

+ United States Department of the Interior
 National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: United States Postal Service Roosevelt Park Station
 Other names/site number: Frederic B. Stevens Inc., APAC Paper & Packaging Corporation
 Name of related multiple property listing:
N/A
 (Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1800 18th Street
 City or town: Detroit State: Michigan County: Wayne
 Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this X nomination request for determination of eligibility meets
 the documentation standards for registering properties in the National Register of Historic
 Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
 In my opinion, the property X meets does not meet the National Register Criteria. I
 recommend that this property be considered significant at the following
 level(s) of significance:

 national statewide X local
 Applicable National Register Criteria:
 X A B X C D

	November 18, 2020
Signature of certifying official/Title:	Date
<u>Michigan SHPO</u>	
State or Federal agency/bureau or Tribal Government	

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

James Gabbert
Signature of the Keeper

12/23/2020
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

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Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>2</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>2</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT/postal service station
INDUSTRY/PROCESSING/Foundry
INDUSTRY/PROCESSING/Metal works

Current Functions

(Enter categories from instructions.)

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK, CONCRETE, METAL: Steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The United States Postal Service Roosevelt Park Station is located in the industrial area south of Detroit's Greater Corktown neighborhood, just a block from the landmark Michigan Central Station Depot. The United States Postal Service Roosevelt Park Station has two sections; a northern building (1923-1924) and a southern building (1925). The northern building is three-stories tall with a partial basement, and in a pentagon-shaped plan. The southern building is two-stories tall on a poured concrete slab. A connecting structure is between the two buildings at the eastern side. Between the two structures is a driveway to access several loading docks. The Roosevelt Park Station building is located at 1800 18th Street, constructed in the Commercial Brick style. The building is constructed of cast-in-place concrete frame, and floor and roof slabs. All of the reinforced concrete structure is exposed to view throughout the building. The reinforced concrete frame is exposed at the exterior of the northern building and was painted white at some point in history. The original interior has been renovated for warehouse and manufacturing use on the lower levels. The building retains integrity to its period of significance.

Narrative Description

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Site Context

The United States Postal Service Roosevelt Park Station is located on a 1.92-acre parcel at 1800 18th Street near Detroit's Greater Corktown neighborhood, just south of the landmark Penn Central Station, known locally as the Michigan Central Depot (NR #75000969). The neighborhood immediately surrounding the building is mixed with both turn-of-the-century single-family homes to the west, and later light-industrial warehouse and factory structures to the north and east. Immediately to the north of the Roosevelt Park Station is a twelve-foot above-ground viaduct for the former Michigan Central railroad tracks (now the Canadian Pacific Railway railroad line). The United States Postal Service Roosevelt Park Station sits on a city block bounded on the north by Newark Street, on the east by 17th Street, on the south by Bagley Street, on the west by 18th Street. The two buildings sit on the north half of the lot. A vacant lot is to the south of the buildings and a paved, asphalt parking lot makes up roughly the southern quarter of the block. The block is situated on a slight northwest-southeast axis. The west-northwestern angle of Newark Street truncates the block on the north end. In order to simplify descriptions of the site, cardinal directions will be used in the nomination.

The Roosevelt Park Station building occupies the north half of the block stretching from 18th Street to the west to 17th Street to the east. At the northwest corner of the block, Newark Street and 18th Street meet to form a forty-five-degree angle that creates a space that was formerly a surface parking lot, but today is covered in dirt, grass, and broken asphalt. Newark Street retains some brick cobble paving at the eastern side of the street adjacent to the railroad viaduct.

The south half of the block is largely vacant land and the southern-most portion is used for parking. The paved parking lot is fenced, and its northern boundary has a brick retaining wall that holds the change in elevation from the vacant land on the north side of the wall. To the north of Newark Street is a twelve-foot above-ground viaduct for the former Michigan Central railroad tracks and the current Canadian Pacific Railway railroad line. The Canadian Pacific Railway line runs east-west and at just five blocks to the east, leading into the Michigan Central Railway Tunnel running under the Detroit River to Canada. The topography of the area decreases in height running from south to north. This elevation change creates a differential in the lower level from the south to north sections of the building.

Structure

The United States Postal Service Roosevelt Park Station has two sections; a northern building (1923-24) and a southern building (1925). The northern building is three-stories tall with a partial basement, and in a pentagon-shaped plan. The southern building is two-stories tall on a poured concrete slab. A connecting structure is between the two buildings at the eastern side. Between the two structures is a driveway to access several loading docks. The northern building (1923) is five-sided in an irregular pentagon shape. The northern building measures approximately 138 (northern façade) by 112 (northeastern façade) by 138 (western façade) by 66 (eastern façade) by 223 (southern façade) feet and has a total of 69,335 square feet. There is a recessed loading dock at the southern end of the northern structure. The building is constructed of cast-in-place concrete frame and floor and roof slabs. All of the reinforced concrete structure is exposed to view throughout the building. The reinforced concrete frame is exposed at the exterior of the building as well, and was painted white at some point in history.

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The southern building (1925) is a two-story, rectangular brick structure with no basement. The building is two-stories in height with a roof monitor that projects above the center of the roof. The southern building measures 223 (north-south) by 132 (east-west) feet. The building has a footprint of approximately 29,745 square feet and a total of approximately 59,490 square feet. The building is constructed of cast-in-place concrete frame and floor/roof slabs. All of the reinforced concrete structure is exposed to view throughout the interior of the building. The reinforced concrete frame is concealed at the exterior of the building with brick veneer, all of which was painted white at some point in history.

A driveway between the North and South structures is accessed from 18th Street. The driveway is approximately 175 feet in length from the 18th Street access to the loading dock at the east side. There is an aluminum chain-link barbed wire gate at the driveway entry. There is a one-story loading dock connecting the two buildings at the eastern side of the structure. The loading dock measures approximately thirty feet in length (eastern façade). The loading dock has a footprint of approximately one thousand square feet. The combined structures of the Roosevelt Park Station building measures a total of 130,085 square feet in area.

Exterior

North Building

The North Building's pentagon-shaped plan gives it five façades; the top one (the north façade) faces the triangular-shaped parking area. The north façade (facing the triangular-shaped parking area) is six bays wide and has no entry at the street level. The 18th Street façade (the western façade) is seven bays wide and three-stories tall at its northern side. The Newark Street façade (northeast façade) is five bays wide and three stories tall, and the 17th Street façade (the eastern façade) is three bays wide and three stories tall. There is a large vehicle and freight door at the northern side of the 17th Street façade. The northern bay of the 17th Street façade is extra wide. The 17th Street façade is adjacent to a two-story connecting structure that runs on the eastern half of the site. The North Building's south façade faces the driveway between the buildings, it is ten bays wide, and adjoins the connecting structure at the eastern side. A deeply recessed loading dock is beneath nine of the ten bays. The western-most bay is enclosed and has two large windows facing the east, onto the loading dock area.

The North Building is faced in multi-wythe yellow brick at the piers and infill walls. The infill walls are between the concrete window sills and the exposed concrete floor slabs. Both the vertical and horizontal reinforced concrete structural members are exposed. The entire building was painted white many years ago, but in areas where the paint is spalling, it is evident that the original brick is a glazed yellow. The upper two stories have large industrial steel multipaned windows (five over six) that have a cast stone sill. The windows of the lower-level (first floor) have been infilled on every facade. On the north façade facing the triangular parking lot, the four eastern windows of the lower level have a two-part slider window installed at the top of the original window opening. The north façade's window location on the second story, in the bay that is second from the east, has brick infilling the opening. (This closed window is an original design.)

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On the 17th Street façade (the northeastern façade at Newark Street), the northern-most window on the third-level was divided in half and the southern side was infilled with brick. (This infilled window is likely a mid-century era renovation.) The southern half of the window is filled with brick, and the northern half retains its original factory windows (three over six). A rusted steel support for the former conveyor belt system remains in place near the former window opening. There is a loading dock at the northern-most by on the first floor.

The North Building's 18th Street façade (western façade) is seven bays wide, faced in glazed yellow brick and exposed concrete structure that has been painted white. There is a lower-level (basement) pedestrian entry at the street level, recessed into the structure. This entry door was the main entry door for the entire building. Because the building is sited on an inclining topography, the level of the basement shortens as the façade continues to the south. Historic photos show that the first level's southern four bays were historically bricked, and never open windows. The windows of the two northern bays of the lower level have been infilled, and today there are many windows of the upper stories that have been painted. The staircase and elevator penthouse projects above the roofline. Terra cotta coping is at the roofline. The roof is flat.

The North Building's southern façade faces a driveway and the South Building's north facade. The eastern side of the property connects to a short addition (the Connecting Building) that joins the North and South Buildings together. The elevation of the driveway rises to the east, eliminating access to the lower-level at the southern side of the North Building. The southern façade is also faced in yellow brick and the reinforced concrete structure is exposed. The windows of the second floor have a cast stone sill and continue for ten bays. A concrete six-riser stair for pedestrians is at the western side of the south façade.

The North Building's pedestrian entrance on 18th Street opens to a small lobby. While this appears to be the original pedestrian entrance, the lobby finishes appear to be from a mid-century renovation completed after the period of significance. There is a staircase to the upper stories on the right of the entry door, and an elevator just east of the staircase. The staircase is accessed by ascending two stairs. The lobby is faced with glazed masonry block units that have been painted white. The lobby leads to a partial basement that runs along the north, north east (Newark Street) and east (17th Street) facades. A narrow tunnel leads from the lobby along the southern half of the basement to the mechanical/electrical room at the eastern side. The western half of the basement floor is finished in wood block. At the 17th Street side of the property is the mechanical/electrical room which has a street-level doorway for loading fuel and equipment. The building structure is exposed including the basement floor, columns, and ceilings which are all concrete. The perimeter walls are brick, and all have been painted white. At the south side of the basement's mechanical room is a narrow tunnel that runs underneath the Connecting Building. The tunnel leads to the South Building's first floor level.

The North Building's second floor is similar in design with exposed concrete members, floors, and columns. The perimeter walls have a veneer of common brick that has been painted white. The floor of the second level is mostly covered in wood block. At the south side of the North Building are truck loading docks, the loading dock doors have been infilled or closed. The North Building adjoins the Connecting Building at the first-floor level and at the eastern edge a connecting ramp joins the South Building. The North Building's third floor is a combination of

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offices and open space. The offices were added in the mid-century era, outside of the period of significance. The open space of the third floor has concrete floors, ceilings, and columns. Much of the flooring in the open space areas are covered in wood block.

South Building

The South Building's southern façade sits on a concrete base, and the walls are comprised of terra cotta structural block and exposed concrete members. The western side of the southern façade is painted white, but the eastern side of the façade is mostly unpainted. The southern façade has no window or door openings. There are areas of grey brick infilling spaces where the terra cotta blocks deteriorated. The southern façade is adjacent to a fenced-in grass lot that is divided from north to south by a chain link fence.

The western façade (the 18th Street façade) has nine bays, each delineated by a proud brick pier. The bays are differing sizes and widths. A large opening for a truck loading dock is at the southern-most bay. There is an aluminum chain-link gate at the loading dock opening. Former window openings on the western façade have been infilled with brick or concrete block. There is a pedestrian door at the northern most bay of the western façade, and a pedestrian door at the second-from the southern-most bay of the western façade (next to the bay with the vehicle entrance). Both of these doors are newer steel doors. The entire western façade has been painted white. Recently, the parapet wall was rebuilt with concrete masonry units (CMU block) that were required for emergency stabilization.

The eastern façade of the Southern Building faces 17th Street. The eastern façade is nine bays wide. The bays are differing sizes and widths. Three large freight openings for truck loading are at the southern-most bay, the third bay from the south, and the sixth bay from the south. The large truck bays have steel roll-down doors that are a recent installation. There is a newer steel pedestrian door in the seventh bay. There are two glass block windows inserted into a former window opening at the first-floor level of the ninth bay. The eastern façade is faced in brick laid in a running bond pattern. At the second level, the building's ninth bay window was likely originally infilled with brick. The other windows of the second level were infilled with concrete block at some point in its history. The brick veneer of the parapet wall is in poor condition, and sections of terra cotta coping were removed in different areas. At some point, metal plates were anchored to unstable areas of the building's parapet. Recently, the parapet wall was rebuilt with concrete masonry units (CMU block) that were required for emergency stabilization. The entire façade was painted white in recent times, although the white paint is now spalling from the brick.

To accommodate the elevation change of the site, beginning at the driveway, the Southern Building was constructed at a lower level. A narrow (approximately four feet in width) pit runs the length of the northern façade at the driveway. The pit is approximately three feet in depth. The northern façade is entirely bricked, with six small windows at the driveway pit. The windows have a divided steel frame one-over-one window. There is a raised curb along the edge of the driveway pit. The northern façade has a square opening for a vent on the second story, and an opening for a vent at the first story. This façade has been painted white, however, one small area at the western-most pier was formerly covered by a sign and never painted. The exposed brick in that area is a red-brown fired brick laid in a running bond pattern. There is an exterior

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staircase that runs from the eastern side of the roof of the Southern Building to the pit at the south side of the Connecting Building.

The South Building's first floor level has large freight access doors on the 17th Street side (the western side). The first-floor level's structure is mostly exposed concrete floors, columns, and ceilings. Brick and concrete block are at the perimeter walls. The walls have been painted white and blue. The northern wall of the South Building's first floor has smaller factory windows that look onto the driveway pit. At the southern side of the 18th Street façade are offices, restrooms, and meeting rooms. The walls of this area are faced with beige-colored glazed concrete masonry units. There is a staircase and elevator at the eastern side of the first-floor level.

The South Building's second floor level is entirely open space with a vehicle entry ramp accessing the space on the 18th Street facade's southern side. The second level's structure is mostly exposed concrete floors, columns and ceilings. Brick and concrete block are at the perimeter walls. The second level has a taller ceiling height because of a monitor running east-west across the center of the roof. The monitor windows are now boarded, but they remain in place.

Connecting Building

A one-story steel-frame Connecting Building is between the North Building and South Building at the east side of the property. The Connecting Building is one-story in height on its west side, and two-stories in height on its east side (the 17th Street façade). The Connecting Building contains two loading docks both at a raised height that is equal to the loading dock height of the North Building. There are steel garage doors at each loading dock opening. A six-riser concrete stair leads to the pedestrian entry between the Northern Building and the Connecting Building. It is not known exactly when the Connecting Building was constructed, but it is seen on aerial maps dated 1949.

The east side of the Connecting Building (the 17th Street façade) has a lower-level faced in concrete at the 17th Street level, much of the concrete facing is spalling and has fallen from a concrete substrate. There is a concrete sill separating the first and second stories. Yellow brick laid in running bond pattern is above. At the second story, the building has two steel factory windows (four over five) now painted over. There is a concrete window sill at each window, painted blue. The entire 17th Street façade was painted white, and much of it is spalling today. The second level is faced in galvanized corrugated metal panels which appear to have been added after the period of significance. The roof is flat and an aluminum gutter and drain pipe system is at the edge of the roofline.

Analysis of Historic Integrity

The United States Postal Service Roosevelt Park Station retains historic integrity. The property continues to convey its historic significance as a mid-1920s parcel post facility in the city of Detroit. The building was constructed as an utilitarian parcel post facility, therefore the aspects of design, workmanship, and materials are of lesser importance than architecturally significant post offices. As such, the aspects of setting, location, feeling, and association take on greater

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significance. The location and setting of the postal station was key to its historic significance. During a time of tremendous growth in the city of the Detroit – in both population and geography, Michigan Central Station was a key gateway for both people and freight. The success of the parcel post system created a significant demand for adequate sorting facilities, which resulted in the creation of the Roosevelt Park Station. The association, therefore, with the adjacent railway station is also a significant aspect of this station. The rehabilitation of the Michigan Central Station after years of disuse will restore, albeit in a different manor, the unique relationship of these buildings.

Like the Michigan Central Station, this building suffered from years of disuse and accumulate disrepair. Some time after the postal service vacated the property, many of the original windows in the South Building were infilled with non-historic materials. However, the window openings are still present and readily identifiable. In 2018 the City of Detroit issued an order that declared the property “a public nuisance” and required “immediate abatement of nuisances” at the property. The order further required the building owner, upon purchase, to make certain repairs to the property.

The order identified eight areas of concern. Some repairs were of a more cosmetic nature, including the removal of peeling paint, repainting, removal of overgrown vegetation, and so forth. Other repairs, however, were more significant. The City of Detroit ordered the repair of “damaged concrete and masonry exterior walls around the entire perimeter” of the property. This is not to say that all exterior walls were failing, but water infiltration and weathering resulted in cracking, crumbling, detachment, and other significant deterioration problems. The City of Detroit further ordered that the property be fully secured and door and window openings be “completely closed.”

This work included repair of dangerous conditions where spalling masonry and concrete construction was falling off the building on to the public right of way. In order to repair the condition, which was especially poor at the window openings, the hot rolled steel window frames, which were historically embedded into the concrete at the perimeter of each opening, had to first be removed in their entirety to sufficiently repair the severely spalling concrete headers. In addition to having to be removed to perform the necessary repairs, the windows themselves were in very poor condition with significantly corroded steel frame members and non-compliant repairs over time. Ample photos and dimensions of the existing conditions were taken prior to removal, and some interior windows remain in good condition that match the profile of the exterior windows. The window openings have been infilled with protective plastic sheeting to prevent weather infiltration.

The original interior plan is also intact, reflecting the Roosevelt Park Station’s original floor plan. The interior was renovated for warehouse and manufacturing use on the lower levels but kept most of the original interior finishes. the wood block floor is very deteriorated with many sections of missing and unusable wood block. The pedestrian door openings and freight door openings remain in their original locations.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance
(Enter categories from instructions.)

POLITICS/GOVERNMENT
ARCHITECTURE

Period of Significance
1923-1936

Significant Dates
1923, 1925

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Everett Winters Co.; builder

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The United States Postal Service Roosevelt Park Station structure at 1800 18th Street in Detroit meets National Register Criteria A and C and embodies the characteristics of a postal sub-station, warehouse, and garage for the sorting and distribution of incoming mail for Detroit. The United States Postal Service Roosevelt Park Station building was originally designed to accommodate the mail and parcel post package sorting as well as first-floor mail truck garage space and loading areas. The first structure, the North Building, was built in 1923-1924, included a conveyor belt to send mail to the top story of the building directly from the railroad mail car. This structure also included a refrigeration unit for perishable packages. The second structure, the South Building, was constructed in 1925. The post office staff and equipment moved to a new building in 1936.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A

The United States Postal Service Roosevelt Park Station building is the embodiment of the United States Postal Service plan to relieve overcrowded postal stations by separating regular mail from parcel post. By diverting parcels to warehouses adjacent to the railway station, the delivery system would be streamlined. Detroit's Roosevelt Park Station building was constructed in two stages. The first building constructed (the North Building) is three stories tall and was built by a private developer from Indianapolis, Indiana who leased the structure to the United States Post Office. The second building (the South Building) was constructed in 1925. The explosion of population of Detroit in the 1920s necessitated the postal system to grow to accommodate the new residents. As the postal system expanded in the 1930s, the postal sub-station structure at 1800 18th Street did not have the capacity needed. A new Roosevelt Park Annex building was constructed in 1936, and the staff and equipment moved to the Annex building.

Criterion C

The design of the United States Postal Service Roosevelt Park Station building is the embodiment of the philosophy of the United States government regarding the design and construction of postal facilities. The Roosevelt Park Station's design reflects the fact that it was constructed in two stages: the first in 1923-1924, and the second 1925. The first building constructed (the North Building) is three stories tall, built near the Michigan Central Train Station viaduct. The second building constructed (the South Building) was a two-story addition connected to the North Building by a hyphen, or Connecting Building, between the truck loading bay.

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Resource History and Historic Context

The United States Postal System

The main form of communication for personal and business transactions in the early twentieth century was via the postal system.¹ The postal system in the United States was organized through the Post Office Department which influenced the political, transportation, publishing, and civil service development of the country through the twentieth century. As the population of the United States grew in the early twentieth century, there were federal policies established regarding the construction of federal buildings. Construction of a large number of public buildings was authorized by the omnibus Public Buildings Act in 1913.² Also in 1913, Congress created the Public Buildings Commission to develop a plan for the construction of all authorized public buildings and to standardize a way to determine the size and project the cost of buildings. The next year, the Public Buildings Commission, chaired by Secretary of Treasury William McAdoo, presented a report to Congress strongly recommending the “practical standardization of buildings” in order to diminish cost. The report recommended that:

“...recognition of the rule that the buildings to be constructed should be suitable for the locations in which they are to be erected, conforming to their surroundings and providing adequate quarters for all branches of the Government there found.”³

The Department of the Treasury established a standardized system, and these policies for constructing cost-efficient public buildings continued throughout the 1920s. According to the National Park Service’s National Register Bulletin #13, the Department of the Treasury rarely employed private architects during this period, which continued through the 1920s.⁴

Parcel Post

In the early beginnings of the United States, the Post Office Department conceived of itself as a deliverer of messages, not packages. In the nineteenth century, a postal patron could use the United States mail for package delivery, but the cost was exorbitant. Most merchants seeking to deliver to customers either used a local wagon, or for longer distances, the services of an express company was used. Postal patrons used the same services. Thus, in the post-Civil War era, the express package industry evolved into an oligopoly of four dominant companies: Adams Express, American Express, Wells Fargo, and United States Express. The four companies coordinated their pricing, and effectively formed a cartel. The express companies closely aligned with the railroads, dominated national parcel transport, and delivered only to chosen well-traveled routes and populated locations.⁵ The United States Post office introduced Rural Free

¹ Boland, Beth M., United States Department of the Interior, National Park Service, Cultural Resources Interagency Resources Division, *National Register Bulletin #13, How to Apply the National Register Criteria to Post Offices*. Revised 1994, page 2.

² United States Postal Service, *History of Post Office Construction 1900-1940*, July 1982, p. 7.

³ *Report of the Public Buildings Commission*, 63rd Congress, Second Session, House of Representatives, Document #936, (Washington, DC: United States Government Printing Office, 1914), p. 6.

⁴ Boland, p. 3.

⁵ Office of the Inspector General, United States Postal Service, *100 Years of Parcel Post*, December 20, 2013, p. 2.

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Delivery in 1902; daily mail wagons delivered to rural areas throughout the country. This government service led to the question of extending delivery service to parcels through the post. Thus, the economic market for farm families supplied by the new rural delivery system led to the Post Office realizing an unexploited business opportunity.

At the turn-of-the-century, a federal investigation led by the Interstate Commerce Commission revealed a pattern of pricing collusion by the express companies. The political climate for reform was launched in the press and a broad national debate began in 1910. By the 1910 election, Congress began hearings to initiate a government parcel delivery enterprise. Named Parcel Post, the concept and its legislation was debated in Congress for the next two years. President Taft endorsed Parcel Post and by 1912, legislation was passed to establish the Parcel Post delivery system. Signed into law by President Taft in 1912, Parcel Post was an immediate success, and more than four million packages were sent in just the first five days of existence. In six months, the Post Office handled approximate 300 million parcels. Parcel Post opened up a national marketplace for mail order goods, and customers gained access to a much broader variety of high quality merchandise.⁶ The main complication that Parcel Post initiated for the United States Postal Service was a lack of warehouse, storage, and infrastructure to accommodate the explosive growth in Parcel Post delivery.

In 1923 the *Detroit Free Press* reported on a new federal plan to use warehouses located adjacent to railroad stations to handle Parcel Post services. The Post Office Department's revolutionary new plan was described as giving people of the United States speedier and safer transportation for Parcel Post at a reduced cost to the government. Pooling parcel post shipments would prevent delays and the use of expensive post office space for Parcel Post would be eliminated.⁷ This is the federal Parcel Post distribution plan that was brought to Detroit.

Detroit Context

President Thomas Jefferson approved funding for the first post office in Detroit in a rented building which opened on January 1, 1803. Detroit's first government-built post office building, the United States Custom House and Post Office, opened on January 30, 1860, at the northwest corner of Griswold and Larned Streets. For thirty-seven years the building housed both the federal courts as well as the post office. When Detroit's population jumped from 45,619 people (1860) to 116,340 in just twenty years, the city's United States Custom House and Post Office was deemed too small and too inadequate for Detroit's needs.⁸

Congress passed the first appropriation for new a Federal Building for Detroit on May 25, 1882, allocating 600,000 dollars (including the real estate acquisition) for a new site. In 1887, an additional federal appropriation was made for a monumental new federal building and post office to be constructed on West Fort Street between Shelby and Wayne Streets.⁹ Constructed between 1890 and 1894, the Post Office and United States Court House was one of Detroit's most majestic and massive structures. The Post Office building was designed in the Romanesque

⁶ Ibid, page 5.

⁷ "Would Revolutionize Parcel Post Service," *Detroit Free Press*, May 1, 1923.

⁸ Austin, Dan, *Forgotten Landmarks of Detroit*, History Press, Charleston, SC, 2012, p. 123.

⁹ Farmer, Silas, *History of Detroit and Wayne County and Early Michigan*, Republished by Gale Research Company, Detroit, Michigan, 1969, pp. 880-881.

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Revival style by Philadelphia architect James H. Windrim. The structure occupied the entire block and the 243-foot clock tower could be seen for miles. Its soaring clock tower and heavy-cut stone gave the building a castle-like appearance. Historian Dan Austin wrote in *Forgotten Landmarks of Detroit*, that the Federal Building would take seven years to build, and only thirty-four years to outgrow.

Austin wrote that when construction of the Federal Building began in 1890, Detroit's population was 205,876, making it the fourteenth largest city in the United States. During the seven years it took to complete the building, the city's population continued to grow. By 1900 Detroit's population had surged almost thirty-nine percent, to 285,704 people.¹⁰ The Federal Building had an addition constructed in 1915, and the gaslights were replaced, and other modernizations were added. The mailroom and other areas were renovated and expanded at that time as well.

Between 1910 and 1920, Detroit's population more than doubled, growing from 465,766 people in 1910 to 993,678 people by 1920. The population doubled again in the next ten years to 1,568,662 by 1930. Detroit's rapid growth in the 1920s overloaded the postal system, and news articles at the time described the concerns regarding the Detroit facilities and their capacity.

On May 17, 1922, a *Detroit Free Press* newspaper story stated that Michigan's thirteenth congressional district representative, Vincent M. Brennan, would introduce a bill providing for the erection of a new three-million-dollar post office and federal office building in Detroit. The old federal building at Griswold and Larned Streets would be demolished, and a new location chosen. This new federal office building would include the post office for downtown Detroit. A *Detroit News* article from February 26, 1922, stated that a bigger post office was necessary in Detroit. Also significant in that article was this description of the allocation:

“A building for an outside distribution center should be erected in proximity to the Michigan Central terminal, so that the mails could be transferred from cars directly to the [postal] station and the cost of rehandling and haulage involved in trucking mail from another point for distribution saved. Some who have studied the local mail service say that a building built on the square opposite the Michigan Central terminal to the east would permit mail being transferred directly from the mail cars to the [postal] station by tracks running into the building or by electric trucks through a tunnel.”¹¹

In 1922 and 1923, the Detroit newspapers reported on federal rumors and speculation about a new post office for Detroit. The *Detroit Times* reported on August 6, 1922, that, “A new building larger than the present main post office quarters will be erected in the immediate vicinity of the Michigan Central terminal.” The same article quoted Detroit Postmaster John W. Smith, “Detroit industries in the past have suffered by reason of the fact that the city is not on the main line of any transcontinental railroad. They have thus been considerably delayed in getting their mail to and from southern and western points. Our contemplated Michigan Central branch should equalize things to a great extent.”¹² The business leaders in Detroit likely played a part in

¹⁰ Austin, p. 136.

¹¹ “Urge Bigger Postoffice,” *Detroit News*, February 26, 1922.

¹² “City Gets Big P. O. Building,” *Detroit Times*, August 6, 1922.

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advocating for the new Post Office station, and the Board of Commerce, and its publication, *The Detroit*, reported on the finished Post Office Station.

On February 24, 1923, a *Detroit Free Press* newspaper story described the federal allocations for the site of the future Roosevelt Park Station:

“An ‘imperative’ recommendation that the government erect a parcel post substation for the Detroit post office is contained in the report of the joint postal commission...It was recommended that a site for the proposed parcel post station be purchased in the vicinity of the Michigan Central Station at a cost not to exceed \$150,000 and that the expense of construction should not exceed \$400,000...and that strictest economy should be lived up to by the post office department.”¹³

A final, definitive story was published on September 20, 1923, by the *Detroit Free Press* announced new construction of three new post office buildings with one building to handle incoming parcel mail.

“The parcel post station will be built on Newark Street, adjoining the Michigan Central railroad tracks, so that packages will be received directly from the Michigan Central depot by a conveyer belt system and then sorted and delivered from the new station... The building will be three stories high.”¹⁴

Roosevelt Park Station

The developer and contractor for the new Postal Station building was announced in September 1923 as well; Raymond D. Brown of Indianapolis, Indiana. Brown formed the “Detroit Postal Station Company” in order to develop the new Roosevelt Park Station building.¹⁵ Brown had assembled approximately twenty-eight parcels of property on the 18th Street block in order to initiate the project. The City of Detroit issued permit # 6959A for a brick, reinforced concrete postal station on December 12, 1923.

Brown owned the Roosevelt Park Station in Detroit and leased the structure to the United States Post Office at a cost of twenty thousand dollars a year. The lease between Brown and the United States Postal Department was signed for ten years (1925-1935) and was a very typical arrangement for the government. The United States Postal Service typically leased property in the early twentieth century for both new post offices and sub-stations. By 1930 there were over four hundred leased Post Office buildings in the United States.

¹³ “Parcel Post Station Looms,” *Detroit Free Press*, February 24, 1923.

¹⁴ “Mail Congestion Relief Promised,” *Detroit Free Press*, September 20, 1923.

¹⁵ “New Michigan Corporations,” *Michigan Manufacturer and Financial Record*, Vol. 32, October 6, 1923.

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Association with Michigan Central Station

The United States Postal Service Roosevelt Park Station was sited adjacent and immediately south of the Michigan Central Railroad Station's elevated viaduct. The station, later known as the Penn Central Station, was listed in the National Register of Historic Places in 1975 (NR Ref. No. 75000969) and is a significant landmark in the city, generally, as well as in the neighborhood immediately west of downtown. The station opened at the end of 1913 at a cost of sixteen million dollars. The station faces north and is comprised of a three-story train depot facility topped by an eighteen-story office tower. Passengers accessed their trains by way of a subway concourse with stairs up to the numerous elevated station tracks, which were situated adjacent to the station. A series of through-tracks for freight trains were located immediately south of the passenger track platforms, running east parallel to Newark Street to toward the railroad tunnel under the Detroit River to Canada. The Roosevelt Park Station was located immediately to the south, just across Newark Street from the elevated freight tracks.

The rapid growth of Detroit in tandem with the rise of the railroad as a dominant form of transportation led to enormous congestion in the downtown area. The location of the new Michigan Central Station away from downtown and directly west of the mouth of the railroad tunnel to Canada meant passenger trains could pull into the platforms from either end and not have to back up to continue their journey. The intentional location of the Roosevelt Park Station adjacent to the railroad station meant that postal delivery trucks also would avoid the congestion of downtown.

Roosevelt Park, connecting the Michigan Central Station to busy Michigan Avenue a block to the north, was envisioned as part of the overall station project. The park was inspired by the City Beautiful movement which placed prominent public structures at the end of a view corridor of open land. As a consequence, numerous homes were eventually condemned and demolished as part of the park project. Roosevelt Park was named for President Theodore Roosevelt who had died in January 1919, and the park was formally designed and landscaped in 1920.

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Roosevelt Park at the Michigan Central Station in 1922, courtesy Burton Historical Collection, Detroit Public Library.

The United States Postal Service Roosevelt Park Station opened to great fanfare on July 28, 1924. The formal opening included a public open house and the Letter Carriers' forty-piece band gave a musical program in addition to speeches by post office officials, the Board of Commerce officials, and the poet laureate of the Michigan Letter Carriers Association, Anne Campbell. The new structure was described as handling the distribution of all incoming mail for Detroit and all parcel post deliveries. Postmaster John W. Smith stated at the opening address that,

“The first object of the new station is to give Detroit better and more economical mail service... We are planning ahead for the future, when the air mail service will compete with the railway mail service... [today] the bulk of the mail comes in through the Michigan Central Terminal.”¹⁶

An extensive article on the Roosevelt Park Station's opening in *The Detroit* stated that the new building had three times the aggregate space over the main Detroit Post Office on West Fort Street. This was a significant improvement for Detroit, and “the new building, built for use rather than beauty, fills a long-felt want in Detroit's postal facilities.”¹⁷ The article stated that more than three hundred clerks and letter carriers were transferred to the new station and eventually there will be about six hundred employees at the Roosevelt Park Station. The total cost for the building was one million dollars.

¹⁶ “New Post Office Station Speeds Up Service,” *Detroit*, August 4, 1924, p. 8.

¹⁷ *Ibid.*, p. 7.

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Roosevelt Park Station upon completion in 1924. Photo from *Detroit*, August 4, 1924.

The Roosevelt Park Station building was constructed at 65,000 square feet of space. The first floor of the building was used by the United States Post Office for loading the mail trucks, as well as for general storage. A conveyor system was installed to bring mail from railway post office cars on the viaduct up to the third floor of the structure for processing. *The Detroit* magazine article stated that it took just ninety seconds to bring a pouch of letters from the mail car up to the building's third floor. The structure included a vehicle loading area at the north façade, sheltered by a metal awning. Other amenities were a refrigeration "plant" for perishable packages awaiting delivery and rest rooms for both men and women employees, showers, a cafeteria, and electric lighting. It is interesting to note that the building had other tenants in 1924; the second floor was rented to Cram's Automotive Reports and the Grant Dental Manufacturing Company.

Unfortunately, the new Roosevelt Park Station did not solve local mail delivery delays in Detroit. Just three months after it opened, an article from October 1924 quoted the new acting Detroit postmaster, Peter Wiggle, that the new system at the Roosevelt Park station has caused longer delivery times.

"Under the new system a letter that is posted downtown and intended for delivery downtown is first taken to the main office at Shelby [Street] and Lafayette Boulevard. There it is sorted from the out of town. The local mail is then carried in trucks to the Roosevelt Park Station where it is again sorted for stations about town. The mail for downtown is then carted back to the main office for delivery."¹⁸

A *Detroit Free Press* article from 1925 stated that the Detroit Postmaster Charles C. Kellogg had been to Washington D. C. to request funds for new Detroit facilities and staff. Kellogg stated that

¹⁸ "Delay in Mail Service Is Hit," *Detroit Free Press*, October 29, 1924, p. 10.

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two additional floors could be added to the Roosevelt Park Station. The property to the south of 1800 18th Street was occupied by single family homes in 1924. The homes were acquired and demolished for an addition to the Roosevelt Park Station building (the South Building). Several *Detroit Free Press* articles in January of 1925 stated that the United States Post Office and Treasury Departments recommended that the Roosevelt Station building be purchased and enlarged. The building was not purchased, but it was enlarged.

On July 2, 1925, City of Detroit permit #68256 was issued for construction of the South Building of the Roosevelt Park Station. The permit was issued to the Everett Winters Company, a large, established general contracting construction firm in Detroit. The Everett Winters Company specialized in industrial and commercial buildings. There is no record of the architectural firm used to design either section of the Roosevelt Park Station. Large Post Office Department buildings were typically designed by the department's architects, and detailed specifications and blue prints were sent to prospective developers.

The South Building of the Roosevelt Park Station was constructed to facilitate mail handling and trucking. This undated historic photo taken some time after the South Building was completed, shows that the conveyer system had been enclosed, likely to protect the mail and parcels from weather conditions.



The Roosevelt Park Station and its 1925 addition to the south. Undated photo from the Walter P. Reuther Library, Archives of Labor and Urban Affairs, Wayne State University.

A 1927 *Detroit News* article reported that the joint committee of the Post Office and Treasury Departments presented Congress with a plan for a new modern federal and post office building in downtown Detroit, and for the purchase of the Roosevelt Park Station building. The plan also proposed an addition to the Roosevelt Park Station building to be constructed. The plan would be to either purchase the leased Roosevelt Park Station for 515,000 dollars and to construct an addition at a cost of between 250,000 and 300,000 dollars to create a new distribution center.¹⁹ This federal appropriation was never allocated, although it exemplifies the government's recognition of the need to purchase (and not lease) the Roosevelt Park Station.

¹⁹ "Treasury Asks New P. O. Here," *Detroit News*, January 18, 1927.

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Raymond D. Brown

Raymond Dwight Brown (1886-1959), the developer of the Roosevelt Park Station, was a prolific and successful real estate developer who by 1930 had constructed fifty-six other United States Post Office structures. Brown began development of Post Office structures in 1921 and had formed the United Post Offices Corporation in Delaware in 1927. Raymond Brown's position was as president and treasurer of the corporation. His firm specialized in federal post office construction, as well as post office sub-stations that were adjacent to railroad tracks.



RAYMOND D. BROWN
Raymond D. Brown.

A federal scandal arose in 1930 when claims of corruption were brought to the Roosevelt Park Station's developer, Raymond D. Brown regarding the leasing of new Post Office Department facilities. Charges were made that the government was paying exorbitant rates to lease post office properties. In November of 1930, there was a United States Select Committee investigation and hearing into the leases and a conspiracy to benefit the lessors. The Select Committee investigation included testimony from Raymond D. Brown that gave the details of the construction of the Roosevelt Park Station. Raymond D. Brown described the financial structure of the Roosevelt Park Station's North Building in detail while deposed for a United States Senate committee hearing in 1930. Brown stated he paid 111,000 or 112,000 dollars for the land, about 15,000 dollars for the equipment, and about 100,000 dollars for the construction of the building.²⁰

Raymond D. Brown's firm was brought under investigation when it was determined that Detroit's Roosevelt Park Station project did not get awarded to the lowest bidder. A Chicago contractor, Jacob Kulp, produced evidence showing that his bid for the Roosevelt Park Station project was for a lower annual rental, yet the project was awarded to Brown. Senate Congressional hearings were held on May 11, 12, and 13, 1932.²¹ Senator John J. Blaine of Wisconsin headed the committee taking evidence, stated that; "There is a tremendous waste in this postal rental system. It is an unbusinesslike procedure."²² The new federal buildings

²⁰ United States Senate Hearings before the Select Committee on Post-Office Leases, Seventy-first Congress, Third Session, Pursuant to Senate Resolution 244, Investigation of Post-Office Leases, Part 1, November 12, 13, and 14, 1930. United States Government Printing Office, Washington: 1932.

²¹ Investigation of Post-Office Leases, United States Senate, Select Committee on Post Office Leases, Washington D. C. May 11, 12, and 13, 1932.

²² "Big Rents Paid on Postoffices," *Detroit Free Press*, November 13, 1930.

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constructed after 1930 were not leased by the government but purchased properties. In 1938 the Post Office Department obtained the Roosevelt Park Station through condemnation proceedings at a cost of 100,000 dollars.

New Detroit Post Office Construction

On October 12, 1932, a dedication ceremony was held to celebrate the new Detroit Federal Building and United States Courthouse at 231 West Lafayette Boulevard. The new building was constructed on the site of the previous (1894) Federal Building and Post Office. Michigan Governor Wilber M. Brucker and Detroit Mayor Frank Murphy as well as congressmen attended the dedication, in addition to marching bands and 1,500 area Detroiters. The cost of the new federal building exceeded three million dollars. The “Neo-Classical Revival building with Modernistic traits”²³ was designed by architect Branson V. Gambler of Detroit firm, Robert O. Derrick, Incorporated, architects. Interestingly, the building includes the “Million Dollar Courtroom,” which, according the General Services Administration, was “constructed for \$1 million in the 1890s,” then “painstakingly disassembled when the original courthouse was demolished and later reassembled in the current building.”²⁴

The building takes up the entire city block and is listed in the National Register of Historic Places. Now known as the Theodore Levin United States Courthouse, the 629,000-square-foot building no longer serves as a post office, and today is home to the United States District Court for the Eastern District of Michigan.

In 1934 news articles reported on funding proposals for a new Roosevelt Park Station to be built as an annex to handle both letter and parcel post mail. The new, larger Roosevelt Post Office Station (2025 14th Street and also 2231 Dalzelle Street) was completed in 1936. This three-story building was also sited near the Michigan Central railroad tracks, north of the tracks, and east of station across 15th Street. The building was designed to accommodate many more workers, as the city of Detroit had outgrown the first (1923-1925) Roosevelt Park Station, and the lease at that facility had expired in 1935. The Post Office continued to use the Roosevelt Park Station building as a garage through 1939, although Superintendent John B. Stackpool reported that the quarters there were inadequate.²⁵

A dedication ceremony was held when the Roosevelt Park Annex building was under construction, and many Detroit and federal Post Office dignitaries attended. In November 1936, the United States Postal Service moved from the building at 1800 18th Street to the new, larger building, north of the railroad tracks. The Roosevelt Park Annex Building was designed by Detroit architect Albert Kahn’s firm in 1933 although construction was delayed for three years. Significant features included a tunnel connecting the building under 15th Street to the baggage area of Michigan Central Station.

²³ “Theodore Levin U.S. Courthouse,” United States General Services Administration. www.gsa.gov/about-us/regions/welcome-to-the-great-lakes-region-5/buildings-and-facilities/michigan/theodore-levin-us-courthouse.

²⁴ Ibid.

²⁵ “Postoffice to Build \$700,000 Garage,” *Detroit Free Press*, March 28, 1939, p. 1.

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The Roosevelt Park Station Annex was sold by the United States Post Office Department to the Detroit Public Schools in 1960. The building was used as a warehouse for books and school supplies for many decades and was known as the Detroit Public Schools Book Depository. In March 1987 the building was engulfed in a major fire. The Detroit Public Schools only used a portion of the building as a warehouse, and by 2001 the building was purchased by a real estate concern headed by Manuel “Matty” Moroun. In June 2018 the Ford Motor Company announced it had purchased the former Roosevelt Park Station Annex building and the Michigan Central Train Depot were sold to Ford Motor Company as part of their new Corktown campus. The Michigan Central Station (at the time of this nomination) and the former Roosevelt Park Station Annex are being redeveloped by Ford Motor Company into mixed-use buildings that include commercial, residential, and hotel components.

Another building for the United States Post Office was constructed at 1770 14th Street in 1940 at a cost of 700,000 dollars.²⁶ Originally called the Post Office Garage, today it is known as the United States Postal Service Detroit Vehicle Maintenance Facility and is still in use by the Postal Service. This two-story brick building was designed by the Postal Department architects, Louis A. Simon and Howard Lovewell Cheney. An engraved plaque with the architects’ names and date is at the northwest corner of the north façade of the building at 1770 14th Street and Marantette Avenue. The contractor for the building was Henry Dattner of Detroit.

1800 18th Street – later tenants

In January 1948, Frederic B. Stevens Inc. moved into the former Roosevelt Park Station building. The Frederic B. Stevens firm was a metal plating, facing, and metal fabricating firm. They produced lathes, industrial equipment, and furnaces for industrial use, and in the 1920s began producing a line of vitrified brick. The firm is shown occupying the buildings in the 1951 Sanborn Maps. The Sanborn Maps and an aerial photo from 1949 show the Connecting Building in place at that time. It is not known exactly when it was constructed, but it was likely added by the Frederic B. Stevens company.

At a later point in the mid-century era, the Chope-Stevens Paper Company occupied the North Building, and Frederic B. Stevens occupied the South Building. In June 1967 a City of Detroit permit (#9933) was issued to the Chope-Stevens Paper Company to “block up exterior doors and alterations.” It is unknown which doors were blocked at that time.

The APAC Paper and Packaging Company purchased the Roosevelt Park Station building in 1984 and remained on the site until 2013 when the company moved to Allen Park, Michigan. APAC Paper made improvements to the building but decided to sell it to Galapagos Art Space and consolidate its operations. The Galapagos Art Space executive director announced plans for the building in 2014, but the plans were never initiated, and the building became vacant property. In January 2019 Bedrock Detroit announced their purchase of the building, although at the time of this nomination, the plans for the building are not known.

²⁶ “Postoffice to Build \$700,000 Garage,” *Detroit Free Press*, March 28, 1939, p. 1.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreege of Property 1.697

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|-----------------------|
| 1. Latitude: 42.326915 | Longitude: -83.078300 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- | | | |
|----------|----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting: | Northing: |

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Verbal Boundary Description (Describe the boundaries of the property.)

East of 18th Street, south of Newark Street, west of 17th Street, to the south property line.

The property contains two parcels as identified by the City of Detroit Parcel Viewer as of July 21, 2020, and contains: a) E 18 TH N 33.34 FT 222 N 35.0 FT 221 225,226,230,229233,234,236,235, 239,240 241 AND VAC ALLEY ADJ SUB OF PC 473 L47 P558-9 DEEDS, W C R 10/8 69,518 SQ FT, and b) E 18TH 244 AND VAC ALLEY ADJ SUB OF P C 473 L47 P558-9 DEEDS, W C R 10/8 4,480 SQ FT

Boundary Justification (Explain why the boundaries were selected.)

The verbal boundary description above contains the legal description for two parcels contain in this property. Collectively, these parcels constitute the historical extent of the United States Postal Service Roosevelt Park Station.

The station was built out to the lot lines to the east and west, including its surface parking lot at the intersection of 18th and Newark Streets. The property does not include the current lawn areas and paved parking lot to the south of the South Building, as these areas were occupied by residential buildings during the period of significance and were not associated with functions of the property until the early 1980s, according to historical aerial photographs.

11. Form Prepared By

name/title: Rebecca Binno Savage, Architectural Historian
Brian Rebain, Principal
organization: Kraemer Design Group
street & number: 1420 Broadway
city or town: Detroit state: MI zip code: 48226
e-mail: barebain@thekraemeredge.com
telephone: (313) 965-3399 x 215
date: January 29, 2020

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Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: United States Postal Service Roosevelt Park Station

City or Vicinity: Detroit

County: Wayne County

State: Michigan

Photographer: Kyle Berryman

Date Photographed: July 25, 2019

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 18. North Building. Northwest façade, looking southeast.

2 of 18. North Building. North façade, looking west.

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Wayne County, MI
County and State

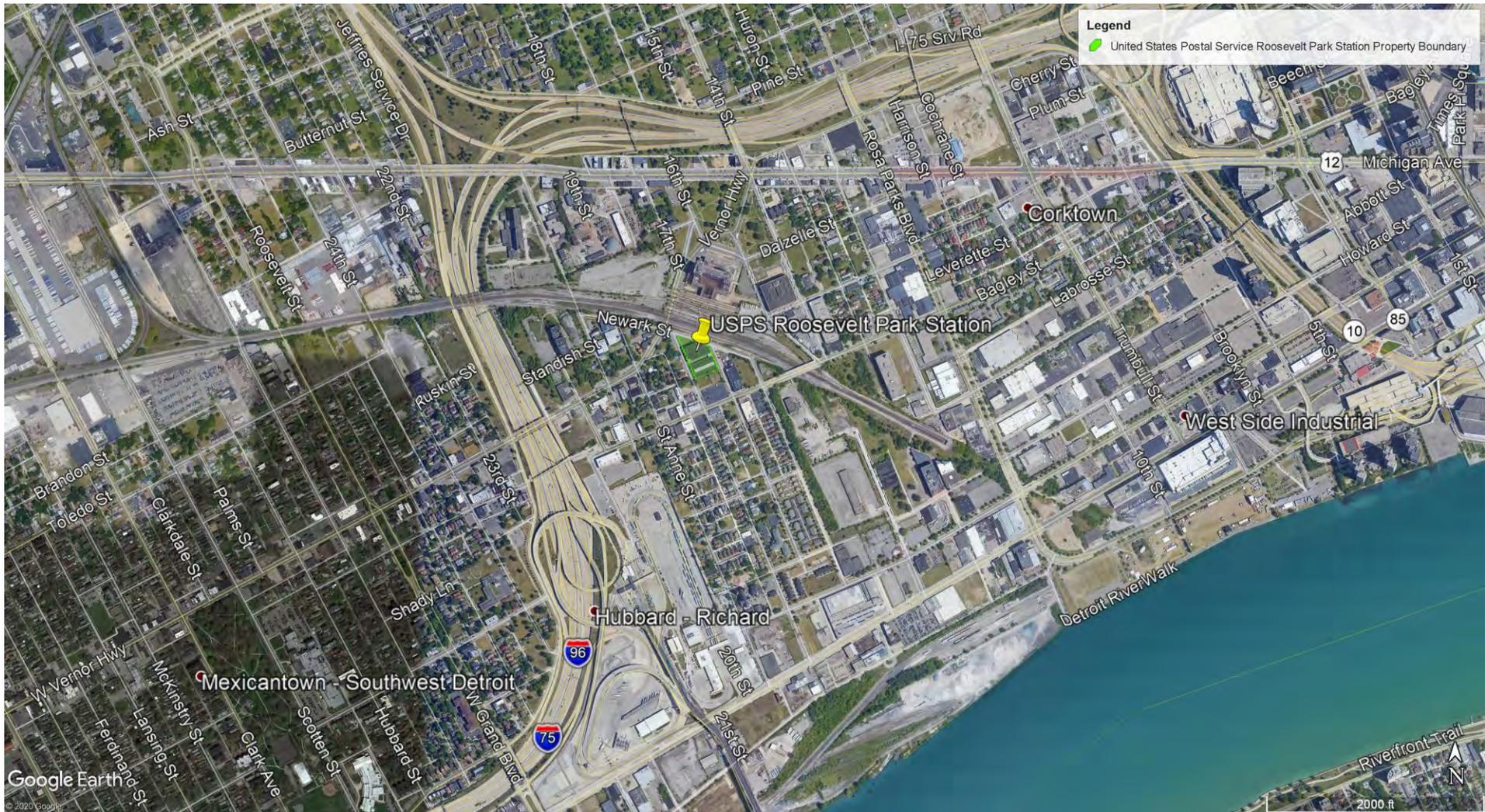
- 3 of 18 . North Building. East façade, looking northwest.
- 4 of 18 . South Building. East façade, looking southwest.
- 5 of 18 . South Building. South façade, looking north.
- 6 of 18 . South Building. West façade, looking northeast.
- 7 of 18 . North Building. Loading Dock; South Building. West facades, looking east.
- 8 of 18 . North Building. Loading Dock; South Building. West facades, looking east.
- 19 of 18 . North Building. West façade, looking southeast.
- 10 of 18 . North Building. West façade, looking northeast.
- 11 of 18 . North Building. Interior, first floor, looking east.
- 12 of 18 . North Building. Interior, first floor, looking east.
- 13 of 18 . North Building. Interior, second floor, looking northeast.
- 14 of 18 . North Building. Interior, third floor, looking east.
- 15 of 18 . North Building. Roof, looking north.
- 16 of 18 . South Building. Interior, first floor, looking east.
- 17 of 18 . South Building. Interior, first floor, looking east and up (at monitor roof).
- 18 of 18 . North Building. Roof, looking east onto roof of South Building.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.



United States Postal Service Roosevelt Park Station
1800 18th Street, Detroit, Wayne County, Michigan

Lat. / Long.: 42.326915 / -83.078300





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Lat. / Long.: 42.326915 / -83.078300





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MI_Wayne County_USPS Roosevelt Park Station_0003



MI_Wayne County_USPS Roosevelt Park Station_0009



MI_Wayne County_USPS Roosevelt Park Station_0010



MI_Wayne County_USPS Roosevelt Park Station_0011



MI_Wayne County_USPS Roosevelt Park Station_0013



MI_Wayne County_USPS Roosevelt Park Station_0014



MI_Wayne County_USPS Roosevelt Park Station_0017



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
MICHIGAN STRATEGIC FUND
STATE HISTORIC PRESERVATION OFFICE

MARK A. BURTON
PRESIDENT

Wednesday, November 18, 2020

Ms. Joy Beasley, Keeper
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Dear Ms. Beasley:

The enclosed files contain the true and correct copy of the nomination for the **United States Post Office Roosevelt Park Station, Detroit, Wayne County, Michigan**. This property is being submitted for listing in the National Register of Historic Places. This nomination is a X New Submission Resubmission Additional Documentation Removal.

- 1 Signed National Register of Historic Places Registration Form (Disc 1)
- 2 Locational maps (Disc 1, incl. with nomination file)
- 0 Sketch map(s) / figures(s) / exhibits(s) (Disc 1, incl. with nomination file)
- 1 Pieces of correspondence (Disc 1, incl. with nomination file)
- 8 Digital photographs (Disc 1, incl. with nomination file)
- n/a Other:

COMMENTS:

- Please ensure that this nomination is reviewed.
- This property has been approved under 36 CFR 67.
- The enclosed owner objections constitute a majority of property owners.
- Other:

Questions concerning this nomination should be addressed to Todd A. Walsh, National Register Coordinator, at (517) 335-9854 or walsht@michigan.gov.

Sincerely yours,

Martha MacFarlane-Faes
Deputy State Historic Preservation Officer

