman style or bungalow type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14151 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations

resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form

Property Overview and Location



Street Address	14166 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22024762				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391013	Long: -83.173119			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below Commercial <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Other <input type="checkbox"/>	Structure <input type="checkbox"/> Object <input type="checkbox"/>
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Architectural Information

Construction Date	1940	
Architectural Style	Minimal Traditional	
Building Form	bungalow	
Roof Form	side gable	
Roof Materials	asphalt	
Exterior Wall Materials	asbestos	
Foundation Materials	concrete block	
Window Materials	wood	
Window Type	1/1 sash	
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Number/Type:		

Eligibility

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	single family dwelling			
Current Building Use	vacant			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	2/25/2022	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1-story dwelling has a rectangular plan and is capped by a side gable roof. The raised foundation is concrete block and contains windows that have been boarded up. Walls are clad in asbestos siding. The roof is covered in asphalt shingles with no eaves. A single-bay, concrete entry stoop is centered on the west elevation. What may have been an awning over the entry door is no longer extant. The entry door is boarded up with plywood. A secondary entry on the south elevation is also boarded up. Visible windows on the north (3) and south (3) elevations are 1/1 wood sash windows. Panes have been replaced with plywood. An interior brick chimney is centered on the east elevation.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. The Minimal Traditional bungalow at 14166 Ward Avenue was one of the second-phase dwellings, constructed in 1940. Ward Avenue was developed primarily as a residential street; of note was the 1948–1950 construction of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14166 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the development of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The dwelling was constructed in the Minimal Traditional style, which, by design, includes limited architectural details. Loss of original windows, doors, porch/entry materials, and general deterioration of original building materials have impacted character-defining features that would lend it architectural distinction or make it exemplary of the Minimal Traditional style, bungalow type, or particular method of construction. The property is therefore not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14166 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity,

and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

McAlester, Virginia Savage. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 2013.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14173 Ward Avenue		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22025248		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391051	Long: -83.173424	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/> Public-Federal <input type="checkbox"/> Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1926
Architectural Style	Craftsman
Building Form	bungalow
Roof Form	side gable
Roof Materials	asphalt
Exterior Wall Materials	Fibreboard; asbestos
Foundation Materials	Concrete block
Window Materials	wood
Window Type	1/1 sash
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling is abandoned and in a state of disrepair. The bungalow has a rectangular plan and is capped by a side gable roof with closed overhanging eaves. An engaged porch, formerly full-width across the facade, now covers just the north half, with the south half of the porch having collapsed. A large shed-roof dormer is centered over the porch. The building foundation is not visible, but was previously recorded (2012) as being concrete block. Exterior walls are clad in Insulbrick (fibreboard) siding, with asbestos siding in the gables and on the dormer. Both siding materials are heavily deteriorated. The roof is covered in asphalt shingles. A set of wood steps gives access to porch at its north end. Extant portions of the porch include square wood columns over a wood deck. The front door and windows are boarded with plywood. Dormer windows are no longer present. Visible side elevation windows are also either missing or boarded; the only partially intact window is a 1/1 wood sash window with no panes, located in the north gable. A central brick chimney rises over the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1926, the Craftsman bungalow at 14173 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14173 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built prior to the initial construction of the Coolidge Terminal, and does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building lacks an intact collection of historic, architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Craftsman style or bungalow type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14173 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned.

leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14211 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22025244				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391593	Long: -83.173482			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1928		
Architectural Style	Tudor Revival		
Building Form	Rectangular		
Roof Form	Cross gable		
Roof Materials	Asphalt		
Exterior Wall Materials	Brick; wood		
Foundation Materials	Not visible		
Window Materials	Wood; vinyl		
Window Type	1/1 sash		
Outbuildings	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
Number/Type:			

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a cross gable roof. The building has a raised basement containing glass block windows. A front-gable entry porch covers the south bay of the façade (east elevation), and an uncovered portion of the porch deck extends across nearly the full façade, capped by an open metal balustrade. The raised porch foundation is brick, the floor is concrete, and steps to the door are wood. The building is clad primarily in brick veneer, with false half-timbered board-and-batten siding in the front gable, and wood shingles in the side gables. The roof is covered in asphalt shingles and features a raking wood cornice. The front door is a steel or fiberglass replacement; front windows on the main level are a band of three double hung sash, all replacement vinyl. All first story windows rest in wood surrounds and over concrete sills. A replacement sash window is centered in the front gable. The façade is embellished with a swooping wingwall at the northeast corner, and by inlaid stone or cementitious stone in the front porch gable. An interior chimney rises near the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1928, the Tudor Revival at 14211 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 (the same year as the dwelling at 14211 Ward Avenue) of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14211 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built in the same year as the initial construction of the Coolidge Terminal, but does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common Tudor Revival-style cottage, and lacks an intact collection of historic, architectural characteristics that would make it a distinctive, typical, or otherwise notable example of the Tudor Revival style or cottage type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14211 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned.

leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14219 Ward Avenue		
City/Township, State, Zip Code	Detroit, MI 48227		
County	Wayne		
Assessor's Parcel #	22025243		
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391697	Long: -83.173450	
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>
		Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1929
Architectural Style	Tudor Revival
Building Form	Rectangular
Roof Form	Front gable-on-hip
Roof Materials	Asphalt
Exterior Wall Materials	Brick; wood
Foundation Materials	Not visible
Window Materials	Wood
Window Type	3/1 sash
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/>
	Feeling <input type="checkbox"/>	Association <input type="checkbox"/>		
General Integrity:	Intact <input checked="" type="checkbox"/>	Altered <input type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 2-story dwelling has a rectangular plan and is capped by a front-gable-on-hip roof. The building has a raised basement, though the foundation material is not visible. A front-gable entry bay is nested within the main front front-gable, which has a steep pitch and comprises the width of the façade (east elevation). The lower walls of the building are clad in polychrome brick veneer; the front gable is clad in false half-timbering; and the upper story under the hipped roof is clad in wood shingles. The roof has closed overhanging eaves and wood barge board, and is covered in asphalt shingles. The entry bay covers the south bay of the façade and opens onto an uncovered concrete porch deck that extends across the full façade, capped by an open metal balustrade. The raised porch foundation is brick, the floor is concrete, and steps to the door are concrete. The front door is a steel or fiberglass replacement covered by a security grate, and rests within a round-arch surround featuring brick rowlock and stucco. Facade windows include a set of three double hung 3/1 wood sash on each level. Side elevation windows on the first and second stories are not fully visible, but appear to be primarily single and paired wood sash. An interior chimney rises near the roof ridge.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1929, the Tudor Revival at 14219 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14219 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built following initial construction of the Coolidge Terminal, but does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common example of a 1920s-era Tudor Revival-style cottage, and lacks architectural features that would render it sufficiently distinctive, typical, or otherwise a notable example of the Tudor Revival style or cottage type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14219 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a

substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14225 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22025242				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391763	Long: -83.173463			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1929
Architectural Style	Tudor Revival
Building Form	Rectangular
Roof Form	Cross gable
Roof Materials	Asphalt
Exterior Wall Materials	Brick
Foundation Materials	Not visible
Window Materials	Wood, vinyl
Window Type	Slider; fixed; sash
Outbuildings	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Number/Type:	1; garage/carport

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a cross gable roof. The building has a raised basement, though the foundation material is not visible. The walls of the building are clad in skintled brick veneer. The roof is covered in asphalt shingles and has a raking, molded wood cornice. A full-width front porch covers the façade (east elevation), and consists of a raised concrete porch deck capped by an open metal balustrade and a metal awning roof supported on flat metal posts. The front entrance is accentuated by a front-gable bay at the north end of the façade (east elevation), and has a steep pitch and a jerkinhead gable peak. The door is a round-arch wood single-leaf with a small square light. A second, larger steep-pitch front-gable with jerkinhead peak covers the center bay of the façade, and contains a fixed, round-arch 6-light window in the upper half story. The first-story window is a large replacement vinyl slider. Visible side elevation windows are single 1/1 double hung sash and vinyl sliders, all resting over concrete sills. Basement level windows are glass block. A gable end chimney with skintled brickwork and a concrete cap stands against south elevation.

West of (behind) the dwelling stands a front-gable garage and carport, constructed c. 2009. The building is not fully visible from right-of-way. It is clad in what appears to be vinyl siding. The south half of the building comprises an open carport, and the north half appears to contain a roll top door over a vehicular bay. No windows are visible. The gable roof is covered in asphalt shingles.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPQs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1929, the Tudor Revival at 14225 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

Statement of Significance/Recommendation of Eligibility

Provide a detailed explanation of the property's eligibility for the National Register. Include an evaluation under at least one of the four National Register Criteria and one Area of Significance. Include a discussion of the seven aspects of integrity, and make a recommendation about eligibility. This is required for all properties.

Research did not reveal the residential property at 14225 Ward Avenue to be associated with events, themes, patterns or people significant in local, state, or national history. The dwelling was built following initial construction of the Coolidge Terminal, but does not appear to have any significant associations with that transportation-related facility. The property is therefore not eligible under Criteria A or B. The building is a common example of a 1920s-era Tudor Revival-style cottage, and lacks architectural features that would render it sufficiently distinctive, typical, or otherwise a notable example of the Tudor Revival style or cottage type. The property is not eligible under Criterion C. The property is unlikely to yield any information important to further historical study, and is not eligible under Criterion D. Due to an overall lack of significance, the residential property at 14225 Ward Avenue is not eligible for listing in the NRHP.

There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

List references used to research and evaluate the individual property. For NRPQ's include copies of key documents.

Robinson, Elaine and Evelyn Tidlow. *Architectural and Historical Evaluation of the Coolidge Terminal, Detroit, Wayne County, Michigan*. Prepared for URS Corporation, Minneapolis, MN. August 2012. On file with DDOT.

Michigan SHPO Architectural Properties Identification Form



Property Overview and Location

Street Address	14233 Ward Avenue				
City/Township, State, Zip Code	Detroit, MI 48227				
County	Wayne				
Assessor's Parcel #	22025241				
Latitude/Longitude (to the 6 th decimal point)	Lat: 42.391857	Long: -83.173465			
Ownership	Private <input checked="" type="checkbox"/>	Public-Local <input type="checkbox"/>	Public-State <input type="checkbox"/>	Public-Federal <input type="checkbox"/>	Multiple <input type="checkbox"/>

Property Type

(Insert primary photograph below.)

Building <input checked="" type="checkbox"/> select sub-type below	Structure <input type="checkbox"/>
Commercial <input type="checkbox"/>	Object <input type="checkbox"/>
Residential <input checked="" type="checkbox"/>	
Industrial <input type="checkbox"/>	
Other <input type="checkbox"/>	



Architectural Information

Construction Date	c. 1928
Architectural Style	Tudor Revival
Building Form	Rectangular
Roof Form	Cross gable
Roof Materials	Asphalt
Exterior Wall Materials	Brick; wood shingle
Foundation Materials	Not visible
Window Materials	Wood; vinyl
Window Type	1/1 sash; slider
Outbuildings	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Number/Type:	

Individually Eligible	Criterion A <input type="checkbox"/>	Criterion B <input type="checkbox"/>	Criterion C <input type="checkbox"/>	Criterion D <input type="checkbox"/>
Criteria Considerations:	a. <input type="checkbox"/> b. <input type="checkbox"/> c. <input type="checkbox"/> d. <input type="checkbox"/> e. <input type="checkbox"/> f. <input type="checkbox"/> g. <input type="checkbox"/>			
Component of a Historic District	Contributing to a district <input type="checkbox"/>	Non-contributing to a district <input type="checkbox"/>	Historic District Name	
Not Eligible <input checked="" type="checkbox"/>				
Area(s) of Significance	N/A			
Period(s) of Significance	N/A			
Integrity – Does the property possess integrity in all or some of the 7 aspects? N/A				
Location <input type="checkbox"/>	Design <input type="checkbox"/>	Materials <input type="checkbox"/>	Workmanship <input type="checkbox"/>	Setting <input type="checkbox"/> Feeling <input type="checkbox"/> Association <input type="checkbox"/>
General Integrity:	Intact <input type="checkbox"/>	Altered <input checked="" type="checkbox"/>	Moved <input type="checkbox"/>	Date(s):
Historic Name	dwelling			
Current/Common Name	dwelling			
Historic/Original Owner	unknown			
Historic Building Use	Single family dwelling			
Current Building Use	Single family dwelling			
Architect/Engineer/Designer	unknown			
Builder/Contractor				

Survey Date	6/15/2020	Recorded By	Diana Garnett	Agency Report #	
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For SHPO Use Only	SHPO Concurrence?: Y / N	Date:	
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Narrative Architectural Description

Provide a detailed description of the property, including all character-defining features and any accessory resources. This is required for all properties.

The 1.5-story dwelling has a rectangular plan and is capped by a cross gable roof. The building has a raised basement, though the foundation material is not visible. The lower walls of the building are clad in brick veneer. Front gables are clad in wooden false half-timbering; side gables are clad in wood shingles. The roof is covered in asphalt shingles and has a raking, molded wood cornice. The front entrance is accentuated by a front-gable bay at the north end of the façade (east elevation), and has a steep pitch and false half-timbering in the gable. The door is a wooden single-leaf that opens onto an uncovered concrete stoop and steps. The stoop rests over a raised brick foundation, and the steps are bracketed by two brick stair walls. Two brick pilasters with wooden gable caps bracket the entrance. A second, larger, steep-pitch front-gable covers the other (south) half of the façade, and contains a replacement fixed window in the upper half story. First-story façade windows are a pair of 1/1 double hung wood sash, covered by storms. Visible side elevation windows are single 1/1 double hung sash and vinyl sliders, all resting over concrete sills. Basement level windows appear to be glass block.

History of the Resource

Provide information on previous owners, land use(s), and construction and alteration dates in a narrative format. This is required for all intensive level surveys, NRPOs, and nominations, and recommended for other identification efforts.

The residential area along Compass Street south of the Coolidge Terminal was first platted as Happy Homes Subdivision between 1914 and 1916. At the time, Compass Street was called Liberty Avenue, and Ward Avenue was called Helmuth Avenue. The area was historically known as Greenfield Township, and was not annexed to the City of Detroit until 1926. The earliest dwellings in Happy Homes Subdivision were constructed during this era, between 1922 and 1929. Built c. 1928, the Tudor Revival at 14233 Ward Avenue was one of these earlier houses. A second wave of construction occurred between the late 1930s and extended through the postwar period, until approximately 1960. Compass Street and Ward Avenue were developed primarily as residential streets; of note was the construction in 1928 of the Coolidge Terminal, originally a streetcar and bus barn, immediately to the west of Ward Avenue.

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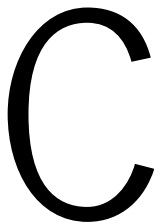
There is furthermore no historic district potential in the Happy Homes subdivision. The neighborhood contains primarily 1920s-1960s dwellings that represent the range of residential building styles and types popular throughout suburban America over the course of those decades. Though the area might historically have represented a significant collection of these various twentieth-century building styles including Craftsman bungalows, Tudor Revival cottages, Minimal Traditionals, and Ranches, the neighborhood has suffered a

substantial loss of integrity. A majority of the residential properties have been demolished and/or abandoned, leaving numerous vacant lots and buildings in states of irreversible disrepair, or have been subject to alterations resulting in a loss of architectural character. The neighborhood no longer demonstrates historic or aesthetic unity, and does not exhibit an intact or significant concentration, linkage, or continuity of early- and mid-twentieth-century American homes. The Happy Homes neighborhood comprising Compass Street and Ward Avenue is therefore not eligible for listing in the NRHP as a historic district.

References

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Survey Photos



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Photo 1. 13136 Compass Street



Photo 2. 13142 Compass Street



Photo 3. 13176 Compass Street



Photo 4. 13178 Compass Street



Photo 5. 13184 Compass Street



Photo 6. 13192 Compass Street



Photo 7. 13310 Compass Street



Photo 8. 13320 Compass Street



Photo 9. 13326 Compass Street



Photo 10. 13332 Compass Street



Photo 11. 13350 Compass Street



Photo 12. 13375 Compass Street



Photo 13. 13500 Compass Street



Photo 14. 13520 Compass Street



Photo 15. 13200 Intervale Street



Photo 16. 14025 Schaefer Highway



Photo 17. 14044 Schaefer Highway, Coolidge Terminal Building



Photo 18. 14044 Schaefer Highway, Coolidge Administrative Building



Photo 19. 14044 Schaefer Highway, Coolidge Gatehouse



Photo 20. 14044 Schaefer Highway, Coolidge Heating Plant



Photo 21. 14044 Schaefer Highway, Coolidge Fare Box House



Photo 22. 14044 Schaefer Highway, Dispatch Building



Photo 23. 14044 Schaefer Highway, Communications Facility



Photo 24. 14111 Schaefer Highway (building not visible behind privacy fence)



Photo 25. 14141 Schaefer Highway



Photo 26. 14201 Schaefer Highway



Photo 27. 14225 Schaefer Highway



Photo 28. 14226 Schaefer Highway



Photo 29. 13952 Ward Avenue



Photo 30. 13966 Ward Avenue



Photo 31. 14002 Ward Avenue



Photo 31. 14008 Ward Avenue



Photo 33. 14023 Ward Avenue



Photo 34. 14030 Ward Avenue



Photo 35. 14036 Ward Avenue



Photo 36. 14045 Ward Avenue



Photo 37. 14101 Ward Avenue



Photo 38. 14140 Ward Avenue



Photo 39. 14151 Ward Avenue



Photo 40. 14166 Ward Avenue



Photo 41. 14173 Ward Avenue



Photo 42. 14211 Ward Avenue



Photo 43. 14219 Ward Avenue



Photo 44. 14225 Ward Avenue



Photo 45. 14233 Ward Avenue





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