Coolidge Terminal Replacement Project
Environmental Assessment
January 2023

APPENDIX D

CULTURAL RESOURCES

REPORT AND CORRESPONDENCE

Architectural Resources Survey for Coolidge Terminal Replacement Project

Detroit, Wayne County, Michigan

April 2022

Architectural Resources Survey for Coolidge Terminal Replacement Project, Detroit, Wayne County, Michigan

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Acknowledgements

Jeanne Barnes served as HDR's Task Lead and Principal Investigator for this report. Field investigations were completed by Ms. Barnes and Diana Garnett, Architectural Historian. Ms. Garnett served as the primary author of the document. Graphics and mapping were prepared by Mary Grace McClellan, Senior GIS Specialist, and the technical review was completed by Ms. Barnes.

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)

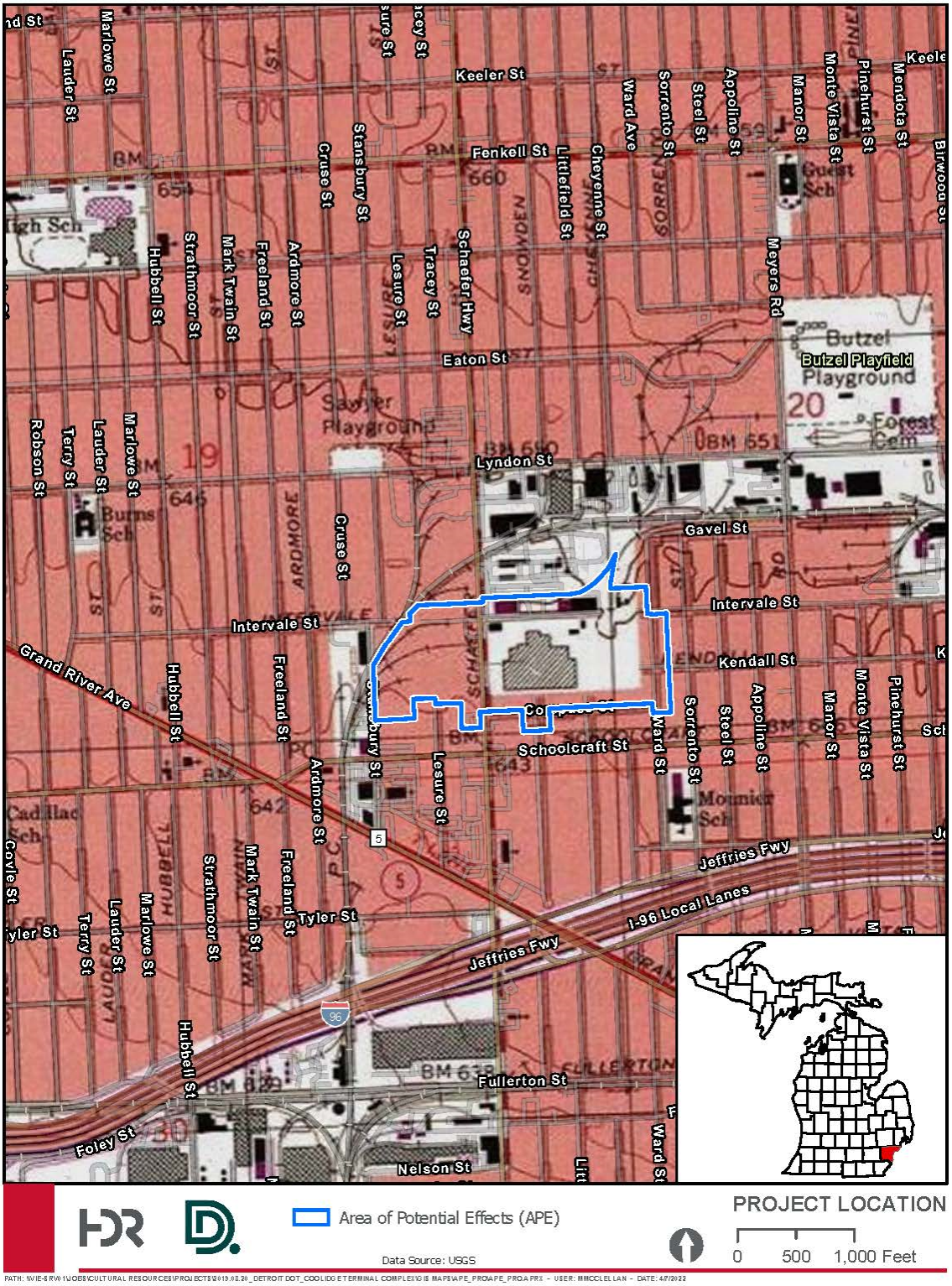


Figure 2. Conceptual Site Plan of Proposed Coolidge Terminal

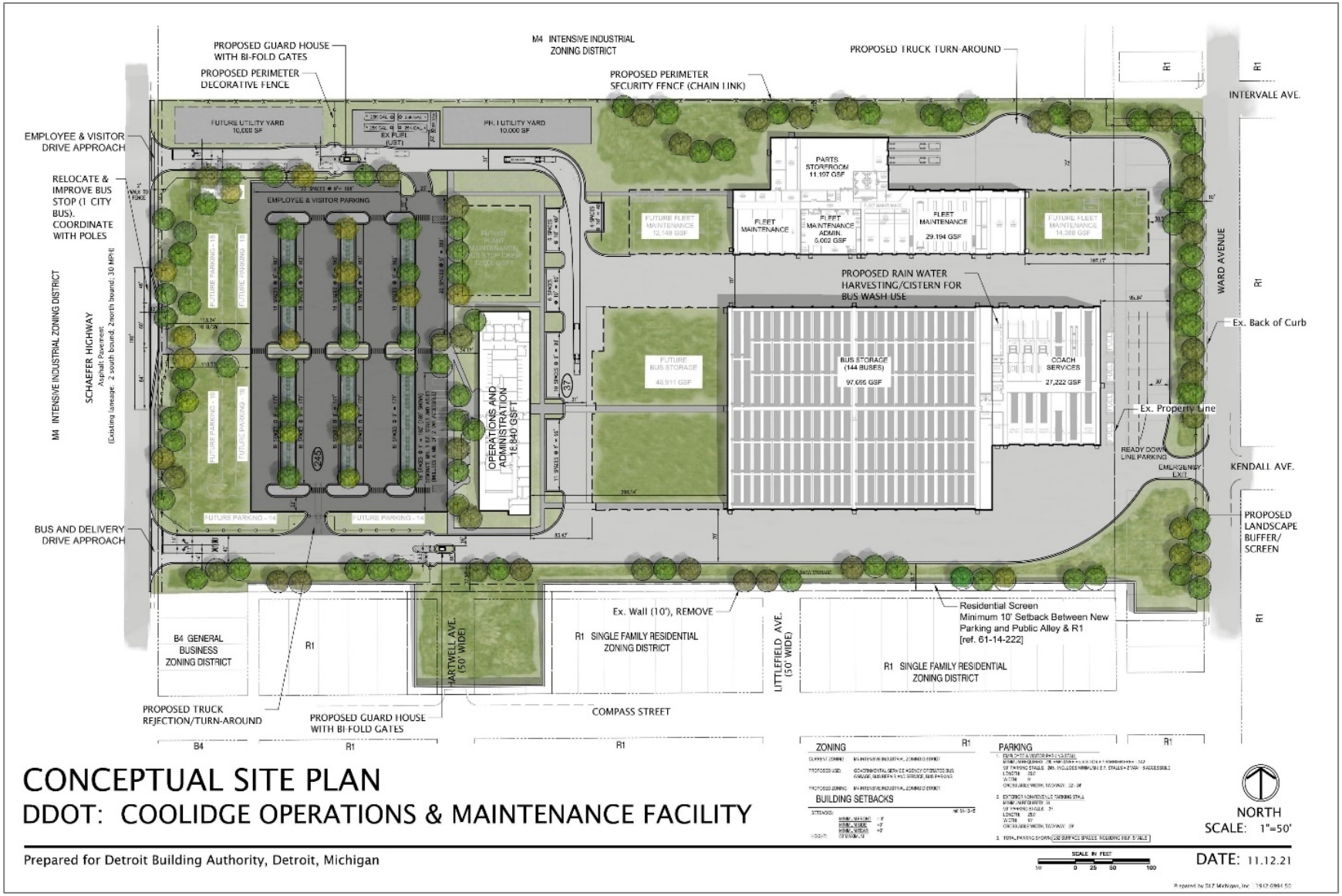
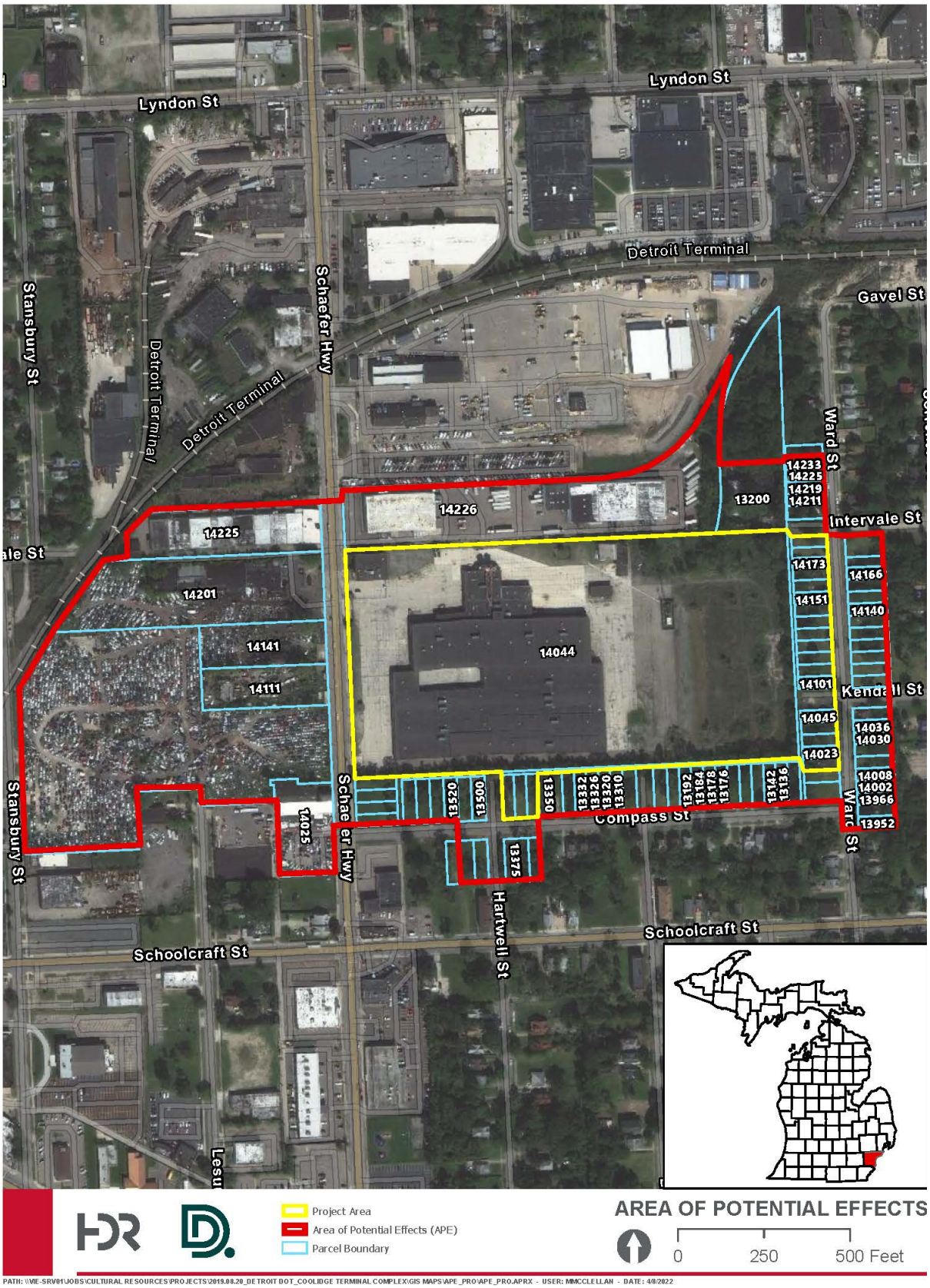


Figure 3. Area of Potential Effects



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, fist 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 Haley 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).

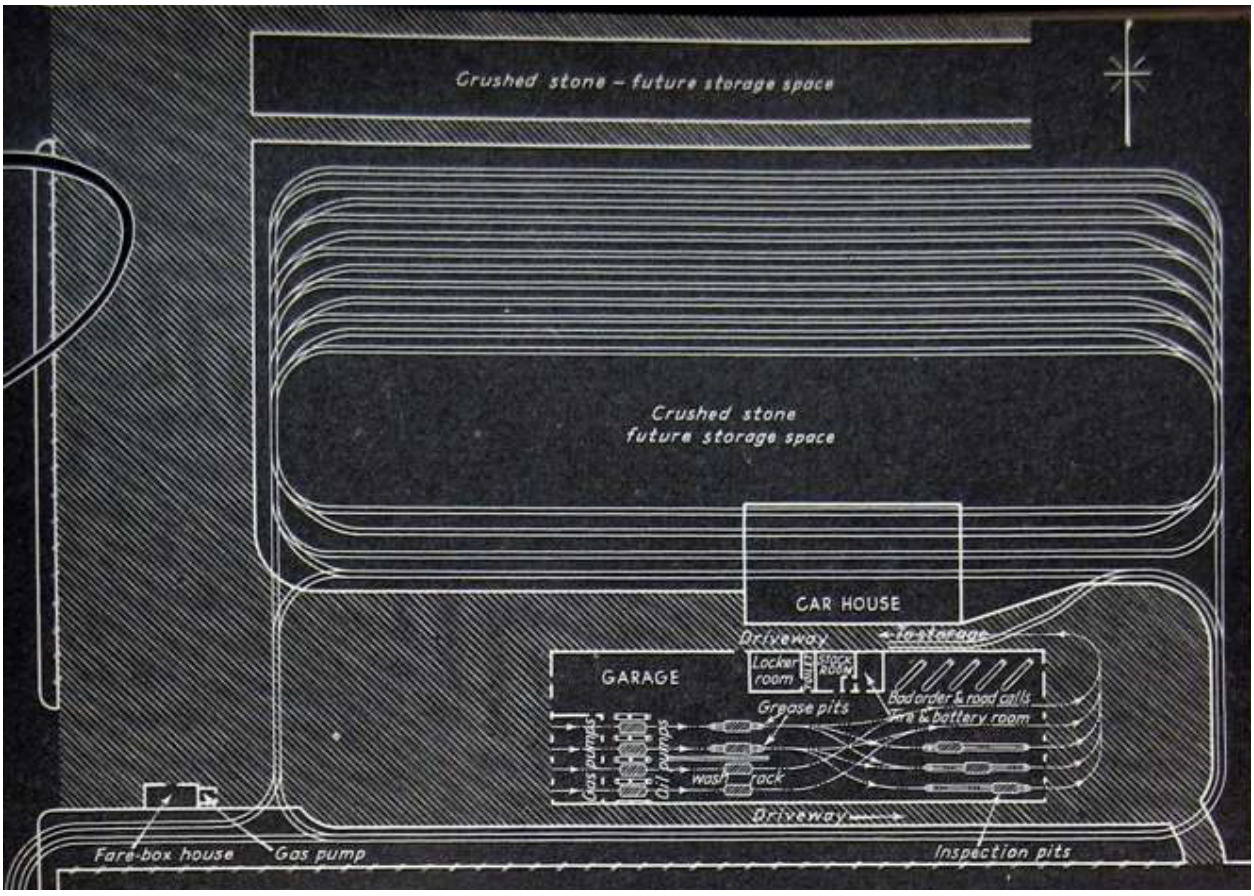
The Coolidge Terminal, located at 14044 Schaefer Highway, was constructed as a car house (trolley)/bus garage and opened on February 26, 1928. The Coolidge Terminal, located about midway on the Grand River Avenue route, was the third streetcar barn built under the city-owned municipal system, and DSR 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 surly 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 Schaeffer 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 to1972, 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.

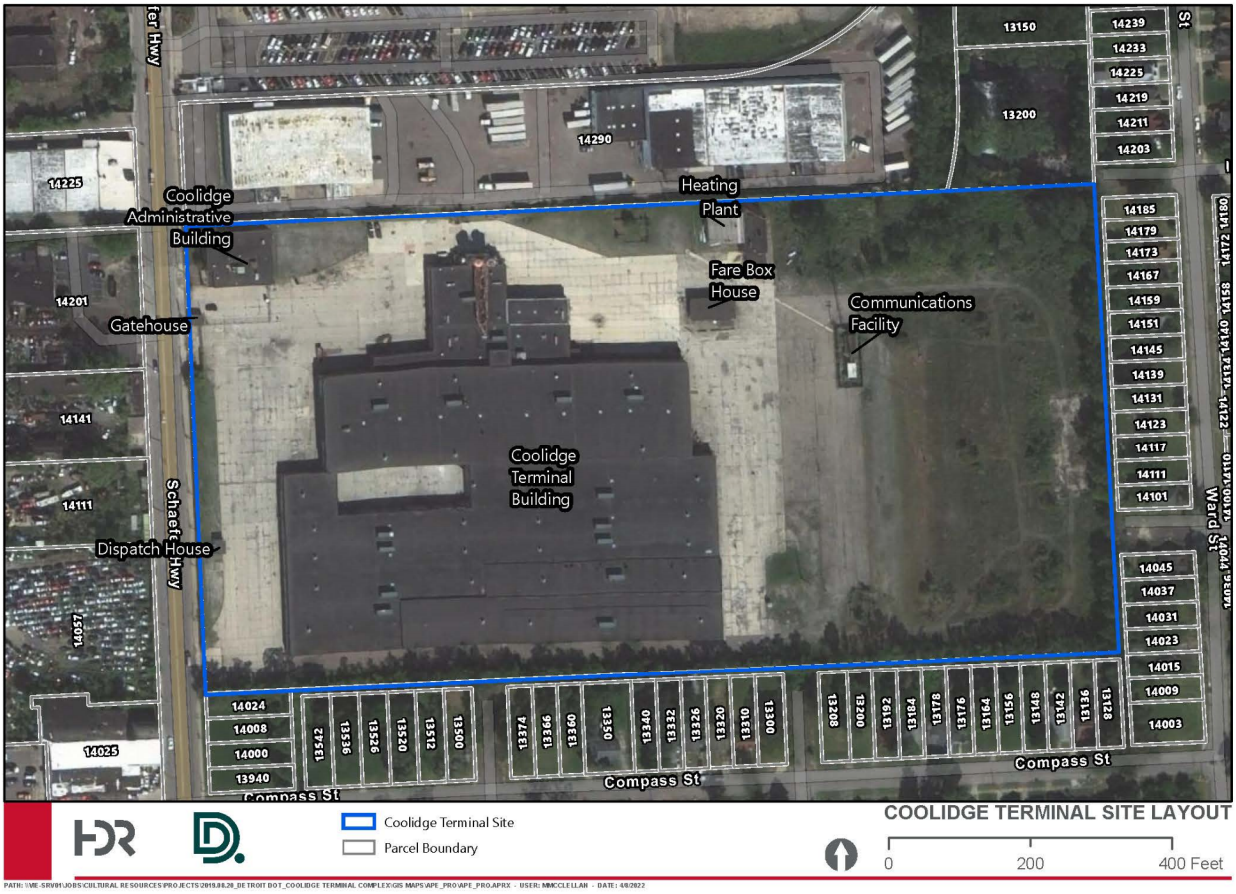
The property is also significant under Criterion B for its association with Mr. O.H. Frisbie, a Detroit native who launched the Detroit-based (originally) O.H. Frisbie Moving & Storage company out of his own local experiences in transporting and storing ice and coal in the same neighborhood where he 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).

<u>Bus Washing Wing</u>

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	

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