

APPLICATION NUMBER 14-292B

ADDRESS: 14901 E. JEFFERSON

APPLICANT: CITY OF GROSSE POINTE PARK/DENNIS LEVASSEUR

HISTORIC DISTRICT: JEFFERSON CHALMERS BUSINESS DISTRICT

## PROPOSAL

Erected ca. 1913, the building located at 14901 Jefferson Avenue originally served as the American State Bank (see the below photo). By the 1970s, the building housed the Deck Bar at the first story and apartments within its second story space. As per the author of the district's National Register of Historic Places nomination, the Deck Bar closed ca. 2004 and the building has remained vacant ever since. The City of Grosse Point Park acquired ownership of the building in 2006. The two-story resource houses 7013 square feet and features load-bearing masonry (brick) construction with steel support beams at the basement. Wood joist floor systems supported by structural steel I-beams are at the first and second stories. The roof features a wood-truss flat deck with w built up covering. Exterior walls are red brick with stone and cast concrete decorative detailing and a metal cornice at the parapet. Windows are historic-age, wood-sash units.

Jefferson-Chalmers is a designated local historic district and is listed in the National Register of Historic Places. The building at 14901 E. Jefferson has been identified as a Contributing element to the district. The Jefferson-Chalmers Historic Business District is one of the few remaining intact districts that reflect commercial architecture and suburban development on the east side of Detroit during the 1920s. The majority of the structures on East Jefferson Avenue are multiple-storefront blocks, generally two stories in height, containing offices or apartments on the second story. Because real estate was in high demand during Detroit's explosive early twentieth-century growth, most structures were built to their lot lines and shared party walls with the buildings next to them. This creates an unbroken wall of storefronts on East Jefferson Avenue. There are 57 buildings within the boundaries of the district, 40 of which are Contributing.

Please note that a proposal to demolish the building was initially presented to the Commission for review and approval at their May 2008 meeting. After a review of the proposal, the Commission denied the applicant because they determined that work did not meet the *Secretary of the Interior's Standards for Rehabilitation* standard number 6) *Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.* More recently, the applicant appeared at the Commission's November 12, 2014 meeting in an effort to once again obtain this body's approval for demolition of the building located 14901 E. Jefferson. However, at that meeting, this body tabled the application and requested that the applicant provide a more detailed assessment of the building's current condition. With the current proposal, the applicant has submitted a **revised structural report**, a **structural assessment letter report** from the Detroit Building, Safety, Engineering, and Environmental Department (BSEED), a **letter of support** from the nearby St. Ambrose Parish (located in Grosse Point Park), and packet of information which **outlines the project history** in support of their proposal to demolish 14901 E. Jefferson.

As noted above, the applicant has submitted the attached revised structural assessment of the building, which was undertaken by Susan Alarcon, PE of Stantec Consulting Ltd, in support of their

proposal to demolish the building. Specifically, the report outlines a number of issues regarding the condition of the building, the most significant of which includes the presence of an unchecked leak that has “severely affected” an area of approximately 150 sq. ft at the roof trusses and has contributed to deterioration of areas of wood floor joists at the second story, and floor, ceiling, and wall finishes at the first and second stories. The report also notes that water infiltration from the roof has contributed to deterioration of the stairs which lead from the first story to the second story and the corrosion of a steel beam at the basement. Please see the [attached structural assessment](#) of the building.

### **HDC Staff Observations**

HDC staff *did not* undertake an interior assessment of the building. However, HDC staff visited the site to review the building’s exterior and noted the following ([please see attached photos](#)):

- Of the 17 concrete window sills extant at the building’s south (front) and west (side) elevation, only 4 display deterioration. Of these 4 deteriorated sills, only 2 are deteriorated to the extent that “...large chunks of spalling concrete having fallen off the building, exposing the corroded reinforcing steel.”
- The lintels above the doorways appear to be in good conditions with some cracking of the concrete and peeling paint apparent
- The windows appeared to be in poor condition, although the wood brick mould/was still present throughout. Staff did note some cracks at the first story window lintels  
Window lintels at the second story appear to be in poor condition
- As noted in the submitted structural assessment, the building’s exterior load-bearing, structural walls appear to be in “...decent condition.” Staff did not observe areas of bowing, cracking, wall collapse, or loose brick which would indicate structural failure
- The metal decorative cornice is rusted/corroded and is pulling away from the wall surface at some locations

As per the attached [Notice of Tabled Application](#), HDC staff did request that the applicant provide a proposal which outlines the planned new use of the parcel proposed for demolition. In response, the applicant submitted a letter which notes that they presently plan to establish a pocket park at this location. However, no formal proposal for the site’s new use has been included with the current submittal.

As noted in the above description, the district is characterized by an “... unbroken wall of storefronts” which sits at the lotline and fronts directly on the right-of-way/sidewalk on E. Jefferson Avenue.” The [below attached photos](#) indicate that the building proposed for demolition sits at the eastern edge of the district and therefore defines the district’s entrance. Although non-historic buildings are extant on the south side of E. Jefferson at this location, 14901 E. Jefferson and the adjacent building at 14917 E. Jefferson, which are located on the north side of the street, serve as an anchor which establishes the district’s “...unbroken wall of storefronts.” The demolition of this building for the location of a park/open lot would further serve to erode this portion of the district and would detract from the continuous “unbroken wall” of storefronts which is a significant character-defining feature within the district. The building also serves to define the entrance into Detroit when traveling west from Grosse Pointe Park.

### **APPLICABLE ELEMENTS OF DESIGN**

There are no elements of design for demolition

## RECOMMENDATION

After a review of the submitted documentation, it is HDC staff's opinion that the proposed demolition of 14901 E. Jefferson, a Contributing resource in the Jefferson-Chalmers Commercial Historic District, does not meet the Secretary of the Interior Standards for Rehabilitation, standard number 6) *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.* HDC staff therefore recommends that the Commission deny the issuance of a Certificate of Appropriateness for the demolition 14901 E. Jefferson. As noted above, it is HDC staff's opinion that the demolition of this building for the location of a park/open lot would serve to further erode this portion of the district which stands as an entrance into district and the City of Detroit and would detract from the continuous "unbroken wall" of storefronts which is a significant character-defining feature within the district.

Pursuant to the Detroit Historic District Ordinance, Section 25-2-2, and the Michigan Public Act No. 169 of 1970 as amended, an application for inappropriate work adversely affecting the exterior appearance of a resource, work which cannot be granted a Certificate of Appropriateness, shall be permitted by the historic district commission through the issuance of a Notice to Proceed (NTP) if any of the following conditions prevail **and** if the commission finds that the work is **necessary** to substantially improve or correct any of these conditions:

- (1) The resource constitutes a hazard to the safety of the public or the occupants;
- (2) The resource is a deterrent to a major improvement program that will be of substantial benefit to the community. Substantial benefit shall be found only if the applicant proposing to do the work has obtained all necessary planning and zoning approvals, financing, and environmental clearances and the improvement program is otherwise feasible;
- (3) Retention of the resource would cause undue financial hardship to the owner. Undue financial hardship shall be found only when a governmental action, an act of God, or other events beyond the owner's control created the hardship, which may include offering the resource for sale at its fair market value or moving the resource to an appropriate vacant site within the historic district, have been attempted and exhausted by the owner;
- (4) Retention of the resource would not be in the interest of the majority of the community.

The applicant has noted that the areas of deterioration as outlined in the submitted structural report have rendered 14901 E. Jefferson "...structurally unsound as it currently stands" and that the building is therefore "...a safety and health hazard." Although it does appear that areas of deterioration do exist within the building, it is HDC staff's opinion that the demolition of the building is not "...necessary to substantially improve or correct..." this condition. Rather, it appears that the outlined deficiencies as described can be repaired, the existing debris within the building's interior space can be removed, and the building envelope can be fully secured, thus correcting the current

unsound/hazardous condition/areas of deterioration within the building. It is HDC staff's opinion that the submitted proposal did not adequately display that it is technically and/or financially infeasible for the applicant to substantially improve or correct the current deteriorated conditions at the building by merely repairing the outlined structural deficiencies. It therefore appears that demolition is not a **necessary** option to address the building's deficiencies. HDC staff therefore recommends that the Commission deny the issuance of a NTP for the demolition of 14901 E. Jefferson because the proposed action/work is not the **only** option available/**necessary** to "...substantially improve or correct..." the building's current deteriorated condition. Also, the applicant did not present any information that the project meets any one of remaining three conditions for the issuance of a NTP

REPORT





14901 E. Jefferson,  
facing north



14901 E. Jefferson,  
facing northeast





14901 E. Jefferson,  
aerial photo



14901 E. Jefferson,  
aerial photo

REPORT

14901 E. Jefferson, ca.  
1920





14901 E. Jefferson, ca.  
1980



14901 E. Jefferson,  
current appearance



Detail exterior photos. Note that brick appears to be in generally good condition

Facing SE at side/west elevation. Note corroded cornice and deteriorated windows at second story



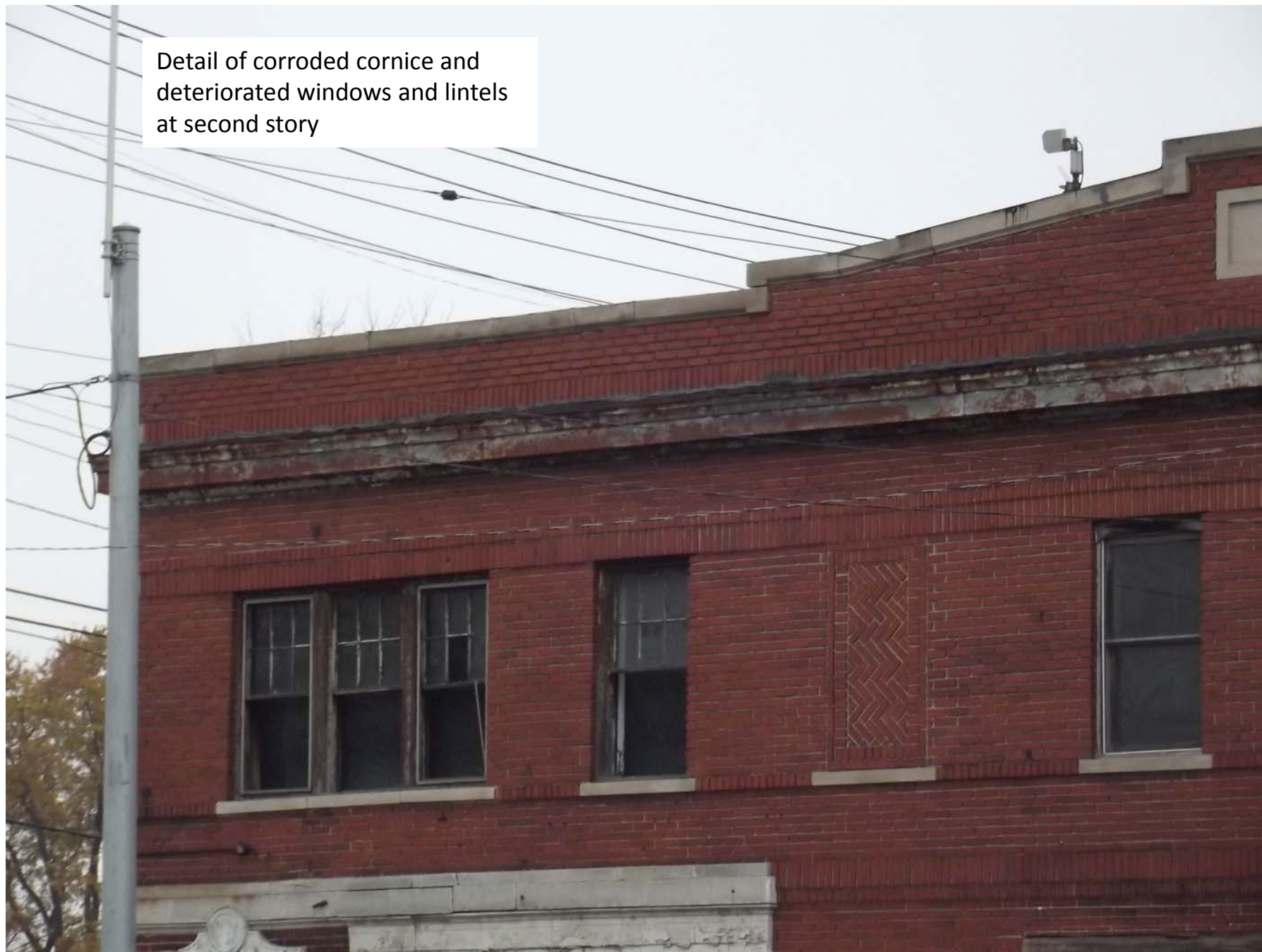
Detail of corroded cornice and deteriorated windows at second story



Detail of corroded cornice and deteriorated windows and lintels at second story



Detail of corroded cornice and deteriorated windows and lintels at second story





Detail of cast concrete door and window surrounds at front/south elevation



Detail of primary/south elevation door





Detail of primary/south elevation door and storefront

Detail of primary/south elevation  
door and storefront





Facing SE at side/west elevation.

**STRUCTURAL ASSESSMENT FOR  
HISTORICAL PRESERVATION**

**Deck Bar  
14901 Jefferson Avenue  
Detroit, Michigan**



Prepared for:  
City of Grosse Pointe Park,  
Michigan

Prepared by:  
Stantec Consulting Michigan Inc.  
3754 Ranchero Drive  
Ann Arbor, Michigan 48108

Project No: 2075013700

November 25, 2014

# STRUCTURAL ASSESSMENT FOR HISTORICAL PRESERVATION

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# STRUCTURAL ASSESSMENT FOR HISTORICAL PRESERVATION

## Executive Summary

The City of Grosse Pointe Park (City) submits this structural assessment report to the Historic District Commission of the City of Detroit, Michigan for demolition of a building located at 14901 Jefferson Avenue in Detroit, the building has been referred to as Deck Bar.

Structurally the exterior of the building requires repairs but overall appears to be in fair condition. However, the interior structural condition of the building is in very poor condition overall. The wood roof framing has failed in an approximately 150 sq. ft. area and collapse of the roof in this area is entirely possible. Repair of the roof would be much more extensive than this area considering entire spans of ceiling and roof wood framing members would need to be removed and replaced. We would estimate at very least 30% - 40% of the entire roof framing of the Deck Bar structure would need to be replaced. Similarly the second floor framing and stairway, below this roof leak area, is severely deteriorated. All soft and spongy wood floor framing would have to be removed and replaced, we estimate at very least 30% of the second floor framing would have to be removed in its entirety and replaced. Based in this and further information in this report we find this building to be structurally unsound as it currently stands and is a safety and health hazard.

This inspection only commented on visually accessible structural findings, it is possible that other areas of concern would be uncovered with further demolition and investigation based on the very poor condition of finishes and moisture issues within the structure.

Furthermore, restoration of this building would require the building to be structurally assessed for load capacity and brought up to current structural codes and standards.

# STRUCTURAL ASSESSMENT FOR HISTORICAL PRESERVATION

## Abbreviations

City	City of Grosse Pointe Park
Detroit	City of Detroit
DHDC	Detroit Historic District Commission
EPA	Environmental Protection Agency
Deck Bar	Building located at 14901 Jefferson Avenue, Detroit

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## 1.0 INTRODUCTION

This report is prepared to summarize results of the visual inspection of the building located at 14901 Jefferson Avenue, Detroit. The report provides assessment of structural assessment of this building. This Chapter addresses the description and location of the subject property, namely Deck Bar.

### 1.1 LOCATION

Deck Bar is located near the eastern city limit of Detroit on the Northeast corner of Jefferson and Alter Road. The vicinity map of this property is in **Figure 1**.

### 1.2 OWNERSHIP

The building is owned by the City of Grosse Pointe Park.

### 1.3 CONSTRUCTION

This building was erected in 1913 and was the American State Bank on the main floor and apartments on the second floor. The connected adjacent properties were store fronts on the main floor. In the 1970s the main floor space was converted into a bar called the Deck Bar. This bar closed in approximately 2004 and the building has been vacant ever since. There is basement under the east side of the building. The building is masonry and wood construction with steel support beams at the floor levels. The exterior is brick with stone trims around windows. The roof structure is constructed with wood trusses. The roof is flat and appears to be built up tar and paper construction. There is a series of skylights in the roof structure.

### 1.4 INSPECTION

Susan Alarcon, PE of Stantec Consulting Ltd. conducted a visual inspection of the building condition on October 8, 2014 and November 24, 2014 with the assistance of Pat Thomas and Mike Krause (City of Grosse Pointe Park). There was some concern with respect to general safety, air quality and/or mold presence in the building therefore the inspection was visual to avoid disturbance of existing materials. Photographs were taken during the assessment and some are included in **Appendix A**.



# STRUCTURAL ASSESSMENT FOR HISTORICAL PRESERVATION

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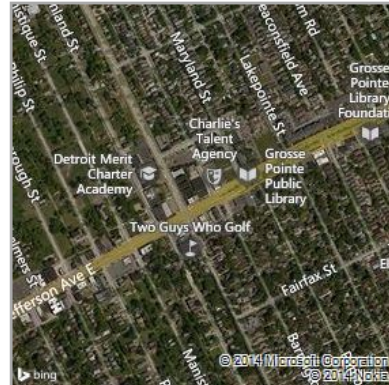
Print - Maps

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 Bing Maps

My Notes

 On the go? Use [m.bing.com](http://m.bing.com) to find maps, directions, businesses, and more



<http://www.bing.com/maps/print.aspx?mkt=en-us&z=18&s=h&cp=42.375361,-82.93900...> 10/27/2014

Figure 1 – Location Map



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## 2.0 ARCHITECTURAL SIGNIFICANCE AND CONSTRUCTION HISTORY

This Chapter addresses architectural significance and construction history.

### 2.1 ARCHITECTURAL SIGNIFICANCE

The deck bar construction is wood framing for floor and roof construction and brick masonry for load bearing walls. The wall finish is lath plaster. The exterior of the building is red brick with stone and decorative cast concrete around the openings and a metal cornice. The materials of construction and architectural style do not appear to be unique in any significant way.

### 2.2 CONSTRUCTION HISTORY

This building was erected in 1913 and was the American State Bank on the main floor and apartments on the second floor. The connected adjacent properties were store fronts on the main floor. In the 1970s the main floor space was converted into a bar called the Deck Bar. This bar closed in approximately 2004 and the building has been vacant ever since. There is basement under the east side of the building. The building is masonry and wood construction with steel support beams at the floor levels. The exterior is brick with concrete trims around windows. The roof structure is constructed with wood trusses. The roof is flat and appears to be built up tar and paper construction. There is a series of skylights in the roof structure.

## 3.0 EVALUATION OF RESOURCE CONDITION

### 3.1 EXTERIOR

#### 3.1.1 Description

Brick and concrete detailing is original. Brick walls are roof and second floor load bearing elements. Windows, doors and bay windows also likely to be original. Steel lintels over windows carry loads from the wall and roof above.

#### 3.1.2 Evaluation of Resource Condition

##### Fair Condition

- Concrete window sill delamination. Concrete has spalled off in some locations exposing corroded reinforcing steel. Concrete headers, sills and jambs have cracks. **(Photograph 1)**
- Severe deterioration and corrosion of the steel lintels over the windows on the second floor. **(Photograph 2)**

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- Deterioration of metal cornice at parapet of the building. **(Photograph 2)**
- Brick on the exterior of the building are in good condition. **(Photograph 3)**
- Broken window glazing. **(Photograph 2)**

### 3.1.3 Limitations of Visual Inspection

Second floor lintels were inspected from ground level.

### 3.1.1 Recommendations

Cracked and spalling window sills would need to be repaired and/or reconstructed. This condition affects the structural integrity of the masonry walls by allowing water into the walls and perhaps getting trapped. The trapped water will expand and contract with freeze/thaw cycles and therefore damage the structural masonry walls.

Corroded steel lintels would need to be removed and replaced with new steel lintels. This would require temporary support of loads above the lintels during the work and may require removal and reinstallation of some wall bricks to suit the new lintels.

Deteriorated metal cornice and broken window glazing could pose a general public safety threat if it detaches and falls from the building. These items should be removed from the building.

## 3.2 BUILDING FRAMING AND FOUNDATION

### 3.2.1 Description

Roof is flat and consists of wood framing. Second floor ceiling consists of wood joists bearing on brick load bearing walls. Main and second floor construction consists of wood joists and structural steel I-beams. Load bearing walls are of brick construction. Steel columns carry main floor loads in the basement. Concrete basement floor slab. Building exterior foundation walls are of brick construction.

### 3.2.2 Evaluation of Resource Condition

#### Poor Condition

- There is a severe roof leak at the wall between the Deck bar and the next building. **(Photograph 4)** The wood roof framing trusses are severely cracked, shifted and displaced. The sky can be seen between the roofing and the wall at least 4 inches, indicating approximately how much the roof framing members have shifted. The severely affected area is approximately 150 sq. ft. Wood framing members bearing on the brick wall are displaced and therefore bearing surface area is greatly decreased from original design. **(Photograph 5)** The wood framing members are severely cracked.

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**(Photograph 6)** The roof in this section would be considered useless and would not be capable of carrying any roof live loads. Failure of the roof in this area should be considered imminent.

- The second floor wood joist structure directly below this roof failure area includes the stairway from door off Jefferson Ave. to the second floor and the ceiling of the Deck Bar. **(Photographs 7 & 8)** Approximately a minimum of 30% of second floor wood joist in main Deck Bar portion of the structure are considered to be severely damaged by water infiltration from the severe roof leak that has likely been an issue over an extended period of time. Rain water was actively leaking from the roof thru the main floor ceiling at the time of this inspection. **(Photographs 7 & 8)** The second floor wood access stair is also covered in this area and affected by direct water contact. Wood deteriorates when subjected to water over extended periods of time, in this case perhaps 10 years, and the structural properties of the wood could be negatively affected, for example decreased tensile and compressive strength of the members. All of the wood in the vicinity of the roof failure was discolored and areas touched were soft and spongy. **(Photograph 9)** Metal wood fasteners will corrode decreasing the structural integrity of connections. Steel I-beams supporting the second floor were not exposed therefore could not be inspected. However based on the layout of the floor joist and spans, likely there is steel framing in the vicinity of the severe water leak. Steel exposed to this considerable amount of water over an extended period of time would likely be suffering from corrosion which may be negatively affecting the structural integrity of the steel member.
- Steel beams supporting the main floor joist that are visible in the basement in the same area of the structure as the roof failure, approximately 10 feet of steel beam is highly corroded. **(Photograph 10)** The flanges of the beams have rust scaling. The rust scaling was scraped off with a hammer to determine if there is any loss of steel material thickness on the flanges. It appeared that there was some loss of material thickness in the area of heavy corrosion. This loss of material will affect the structural load carrying capacity of the beam. The rest of the steel beams and support columns in the basement are showing mild-medium levels of steel corrosion. **(Photograph 11)**
- Newer steel jack posts with wood 2x4's have been added in a few locations in the basement to support the main floor. It is not clear at this time the exact reason for the addition of this extra support. It would be assumed that there was a structural requirement to provide extra support to the main floor to increase load carrying capacity of the main floor in these areas. **(Photograph 12)**
- Other structural items to note would include the lack of support post under one end of a steel floor support beam in the basement **(Photograph 13)** and one steel column was not connected to the beam at the top plate.
- Brick foundation appeared to be in fair condition.

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- Concrete floors appeared to be in fair condition.

### 3.2.3 Limitations of Visual Inspection

There was concern with respect to general safety, air quality and/or mold presence in the building, therefore the inspection did not include investigation that would greatly disturb the existing materials and lead to unknown particles becoming airborne and perhaps inhaled or ingested. Ceiling and floor finishes made it difficult to observe all aspects of the structure in all areas. Considerable garbage, debris, old furniture, etc. covered some floor areas throughout. The south room in the Deck Bar was completely filled with garbage one to three feet in height or so. The east room floor of the Deck Bar is covered in old mattresses.

The roof was not accessed. As noted in the Evaluation of Resource Condition the roof has completely failed in one area that was noticeable from the second floor. For safety sake we did not access the roof.

### 3.2.4 Recommendations

As noted above the area of roof framing that has failed is approximately 150 sq. ft. However the spans for these members would be much longer and therefore the overall effect could be at least 30% of the entire wood roof/ceiling framing would need to be removed and reconstructed in the Deck Bar building. This is a critical deficiency considering the roof has failed and a full collapse of the roof in this area is possible. The roof collapse could lead to a failure of the second floor due to the extra load on the already deteriorated floor.

Similarly the second floor framing in the area of the roof leak would need to be completely removed and replaced including the wood stairs to the second floor. Complete removal and replacement of the existing wood joists would be required for at least 50% of the Deck Bar ceiling. This work may require removal or temporary support of interior walls on the second floor. This would also be considered a critical deficiency due to advanced deterioration.

In addition the steel beam in the basement that is significantly corroded would need to be sandblasted to remove all rust and reinforced. All steel in the basement would need to be sandblasted to remove rust.

It should be noted also that other areas of the structure besides the area of the roof leak have been subjected to the elements for many years, for example at all windows without glazing and broken skylights. (**Photograph 14**) These areas once investigated further by demolition of finishes may uncover other areas of structural concern for the wood. Moisture deterioration can significantly negatively affect the structural capacity of the wood. Any areas of soft, spongy, cracked and warped wood would need to be replaced.

If this building is considered for reuse, well before the design stage of the reuse, we would recommend that the entire building be structurally assessed for load capacity of roof and floor

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levels based on the future use and based on current codes and standards. The additional jack posts and supports in the basement would indicate a lack of load capacity of the main floor. Reinforcement of the existing floor may be required beyond that of the repair area indicated in this report. However this would be based on future intended use requirements.

### 4.0 ENGINEER'S CERTIFICATE

This structural assessment report was prepared by me after field inspection of the Deck Bar building located at 14901 Jefferson Avenue in Detroit, Michigan. I am a registered professional engineer (P.E.) in the state of Michigan and my registration number is 56678.

The opinions and recommendations made in this report are based on my education and professional experience.



Susan Alarcon, PE.  
Structural Engineer  
Phone: (519) 966-2250  
susan.alarcon@stantec.com

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November 25, 2014

## **Appendix A Photographs**

## STRUCTURAL ASSESSMENT FOR HISTORICAL PRESERVATION

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Photograph 1- Concrete window sill deterioration



Photograph 2 – Deteriorated window lintels and metal cornice



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Photograph 3 – Exterior building façade off Jefferson Ave.



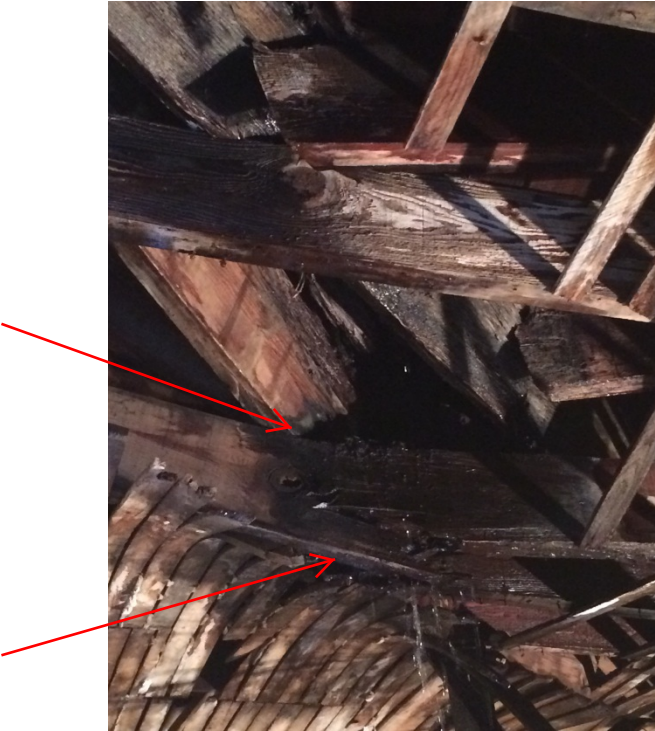
Photograph 4 – Wood roof framing failure

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**Photograph 5 – Roof at Deck Bar east wall. Large gap in roof. Structural wood joist coming out of wall bearing.**



**Photograph 6 – Severely cracked roof framing members. Failed connections. Deteriorated wood framing.**

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Photograph 7 – Looking at East wall of main floor of Deck Bar and stair to second floor. Rain water actively leaking through from roof. Deteriorated floor and stair framing.



Photograph 8 – Main floor of Deck Bar. South east corner. Effects of water infiltration on ceiling.

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Photograph 9 – Roof framing above ceiling. Considerable water marks on wood roof framing.



Photograph 10 – Basement. Highly corroded steel beam supporting main floor.

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Photograph 11 – Basement – Corroded steel beam and column.



Photograph 12 – Basement – Additional jack post and wood framing under floor joists.

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Photograph 13 – Basement – Beam cantilevered far out from support post.



Photograph 14 – Skylight. Structural members around broken skylight exposed to the elements.



DATE: November 24, 2014

TO: Jennifer Ross  
Detroit Historic District Commission

FROM: Eric Jones, Director <sup>EJ</sup>  
Buildings, Safety Engineering & Environmental Department

CC: Pam Parrish, Charles Raimi, Melvin Hollowell

RE: 14901 E. Jefferson

Pursuant to your request for an inspection of the above property, we submit the following:

This is a 2 story, apartment/office building, it is vacant and open to trespass and to the elements at the rear. There is a fence that surrounds the property at the rear. The structure is unsound and severely dilapidated. There is considerable damage from roof leaks throughout causing major ceiling, wall, and floor damage.

There are several areas where there is a collapse of the roof structure (framing), that is beyond repair. Some areas of the first floor ceiling show signs of collapse, damaged, sagging joist and falling debris throughout. In the cellar most of the structural supporting members show signs of being wet for an extended period of time. Mold covers most of the wood structure. All of the electrical, plumbing, and mechanical components are gone, damaged or dilapidated beyond repair.

In our opinion, this property should be demolished as soon as possible in order to protect the health safety and welfare of the public. If you have any questions, don't hesitate to give me at 313-224-3252.

EJ:DB:lo

REPORT

Saint  
Ambrose  
Parish



15020 Hampton  
Grosse Pointe Park,  
Michigan 48230-1302  
313-822-2814 Telephone  
313-822-9838 Facsimile  
stambrose@comcast.net

To: The Detroit Historical Commission  
From: St. Ambrose Parish  
Fr. Tim Pelc, Pastor; Grant Ruttinger, Parish Council President  
Date: November 24, 2014

We have been asked to weigh in on the discussion regarding the property at Jefferson and Alter, formerly known as the Deck Bar. This property is within eyesight of our properties, including our historic 1926 neo-gothic church and Merit Academy, which now services more than 700 students. As a result, we have a keen interest as to how this property is to be used.

In most cases, our inclination would be to advocate for historic preservation. But it is increasingly clear that the preservation and adaptive reuse of buildings in this section of the Jefferson corridor have been hit and miss. In recent years, a number of vintage buildings have been taken out, and infill buildings inconsistent with the original fabric and architecture of the old neighborhood have been allowed.

The Deck Bar property, sits at the farthest end of the historic district, and in our opinion, is so far removed from ambient structures that maintaining it, by itself, is not that important to the preservation of the original flavor of the district. It relates to nothing around it. Case in point, this property has an abandoned grocery store and two gas stations as its neighbors at that intersection – not to mention the Grosse Pointe Park garage and empty party store just to its east. This whole block needs serious architectural redevelopment, and we have advocated that for years.

St. Ambrose Parish has been an active participant in the development of this part of town. We have invested more than \$8,000,000 dollars in the past twenty-five years bringing both our Detroit and Grosse Pointe Park properties up to a very high standard. It does not help our campus to have an abandoned bar sit for a decade on property so close to us. Furthermore, we would not want to see a bar return to this site, even in a renewed form. We have also objected to the use of this property for a fast-food establishment. This is not a matter of aesthetics as it is a matter of safety for students and those coming to meet and worship here.

In short, we would not object to the demolition of this building, given the present circumstances and conditions as stated.

A handwritten signature in blue ink, appearing to read "Timothy R. Pelc". The signature is fluid and cursive.

Rev. Timothy Pelc

A handwritten signature in blue ink, appearing to read "Grant Ruttinger". The signature is cursive and somewhat stylized.

Grant Ruttinger



CITY OF DETROIT  
HISTORIC DISTRICT COMMISSION

65 CADILLAC SQ., SUITE 1300  
DETROIT, MICHIGAN 48226  
PHONE 313-224-6536  
FAX 313-224-1310

August 19, 2014

**NOTICE OF TABLED APPLICATION**

Bodman PLC  
Dennis Levasseur  
201 S Division St,  
Ann Arbor, MI 48104

**RE: Application Number 14-292; 14901 E. Jefferson; Jefferson Chalmers Historic District**

Dear Mr. Levasseur,

At the regular scheduled meeting that was held on November 12, 2014, the Detroit Historic District Commission passed a motion to table the above-referenced application to demolish the building at 14901 E. Jefferson. The application was tabled pursuant to Article II of the Detroit Historic District Commission's Rules of Procedures, Section 5(10) of the Michigan Local Historic District Act, as amended, being MCL 399.205(10), MSA 5-3407(5)(10); Section 25-2-57(b) of the 1984 Detroit City Code; Detroit Historic District Commission Resolution 97-01 (adopted August 13, 1997); Detroit Historic District Commission Resolution 97-02 (adopted October 8, 1997); and Detroit Historic District Commission Resolution 98-01 (adopted February 11, 1998) pending receipt of the following information:

- Comprehensive structural assessment report conducted by Detroit Building, Safety, Engineering, and Environmental Department staff structural engineer for **all** buildings within the Jefferson Chalmers Historic District which the applicant proposes to demolish to include 14901 **and** 14917 E. Jefferson
- Comprehensive structural assessment report following the template developed by the Detroit Historic District Commission (see attached) and conducted/completed by licensed structural engineer for **all** buildings within the Jefferson Chalmers Historic District which the applicant proposes to demolish to include 14901 **and** 14917 E. Jefferson
- Documentation of all efforts to mothball and market 14901 and 14917 E. Jefferson since Grosse Pointe has owned the properties
- Proposal which outlines the planned new use of the parcels proposed for demolition

Please note that these documents must be completed and submitted to Historic District Commission staff no later than November 24, 2014 in order for your case to be heard at the upcoming December 10, 2014 historic District Commission meeting.

For the Commission:

Jennifer Ross  
Staff  
Detroit Historic District Commission

Copy: Daljit Benipal, B&SE

DENNIS J. LEVASSEUR  
DLEVASSEUR@BODMANLAW.COM  
313-393-7596

November 24, 2014

BODMAN PLC  
6TH FLOOR AT FORD FIELD  
1901 ST. ANTOINE STREET  
DETROIT, MICHIGAN 48226  
313-393-7579 FAX  
313-259-7777

Ms. Jennifer Ross  
Detroit Historic District Commission  
65 Cadillac Squire, Suite 1300  
Detroit, Michigan 48226

Re: Application Number 14-292; 14901 and 14917 E. Jefferson; Jefferson  
Chalmers Historic District

Dear Ms. Ross:



I am the City Attorney for the City of Grosse Pointe Park (“GPP”). In connection with GPP’s application in connection with the above-referenced matter, I submit this letter for consideration by the Detroit Historic District Commission (“Commission”).

**A. Background.**

In December 2006, GPP acquired title to the subject properties in Detroit at 14901-15 and 14917 East Jefferson, at the corner of Alter Road. The subject properties are immediately west of GPP’s border with Detroit. They also sit about a half block from the Detroit Merit Charter Academy, an elementary and middle school (K through 8) with an enrollment of 750 students.

The subject properties, part of which had been operated as the Deck Bar, had been vacant since at least 2002 and, the owner had not been able to sell it. GPP purchased the subject properties with the intention of removing the buildings and redeveloping the properties, a plan that would benefit the residents of both Detroit and GPP. In particular, GPP was in negotiations with the Detroit Department of Transportation (“DDOT”) to build a new bus turnaround on the property complete with workstation, restroom, passenger shelters, and parking. See, Exhibit A.

In furtherance of its goal of improving the subject properties, GPP applied to the Detroit Building and Safety Engineering Department (“Detroit B&SED”) for a demolition permit. On April 24, 2007, the Detroit B&SED issued a permit to GPP’s contractor, Homrich Wrecking, Inc. (“Homrich”), to demolish and remove the buildings. See, Exhibit B. Once the permit was issued, Homrich prepared the buildings for demolition by gutting the interiors (including removing all remaining electrical wiring and fixtures, heating and ventilation equipment, and plumbing) and setting up the necessary barricades. At the time that the Detroit B&SED issued the demolition permit to GPP, neither the subject properties nor the buildings were contained within an actual or proposed historic district.

Ms. Jennifer Ross  
November 24, 2014  
Page 2

On April 27, 2007, just three days after it issued the demolition permit, the Detroit B&SED posted a “stop work” notice at the site, ordering GPP to stop the demolition. See, Exhibit C. Simultaneously, the Detroit B&SED summarily cancelled GPP’s demolition permit. See, Exhibit D. The revocation was not based on a violation of the terms or conditions of GPP’s permit, an impropriety by GPP in obtaining the permit, or a change in the zoning regulations that rendered the permit unlawful. Rather, the Detroit B&SED cited a claimed violation of Section 61-11-315 of Detroit’s Zoning Ordinance (“Ordinance”) as its reason for cancelling GPP’s permit. Id.<sup>1</sup>

Rather than immediately going into court to challenge the revocation, GPP continued with what it believed were good faith negotiations with the DDOT to develop a new bus turnaround on the subject properties. Indeed, those negotiations were ongoing well before GPP even applied in April 2007 to demolish the buildings. See, Exhibit A.

On May 16, 2007 the Detroit City Council – without any study having been completed – adopted a resolution that designated the area as a “proposed historic district” and directed that all applications for work be forwarded to the Commission for review. See, Exhibit F.

A Historic Designation Advisory Board (“Advisory Board”) was formed (see Exhibit M) and put together a 32 page “preliminary report” that described **only** 14901-15 East Jefferson as having any historic significance. See, Exhibit G. As to 14917 East Jefferson (which was most recently used as a party store that closed in

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<sup>1</sup> Section 61-11-315 of the Ordinance regulates the Detroit B&SED’s conduct, not GPP. See, Exhibit E. In particular, the Detroit B&SED should have forwarded all permit applications related to a traditional man street overlay area in specific locations to Detroit’s Planning and Development Department (“P&DD”). Id. Section 61-11-315 of the Ordinance specifically limits the P&DD’s review of demolition permits to a maximum of five business days “during which time alternatives to demolition might be explored with the applicant and/or owner.” Id. The review period is not mandatory as the P&DD may waive the “review period where no good purpose would be served by deferring demolition.” Id. Thus, the B&SED revoked GPP’s permit based on its own failure to forward the permit application to another Detroit department that could have waived the review and whose power was limited to **discussing** alternatives of demolition with GPP over a five-day period. The five day period lapsed with no attempt by P&DD to explore alternatives with GPP.

Ms. Jennifer Ross  
November 24, 2014  
Page 3

2004) the preliminary report noted that that building was “non-contributing.”<sup>2</sup> See, Exhibit G, p. 31. In other words, 14917 East Jefferson had no historical significance. The preliminary report was forwarded to the Detroit City Council on June 15, 2007.

On April 18, 2008, GPP applied for a demolition permit from the Commission. See, Exhibit H. GPP based its application (as it does its current application) on Section 5(6) of the LHDA that states, in relevant part, as follows:

“(6) Work within a historic district shall be permitted through the issuance of a notice to proceed by the commission if any of the following conditions prevail and if the proposed work can be demonstrated by a finding of the commission to be necessary to substantially improve or correct any of the following conditions:

“(a) The resource constitutes a hazard to the safety of the public or to the structure’s occupants.” MCLA §399.205(6)(a); emphasis added.

With its application, GPP attached an affidavit of Ronald Supal of PMI Inspection Services Consultants, Inc. See, Exhibit I. As stated in his affidavit, Mr. Supal inspected the buildings under the Michigan Building Code on April 9, 2008 and April 15, 2008 and found them to be vacant and dilapidated. Id. Mr. Supal’s affidavit goes on to state that:

“5. Based on my inspection, I found that the properties require extensive work in order to comply with applicable rules and regulations. **The properties have become unsafe, unsanitary and lack adequate light and ventilation. These conditions constitute a fire hazard and are otherwise dangerous to human life and public welfare.**

“6. On April 15, 2008, I conducted an investigation and evaluation of the Properties under Section 3410.5.1-3410.5.3 of the 2003 Michigan Building Code (Chapter 34, Existing Structures). See, Exhibit C. As shown in Exhibit C, the properties failed in every category. Id.

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<sup>2</sup> As shown below, that did not stop the Review Board from speculating that 14917 East Jefferson (a long vacant “party store”) **might** have historical significance.

“7. Even if the buildings were to be rehabilitated, they would fall far short of the requirements for fire safety, means of egress and general safety.

“8. Based on my general inspections and on my investigation and evaluation under the 2003 Michigan Building Code, the Properties must be demolished. **There is no other feasible alternative.**” *Id.*; emphasis added.

After Susan McBride, a former Commission staff member, requested an engineering report indicating that the buildings were structurally unsound, on April 25, 2008, GPP submitted a supplement to its application that included a certified structural engineering report prepared by Jack Durbin, P.E., a licensed professional engineer. *See, Exhibit J.* Mr. Durbin’s certified report states as follows:

“On April 22, 2008, I conducted a structural inspection at the above addresses. I found the buildings to be stressed based on structural failure. I also found **the structure to be unsafe, uninhabitable, unsanitary and a public hazard and nuisance.**

“In my opinion, **these structures cannot be economically rehabilitated.** Therefore, I recommend that these structures be razed immediately.” *Id.*; emphasis added.

On May 12, 2008, Ms. McBride recommended that GPP’s permit application be denied. *See, Exhibit K.* Ms. McBride did not challenge evidence that the buildings posed a hazard to the public safety and welfare or offer any evidence to counter it. One of GPP’s chief arguments was that rehabilitation of the buildings is simply not feasible. No contrary evidence was submitted to or by the Commission. The Commission denied GPP’s permit application on the grounds that it did not comply with United States Secretary of the Interior’s Standards. *See, Exhibit L.*

**B. Efforts to Sell the Subject Property.**

GPP has attempted to sell the subject properties through a listing on its website to any person or entity that can demonstrate the financial resources either to rehabilitate them or replace the buildings with a use or uses that are beneficial to both the residents of Detroit and GPP. To date, the only interested party had expressed an interest in tearing down the existing structures to erect a Tim Horton’s donut/coffee QSR.

GPP has been willing and remains willing to consider the acquisition of the subject properties by an entity that agrees to only use it for positive purposes; that is, a

Ms. Jennifer Ross  
November 24, 2014  
Page 5

purpose of purposes that are beneficial to the residents of both Detroit and GPP. To be sure, GPP has no interest in any use that would prove to be a detriment to the surrounding communities, such as a liquor store (there are already two in the immediate area) or use that generates substantial vehicular traffic.

**C. Planned Use of Subject Properties.**

Presently, GPP intends to create a green space/pocket park that will include signs that welcome eastbound travelers to GPP and westbound travelers to Detroit. GPP considers the subject properties to be part of a joint development/improvement plan for Alter Road from Jefferson Avenue to Mack Avenue that GPP is currently negotiating with Detroit. That plan includes the demolition of blighted residential structures, the clean-up and maintenance of vacant properties, and a market/public square at Kercheval and Alter.

**D. Efforts to Mothball the Subject Properties.**

GPP has secured the buildings on the subject properties with wood (painted black) over the openings that had the windows removed. Broken windows have been covered with plastic.

Very truly yours,



Dennis J. Levasseur

DJL:kj

# EXHIBIT A



DETROIT DEPARTMENT OF TRANSPORTATION  
1301 EAST WARREN, DETROIT, MICHIGAN 48207  
GENERAL INFORMATION: (313) 933-1300  
OUTSIDE THE (313) AREA: 1-888-DDOT-BUS  
MICHIGAN VOICES RELAY: 1-800-649-3777  
WWW.CL.DETROIT.MI.US/DDOT

January 3, 2007

City of Grosse Pointe Park  
15115 East Jefferson Avenue  
Grosse Pointe Park, Michigan 48230  
Attn: Dale Krajniak - City Manager

Re: *Relocation of DDOT Turn-A-Round  
Wayburn Loop*

Subject: *Project Status - Statement of Progress*

Dear Mr. Krajniak:

We are pleased to provide this letter to the City of Grosse Pointe Park as a statement of progress to date and that we are moving ahead as follows:

- 1) DDOT finds the offer acceptable to exchange property and relocate the Wayburn Street Turn-A-Round (property currently owned by DDOT) to the corner of NE corner of Alter and Jefferson (Property currently owned by the City of Grosse Pointe Park), and will be pursuing approval from Detroit City Council to complete the transaction. City Council approval is required to transfer and/or accept any property
- 2) The value of each property will be exchanged at the cost of \$1.00 paid to each of our respective municipalities.
- 3) The City of Grosse Pointe Park will assume all cost for the demolition, construction and landscaping of the new Wayburn Loop turn-a-round.
- 4) DDOT will furnish and install at their cost the signage, data, security, communication or other special systems as required. Rough-in for these systems will be provided as directed by DDOT during construction of the new building.
- 5) The new turn-a-round will include a structure 16' X 16' that will house a restroom and room for a workstation. The restroom will have access from the exterior and interior of the new building..
- 6) Two passenger shelters will be provided on site along with (3) parking spaces one of which will be designated as handicap.
- 7) With reference to the drawings received dated 11/17/06, please make the following revisions as discussed;
  - a) Both passenger shelters will be moved to the southeast section of the site to allow for ease of access for the DDOT customers.
  - b) The restroom will be provided with an exterior entrance door for use by the drivers. This door as well as other doors in the building will be furnished with a construction core with final keying provided by DDOT.
  - c) The restroom is to have a motion activated light switch.

KWAME M. KILPATRICK, MAYOR  
City of Detroit



# EXHIBIT B

B U I L D I N G P E R M I T - D E M O L I S H

01 100 0 ISSUED 04242007 EXPIRES 00000000 DIST 03 PERMIT NO 97674  
 NAME HOMRICH WRECKING INCORPORATED STATE LIC CITY NO. B- 21270  
 ADDR 9607 DEARBORN S DETROIT MI 48209  
 PERMIT TO 09 2.0 STORY COMBUSTIBLE (FP 000) STORE (S) TYPE 3B  
 LOCATION: SIDE N NO 14901 NAME JEFFERSON DIR E BLDG NO 101  
 LOCATION A/K/A: 14901-14915 E JEFFERSON ZN DIST  
 BETWEEN ALTER AND WAYBURN USE 48  
 LOT NO. AND SUB SIZE  
 W77. ALTERS PLAT (P 77.75X90  
 SIZE OF BLDG 74 WIDE 80 LONG 20 HIGH FOUNDATION BSMT Y  
 USE GROUP M NEW UNITS OLD UNITS 2 SLEEPING ROOMS  
 REMARKS WRECK & REMOVE DEBRIS.  
 BARRICADE INSPECTION REQUIRED.  
 BARRICADE OR BACKFILL TO GRADE LEVEL OPEN EXCAVATION CREATED.

CUBIC FEET 118400 THIS PERMIT WAS CANCELLED  
 ESTIMATED COST 0.00 FEE 528.60  
 REFUND AMOUNT 0.00  
 OWNER CITY OF GROSSE POINTE PARK.  
 ADDRESS 15115 E JEFFERSON  
 GROSSE PTE, MI 48236  
 TBB CONTINUE BALANCE 528.60  
 MESSAGE TRANSMIT TO RETURN TO INQUIRY SELECTION SCREEN \*\*\*\*\* RTN

**City of Detroit** *Mrc2007-04119*  
 BUILDINGS AND SAFETY ENGINEERING DEPARTMENT  
 FOURTH FLOOR COLEMAN A. YOUNG MUNICIPAL CENTER  
**BUILDING PERMIT**

FIELD	
<input type="checkbox"/> C.O.	<input type="checkbox"/> COMPLETE
DO NOT SEND C. OF O.	
<input type="checkbox"/> SUPERSEDED	<input type="checkbox"/> CANCELLED
<input type="checkbox"/> FILE AS COMPLETE	<input type="checkbox"/> WRECK OF

PHONE: 224-BSED (2733) DATE APRIL 24, 2007 PERMIT No. 97674  
 NAME HOMRICH WRECKING INCORPORATED ADDRESS 9607 DEARBORN S CONTRACTOR  
 DETROIT MI 48209 STATE LIC  
 PERMIT TO DEMOLISH (2.0) STORY COMBUSTIBLE (FP 000) STORE (S) NUMBER  
 LOCATION NORICH 14901 E JEFFERSON NUMBER OF UNITS 2 ZONING  
 A/K/A 14901-14915 E JEFFERSON NUMBER OF NEW UNITS 2 DISTRI  
 BETWEEN ALTER AND WAYBURN. SLEEPING ROOMS  
 LOT NO. AND SUB. W77. ALTERS PLAT SIZE 77.75X90  
 SIZE OF BLDG. 74 FT. WIDE BY 80 FT. LONG BY 20 FT. IN HEIGHT AND SHALL CONFORM IN CONS

TO TYPE 3B USE GROUP M BASEMENT WALLS OR FOUNDATION  
 REMARKS WRECK & REMOVE DEBRIS.  
 BARRICADE INSPECTION REQUIRED.  
 BARRICADE OR BACKFILL TO GRADE LEVEL OPEN EXCAVATION CREATED.

**CANCELLED**

CUBIC FEET 118,400 ESTIMATED COST \$ FEE \$

FORM NO. C OF D 7-PE REV. 8-82

# EXHIBIT C

# LEGAL NOTICE

CITY OF DETROIT  
BUILDINGS AND SAFETY ENGINEERING DEPARTMENT  
Inspection Division  
434 City-County Building — Telephone 224-3212

DATE

4/27/07

WHEREAS, violations of Article ~~21~~ 290-H, Section ~~11-315~~ 12-11-19-1 of the Zoning Ordinance }  
these premises, IT IS HEREBY ORDERED in accordance with the above Code that all persons cease, desist f }  
and

# STOP WORK

at once pertaining to construction, alterations or repairs on these premises  
known as 12901-14015 E. Park Ave

All persons acting contrary to this order or removing or mutilating this notice are liable to summary arrest unless  
such action is authorized by the Department.

K. Brückner  
District Inspector

BUILDINGS INSPECTION DIVISION J. Warner

# EXHIBIT D

DETROIT  
Buildings and Safety Engineering Department  
Room 434, Coleman A. Young Municipal Center  
Detroit, Michigan 48226

Case Number: MRC2007-04285

Permit No:

Location: 14901 - 15 E. JEFFERSON

Type of Inspection:

Inspector:

Telephone: 313-224-2733

Telephone inquiries may be made between  
8:00 am and 4:00 pm, Monday through Friday.

April 27, 2007

HOMRICH WRECKING INCORPORATED  
9607 DEARBORN  
DETROIT, MI 48209

The following violations of the Buildings Division were found to exist and corrections shall be made  
on or before 05/01/2007.

Violations

- 1 Effective immediately your permit #92674 is canceled.
- 2 You are hereby ordered to "Stop all Work" at the construction site 14901-14915 E. Jefferson issued under P# 92674 to wreck and remove the building. This permit was issued in violation of section 61-11-315 of the zoning ordinance which required Planning & Development approve in all main street overlay area.
- 3 It shall be unlawful to commence with any of the demolition operations without first having secured a permit from the Building and Safety Engineering Department.

NOTE: YOUR ATTENTION IS DIRECTED TO THE COMPLIANCE DATE ON THIS NOTICE. FAILURE TO CORRECT ALL VIOLATIONS, PROVIDE RESTITUTION AND REQUEST A REINSPECTION BY THE COMPLIANCE DATE WILL CAUSE FOR COURT ACTION. IF YOU CANNOT MAKE THE CORRECTIONS WITHIN THE SPECIFIED TIME AND Y:

# EXHIBIT E

ARTICLE XI SPECIAL PURPOSE ZONING DISTRICTS AND OVERLAY AREAS

Sec. 61-11-314 | Consistency with design standards required.

XIII, and General Development Standards as provided for in ARTICLE XIV of this Chapter.

- (1) Context;
- (2) Site layout;
- (3) Building design;
- (4) Landscaping;
- (5) Streetscape;
- (6) Signage and other communication elements;
- (7) Parking; and
- (8) Open space and public amenities.

(Ord. No. 20-05, §1, 5-29-05)

**Sec. 61-11-314. Consistency with design standards required.**

The Buildings and Safety Engineering Department shall not approve a permit application for any work relating to a zoning lot within a Traditional Main Street Overlay Area unless the Planning and Development Department shall have verified that such work is consistent with the design standards of this subdivision.

(Ord. No. 20-05, §1, 5-29-05)

**Sec. 61-11-315. Applicability of design standards.**

The Buildings and Safety Engineering Department shall forward to the Planning and Development Department all permit applications related to a designated Traditional Main Street overlay area, except those permit applications for interior alterations or other such permit applications which, in the concurrence of both departments, would have no bearing on the exterior appearance of the building.

~~The Planning and Development Department's review of demolition permits is limited to five (5) business days during which time alternatives to demolition might be explored with the applicant and/or owner. The Planning and Development Department may waive the five-day review period where no good purpose would be served by deferring demolition.~~

(Ord. No. 20-05, §1, 5-29-05)

**Secs. 61-11-316–61-11-320. Reserved.**

Subdivision C. Major Corridor Overlay Areas.

**Sec. 61-11-321. Description**

Certain wide major thoroughfares of the City of Detroit, typically zoned B4, pass through neighborhoods undertaking commercial revitalization efforts. Similarly, certain



# EXHIBIT F

# City of Detroit

## CITY COUNCIL

### Historic Designation Advisory Board

204 Coleman A. Young Municipal Center, Detroit, Michigan 48226

Phone: (313) 224-3487 Fax: (313) 224-6610

e-mail: cc-historic@ci.detroit.mi.us

## MEMORANDUM

**TO:** Amru Meah, Director, B&SE

**FROM:** Marcell R. Todd, Jr., Acting Director, HDAB

**DATE:** May 17, 2007

**RE:** Resolution for Study and Resolution for Interim Designation of the East Jefferson Avenue Historic District

At its formal session of May 16, 2007, City Council adopted a resolution for study of East Jefferson Avenue as a proposed historic district. In connection with the resolution for study, the City Council, in order to provide basic protection to structures in the proposed district during the study, also adopted a resolution of Interim Designation of the proposed East Jefferson Avenue Historic District. I am forwarding this to you for information and processing, consistent with *Sections 25-2-4(3) and Sections 25-2-18 et seq.*, of the City Code. Please forward any permit applications for work on any of the structures within the proposed district to the Historic District Commission for review.

**The East Jefferson Avenue Historic District is located between the City Limits east of Alter Road to Eastlawn Avenue.**

We will keep you informed of the designation process.

MT/pc  
Encl.

cc: Sheila Johnson, B&SE  
Shanker Warriar, B&SE  
David Reilly, B&SE  
Susan McBride, Historic District Commission  
James Coon, Director Public Lighting Department  
S. Topolewski, Public Lighting Department

*A. Costone, Bd. Assessment*

*Distributed to  
5/17/07*

Pursuant to those resolutions, City Council must appoint two persons to serve as *ad hoc* members of the Advisory Board in connection with the matter. The Advisory Board staff will be happy to provide two names for your consideration within a reasonable time.

Staff is available to answer any questions you may have.

Respectfully submitted,  
MARCELL R. TODD, JR.  
Acting Director

By Council Member Tinsley-Talabi:

Whereas, The City Council has received a request to designate East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue as a Historic District;

Whereas, The City Council finds that there are reasonable grounds for such a request,

Now, Therefore, Be It Resolved, That the City Council hereby directs the Historic Designation Advisory Board, a study committee, to conduct studies to determine whether the above-mentioned property meets the criteria for historic designation and to issue appropriate reports in accordance with the Michigan Local Historic Districts Act and Chapter 25, Article II of the 1984 Detroit City Code.

Adopted as follows:

Yeas — Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

By Council Member Tinsley-Talabi:

Whereas, The City Council is in receipt of evidence demonstrating definite historical and architectural value in the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue; and

Whereas, The City Council has directed the Historic Designation Advisory Board to conduct studies to determine whether the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue meets the criteria for historic designation; and

Whereas, The City Council desires the Historic District Commission to review applications for building and demolition permits within the proposed historic district on East Jefferson Avenue between City Limits east of Alter Road and Eastlawn Avenue, as provided in Section 25-2-4(3) of the 1984 Detroit City Code;

Now, Therefore, Be It Resolved, That the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue is hereby designated as an Interim Historic District:

Adopted as follows:

Yeas — Council Members Collins,

Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

#### Planning & Development Department April 23, 2007

Honorable City Council:

Re: Property For Sale By Development Agreement. Development: 18632, 18636, 18640 & 18642 Ryan.

We are in receipt of an offer from Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, to purchase the above-captioned property for the amount of \$6,000 and to develop such property. This property contains approximately 7,650 square feet and is zoned B-4 (General Business District).

The Offeror proposes to construct a paved surface parking lot for the storage of licensed operable vehicles to be used in conjunction with their adjacent church facility. This use is permitted as a matter of right in a B-4 zone.

We, therefore, request that your Honorable Body adopt the sale and authorize the Planning & Development Department's Director, or his authorized designee, to execute an agreement to purchase and develop this property with Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, together with a deed to the property and such other documents as may be necessary to effect the sale.

Respectfully submitted,  
DOUGLASS J. DIGGS  
Director

By Council Member Jones:

Resolved, That in accordance with the Offer to Purchase and the foregoing communication, the Planning & Development Department's Director, or his authorized designee, be and is hereby authorized to execute an agreement to purchase and develop the property more particularly described in the attached Exhibit A, together with a deed to the property and such other documents as may be necessary to effect the sale, with Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, for the amount of \$6,000.

#### Exhibit A

Land in the City of Detroit, County of Wayne and State of Michigan being Lots 12, 13, 14 & 15, John I. Turnbull's 7-Mile-Nevada Sub. of Lots 1, 3, 4, 5, 6, 7, 14, 15, 16, 17, 18, part of 19, 21, 22, 23, and 24 of Oak Sub. of the NW 1/4 of Sec 8, T. 1 S., R. 12 E., City of Detroit, Wayne Co., Michigan, Rec'd L. 45, P. 97-Plats, W.C.R. and be it further

Resolved, That this agreement be considered confirmed when executed by the Planning and Development Department's Director, or his authorized designee, and approved by the Corporation Counsel as to form.

EXHIBIT 1

**Detroit Workforce Development  
Department**

April 16, 2007

Honorable City Council:

Re: Authority to accept an increase in funds for the Food Assistance Employment and Training Grant from the Michigan Department of Labor and Economic Growth.

The Detroit Workforce Development Department has received total funding of \$917,087 from the Department of Labor and Economic Growth for FY-06.

Your Honorable Body previously approved appropriations amounting to \$791,673 for this grant. The Detroit Workforce Development Department therefore requests your authorization to increase Appropriation Number 11965 by \$125,414 for fiscal year 2006.

The Detroit Workforce Development Department respectfully requests your Honorable Body to adopt the following resolution with a Waiver of Reconsideration.

Respectfully submitted,

CYNTHIA A. BELL

Director

Approved:

PAMELA SCALES

Budget Director

ROGER SHORT

Finance Director

By Council Member Jones:

Resolved, That the Detroit Workforce Development Department is hereby authorized to accept increased funding for Appropriation Number 11965 in the amount of \$125,414, and be it further

Resolved, That the Finance Director is hereby authorized to establish the necessary accounts, honor vouchers, and payrolls when presented in accordance with the foregoing communications and regulations of the Department of Labor and Economic Growth.

Adopted as follows:

Yeas — Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

**Detroit Workforce Development  
Department**

April 17, 2007

Honorable City Council:

Re: Authority to accept Trade Grant Funding from the Michigan Department of Labor and Economic Growth.

The Detroit Workforce Development Department has received total funding of \$55,347.00 for the Trade Grant from the Michigan Department of Labor and Economic Growth. Please see attached Policy Issuance 06-20 Change 2 from the Michigan Department of Labor and Economic Growth.

Your Honorable Body previously approved appropriations amounting to \$500,000.00 for this grant. The Detroit

Workforce Development Department, therefore, requests your authorization to increase Appropriation Number 12022 by \$55,347.00 for fiscal year 2007.

The Detroit Workforce Development Department respectfully requests your Honorable Body to adopt the following resolution with a Waiver of Reconsideration.

Respectfully submitted,

CYNTHIA A. BELL

Director

Approved:

PAMELA SCALES

Budget Director

ROGER SHORT

Finance Director

By Council Member Jones:

Resolved, That the Detroit Workforce Development Department is hereby authorized to accept funding for Appropriation Number 12022 by the amount of \$55,347.00, and be it further

Resolved, That the Finance Director is hereby authorized to establish the necessary accounts, honor vouchers, and payrolls when presented in accordance with the foregoing communications and regulations of the Michigan Department of Labor and Economic Growth.

Adopted as follows:

Yeas — Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

**City of Detroit**

**Historic Designation Advisory Board**  
May 09, 2007

Honorable City Council:

Re: Petition #1541, Jefferson Avenue Business Association, requesting designation of East Jefferson Avenue (between the City Limits east of Alter Road to Eastlawn Avenue) as a historic district and an interim historic district.

We received the Clerk's referral of this request for historic designation, the petitioner is seeking immediate action. The staff of the Historic Designation Advisory Board is prepared to proceed with a study if your Honorable Body wishes to direct a study out of the usual order.

The proposed historic district is located on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue. The East Jefferson Business Association, representing the property owners, is requesting prompt designation, which would enable tax credits necessary to allow for the rebuilding of the neighborhood. Therefore, we are submitting this communication so that your Honorable Body, if you so decide, may direct an immediate study.

Reasonable grounds for the study have been provided and a resolution for study and for interim designation are attached for your consideration.

Pursuant to those resolutions, City Council must appoint two persons to serve as *ad hoc* members of the Advisory Board in connection with the matter. The Advisory Board staff will be happy to provide two names for your consideration within a reasonable time.

Staff is available to answer any questions you may have.

Respectfully submitted,  
MARCELL R. TOBB, JR.  
Acting Director

By Council Member Tinsley-Talabi:

Whereas, The City Council has received a request to designate East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue as a Historic District;

Whereas, The City Council finds that there are reasonable grounds for such a request,

Now, Therefore, Be It Resolved, That the City Council hereby directs the Historic Designation Advisory Board, a study committee, to conduct studies to determine whether the above-mentioned property meets the criteria for historic designation and to issue appropriate reports in accordance with the Michigan Local Historic Districts Act and Chapter 25, Article II of the 1984 Detroit City Code.

Adopted as follows:

Yeas — Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

By Council Member Tinsley-Talabi:

Whereas, The City Council is in receipt of evidence demonstrating definite historical and architectural value in the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue; and

Whereas, The City Council has directed the Historic Designation Advisory Board to conduct studies to determine whether the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue meets the criteria for historic designation; and

Whereas, The City Council desires the Historic District Commission to review applications for building and demolition permits within the proposed historic district on East Jefferson Avenue between City Limits east of Alter Road and Eastlawn Avenue, as provided in Section 25-2-4(3) of the 1984 Detroit City Code;

Now, Therefore, Be It Resolved, That the proposed historic district on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue is hereby designated as an Interim Historic District.

Adopted as follows:

Yeas — Council Members Collins,

Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. — 7.  
Nays — None.

Planning & Development Department  
April 23, 2007

Honorable City Council:

Re: Property For Sale By Development Agreement. Development: 18632, 18636, 18640 & 18642 Ryan.

We are in receipt of an offer from Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, to purchase the above-captioned property for the amount of \$6,000 and to develop such property. This property contains approximately 7,650 square feet and is zoned B-4 (General Business District).

The Offeror proposes to construct a paved surface parking lot for the storage of licensed operable vehicles to be used in conjunction with their adjacent church facility. This use is permitted as a matter of right in a B-4 zone.

We, therefore, request that your Honorable Body adopt the sale and authorize the Planning & Development Department's Director, or his authorized designee, to execute an agreement to purchase and develop this property with Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, together with a deed to the property and such other documents as may be necessary to effect the sale.

Respectfully submitted,  
DOUGLASS J. DIGGS  
Director

By Council Member Jones:

Resolved, That in accordance with the Offer to Purchase, and the foregoing communication, the Planning & Development Department's Director, or his authorized designee, be and is hereby authorized to execute an agreement to purchase and develop the property more particularly described in the attached Exhibit A, together with a deed to the property and such other documents as may be necessary to effect the sale, with Dayspring Baptist Church, a Michigan Ecclesiastical Corporation, for the amount of \$6,000.

Exhibit A

Land in the City of Detroit, County of Wayne and State of Michigan being Lots 12, 13, 14 & 15, John 1. Turnbills 7-Mile-Nevada Sub. of Lots 1, 3, 4, 5, 6, 7, 14, 15, 16, 17, 18, part of 19, 21, 22, 23, and 24 of Oak Sub. of the NW 1/4 of Sec 8, T. 1 S., R. 12 E., City of Detroit, Wayne Co., Michigan, Rec'd L. 45, P. 97-Plats, W.C.R. and be it further

Resolved, That this agreement be considered confirmed when executed by the Planning and Development Department's Director, or his authorized designee, and approved by the Corporation Counsel as to form.

Detroit Workforce Development Department

April 16, 2007

Honorable City Council:
Re: Authority to accept an increase in funds for the Food Assistance Employment and Training Grant from the Michigan Department of Labor and Economic Growth.

The Detroit Workforce Development Department has received total funding of \$917,067 from the Department of Labor and Economic Growth for FY-06.

Your Honorable Body previously approved appropriations amounting to \$791,679 for this grant. The Detroit Workforce Development Department therefore requests your authorization to increase Appropriation Number 11965 by \$125,414 for fiscal year 2006.

The Detroit Workforce Development Department respectfully requests your Honorable Body to adopt the following resolution with a Waiver of Reconsideration.

Respectfully submitted,
CYNTHIA A. BELL
Director

Approved:
PAMELA SCALES
Budget Director
ROGER SHORT
Finance Director

By Council Member Jones:

Resolved, That the Detroit Workforce Development Department is hereby authorized to accept increased funding for Appropriation Number 11965 in the amount of \$125,414, and be it further

Resolved, That the Finance Director is hereby authorized to establish the necessary accounts, honor vouchers, and payrolls when presented in accordance with the foregoing communications and regulations of the Department of Labor and Economic Growth.

Adopted as follows:
Yeas - Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. - 7.
Nays - None.

Detroit Workforce Development Department

April 17, 2007

Honorable City Council:
Re: Authority to accept Trade Grant funding from the Michigan Department of Labor and Economic Growth.

The Detroit Workforce Development Department has received total funding of \$55,347.00 for the Trade Grant from the Michigan Department of Labor and Economic Growth. Please see attached Policy Assurance 06-20 Change 2 from the Michigan Department of Labor and Economic Growth.

Your Honorable Body previously approved appropriations amounting to \$500,000.00 for this grant. The Detroit

Workforce Development Department, therefore, requests your authorization to increase Appropriation Number 12022 by \$55,347.00 for fiscal year 2007.

The Detroit Workforce Development Department respectfully requests your Honorable Body to adopt the following resolution with a Waiver of Reconsideration.

Respectfully submitted,
CYNTHIA A. BELL
Director

Approved:
PAMELA SCALES
Budget Director
ROGER SHORT
Finance Director

By Council Member Jones:

Resolved, That the Detroit Workforce Development Department is hereby authorized to accept funding for Appropriation Number 12022 by the amount of \$55,347.00, and be it further

Resolved, That the Finance Director is hereby authorized to establish the necessary accounts, honor vouchers, and payrolls when presented in accordance with the foregoing communications and regulations of the Michigan Department of Labor and Economic Growth.

Adopted as follows:
Yeas - Council Members Collins, Jones, Kenyatta, Reeves, Tinsley-Talabi, Watson, and President K. Cockrel, Jr. - 7.
Nays - None.

City of Detroit
Historic Designation Advisory Board
May 00, 2007

Honorable City Council:
Re: Petition #1541, Jefferson Avenue Business Association, requesting designation of East Jefferson Avenue (between the City Limits east of Alter Road to Eastlawn Avenue) as a historic district and an interim historic district.

We received the Clerk's referral of this request for historic designation; the petitioner is seeking immediate action. The staff of the Historic Designation Advisory Board is prepared to proceed with a study if your Honorable Body wishes to direct a study out of the usual order.

The proposed historic district is located on East Jefferson Avenue between the City Limits east of Alter Road to Eastlawn Avenue. The East Jefferson Business Association, representing the property owners, is requesting prompt designation, which would enable tax credits necessary to allow for the rebuilding of the neighborhood. Therefore, we are submitting this communication so that your Honorable Body, if you so decide, may direct an immediate study.

Reasonable grounds for the study have been provided and a resolution for study and for interim designation are attached for your consideration.

# EXHIBIT G

7

# City of Detroit

## CITY COUNCIL

Historic Designation Advisory Board

204 Coleman A. Young Municipal Center, Detroit, Michigan 48226

Phone: (313) 224-3487 Fax: (313) 224-6610

e-mail: cc-historic@ci.detroit.mi.us

June 15, 2007

HONORABLE CITY COUNCIL:

**Re: Historic Designation Advisory Board submitting its preliminary report on the proposed Jefferson-Chalmers Historic Business District Historic District (Petition # 1541)**

I am pleased to forward to Your Honorable Body the Historic Designation Advisory Board's preliminary report on the proposed Jefferson-Chalmers Historic Business District Historic District.

This report was approved for submission to City Council by the Advisory Board at its meeting of Thursday, June 14, 2007. In accordance with Chapter 25 of the City Code, the Advisory Board will hold a public hearing on this matter in September; You will be notified of the time and place of the hearing.

Your comments and suggestions regarding this proposed historic district would be welcome.

Sincerely,

*Marcell R. Todd, Sr (MRS)*

Marcell R. Todd, Jr.  
Acting Director

MT/pc

Attachment

cc: City Clerk

*Distribution  
6/20/07*

GPP DBD 00012



# City of Detroit

## CITY COUNCIL

### Historic Designation Advisory Board

204 Coleman A. Young Municipal Center, Detroit, Michigan 48226

Phone: (313) 224-3487 Fax: (313) 224-6610

e-mail: [cc-historic@ci.detroit.mi.us](mailto:cc-historic@ci.detroit.mi.us)

### Proposed

### Jefferson-Chalmers Historic Business District

By a resolution dated May 11, 2007 the Detroit City Council charged the Historic Designation Advisory Board, a study committee, with the official study of the proposed Jefferson-Chalmers Historic Business District in accordance with Chapter 25 of the 1984 Detroit City Code and the Michigan Local Historic Districts Act.

The proposed Jefferson-Chalmers Historic Business District is located on the lower eastern edge of the City of Detroit, near the Detroit River, and bordered on the east by the suburban city of Grosse Pointe Park. East Jefferson Avenue is one of the City of Detroit's widest streets including four lanes for traffic, two parking lanes, and a middle turn lane. It runs from downtown Detroit through the suburbs of Grosse Pointe and St. Clair Shores, and is used as a commuter highway for those working or traveling to downtown Detroit and is thus one of the high-volume traffic surface streets. The proposed district is one of only a small number of early twentieth-century neighborhood commercial districts in Detroit that have survived mostly intact. Developed largely in the 1910s and 1920s as the Detroit east side neighborhood around it grew up to house factory workers and others brought to the area by the proliferation of auto and other industrial plants nearby, the district became the center of the area's commercial, religious, social, and cultural life by the 1920s. The proposed district contains a notable concentration of architecturally distinguished commercial, apartment and church buildings dating from the later 1910s to the 1930s. There are fifty-seven buildings located in the proposed district, of which forty are considered contributing structures.

#### **Boundaries:**

The boundaries of the proposed Jefferson-Chalmers Historic Business District are outlined in heavy black lines on the attached map, and are as follows:

Beginning at the intersection of the center lines of East Jefferson Avenue and Eastlawn Avenue, thence proceeding north along the centerline of Eastlawn to the north property line of 1044 Eastlawn; thence east along the said property line to the east property line of 1044 Eastlawn; thence south along said property line to the centerline of the east-west alley to the rear of the properties on the north side of East Jefferson; thence east along the centerline of said alley to the centerline of the north-south alley to the rear properties on the west side of Marlborough Avenue; thence north along the centerline of said alley to the north property line of 1031 Marlborough; thence east along said property line to the centerline of Marlborough; thence south along the centerline of Marlborough to the intersection of the centerlines of Marlborough and the east-west alley to the rear of the properties on the north side of East Jefferson; thence east along the centerline of said alley to the centerline of Philip Avenue; thence north along the centerline of Philip to the north property line of 14615 East

Jefferson; thence east along said property line to the west property line of 14635 East Jefferson; thence north along said property line and continuing north along the west property line of 1021 Manistique to the north property line of 1021 Manistique; thence east along said property line to the centerline of Manistique; thence south along the centerline of Manistique to the intersection of the centerlines of Manistique and the east-west alley to the rear of the properties on the north side of Jefferson; thence east along the centerline of said alley to the west property line of 1038 Ashland; thence north along said property line to the north property line of 1038 Ashland; thence east along said property line to the east property line of 1038 Ashland; thence south along said property line to the centerline of east-west alley to the rear of the properties on the north side of East Jefferson; thence east along the centerline of said alley to the intersection of the centerlines of said alley and Alter Road; thence north along the centerline of Alter to the north property line of 1060 Alter; thence east along said property line to the east property line of 1060 Alter; thence south along said property line and continuing south along the property line of 1060 Alter, 1044 Alter, 1034 Alter and 1020 Alter to the east property line of 14917 East Jefferson; thence south along said property line to the centerline of East Jefferson; thence west along the centerline of East Jefferson to the intersection of the centerlines of East Jefferson and Alter; thence south along the centerline of Alter to the south property line of 943 Alter; thence west along said property line to the centerline of Ashland; thence north along the centerline of Ashland to the intersection of the centerlines of Ashland and east-west alley to the rear of the properties on the south side of East Jefferson; then west along the centerline of said alley to the centerline of Manistique; thence south along the centerline of Manistique to the south property line of 937 Manistique; thence west along said property line to the west property line of 937 Manistique; thence north along said property line to the centerline of the east-west alley to the rear of the properties on the south side of Jefferson; thence west along the centerline of said alley to the centerline of Newport Avenue; thence north along the centerline of Newport to the intersection of the centerlines of Newport and East Jefferson; thence west along the centerline of East Jefferson, back to the point of beginning.

### **History**

*The contents of this report are taken largely from the Jefferson-Chalmers Historic Business District National Register form prepared by BVH Architecture, Inc., May 19, 2004.*

East Jefferson Avenue had its origins as an early Indian trail that ran along the Detroit River and Lake St. Clair. During the early days of Detroit in the 1700s as the French outpost, Fort Ponchartrain du Detroit, the main street of the fort was Ste. Anne Street, which ran down what is now the center of Jefferson Avenue. During this time, the King of France began granting long tracts of land along the river for use as farms to the new French settlers. These tracts continued to be granted during the 1700s and became known as the "French ribbon farms." A farm consisted of a narrow strip of land with river frontage of three hundred to nine hundred feet that provided the owner with water rights and then stretched back from the river one to three miles. An extension of Ste. Anne Street, which later became known as the River Road, connected with the former Indian trail that ran through the ribbon farms, following the course of the river.

The land surrounding the Jefferson-Chalmers Historic Business District was originally a great marsh called *Le Grand Marais* by the French. The marsh extended over a vast tract of land lying between Connor Creek and the area around Cadieux Road in what is now Grosse Pointe. The marsh included a large point or *grosse pointe* of land which extended into Lake St. Clair, which later became known as Windmill Point. The Grande Marais was low, flat, marshy country covered with "a luxuriant growth of wild grass." Fox Creek flowed through the Grande Marais, but its point of origin was the Black Marsh, a vast area of land stretching from what is now St. Clair Shores and covering almost all of Grosse Pointe Woods and Harper Woods. The Native-Americans and the French took their canoes up the Milk River, or *Riviere au Lait*, located in what is now the southern part of St. Clair Shores, through the Black Marsh and down the Fox Creek. It is assumed that the River Road followed the old Indian trail where it skirted around the Grand Marais. *Presque Isle*, "almost an island," was the name the French gave to a sandy beach area that lay at the edge of the Grand Marais, adjacent to Fox Creek near the spot where the Detroit River opens onto Lake St. Clair. Fox Creek allegedly received its name after the vanquished Fox tribe who were massacred by the French in 1712.

The Grand Marais was very sparsely settled during the 1750's, when Jean Baptiste LeDuc established his homestead on Presque Isle and erected a stone windmill on the point. The scattered French farmers and Indians living in the vicinity brought their grains to be ground here. Years later the ruins of the windmill became a local landmark and the site became known as Windmill Point. Another French homestead was established in the 1750s by the brothers Thomas and Joseph Louis Tremble (Trombley, Tromblay) at the opposite end of the marsh, one mile inland at the *Riviere du Grand Marais* (later Tremble Creek, then Connor Creek). There they built a water-powered saw and gristmill.

In January of 1805, the Territory of Michigan was created and Detroit was chosen as the new territory's capitol. Two months later, President Jefferson appointed General William Hull of Massachusetts as the new governor of Michigan. Accompanying him to Detroit was Augustus Woodward of Virginia, one of the three territorial judges. However, Detroit was destroyed completely by fire in June of the same year. In 1806, Woodward recommended that Detroit be rebuilt according to a new plan that provided for wider streets. In 1807, Ste. Anne Street was widened and renamed Jefferson Avenue in honor of the third president of the United States. The street connected with the old River Road, which ran eastward close to the shore of the river near Connor Creek.

In 1808, the U.S. government fixed the boundaries of the original land claims or "ribbon farms" awarded years earlier by the King of France. These claims came to be known as the "private claims." The portions of the marsh that were divided into private claims that now include the Jefferson-Chalmers Historic Business District were: P.C. 120 granted to Jean Baptiste Aloire dit Lapierre (an Indian trader); P.C. 219 granted to Pierre Griffard; and P.C. 321 granted to Louis Griffard, Jr.

It was during these early settlement years that the shoreline along the river and the Grand Marais began to draw visitors to the area for recreational purposes. One of their destinations was the *Cabaret du Grand Marais* or Big Swamp Tavern, located in the vicinity of Connor Creek. During the winter

the French would ride their *carioles* across the ice for food, libations and dance.

In 1818, Governor Cass established the Township of Hamtramck with boundaries that included the area now surrounding the Jefferson-Chalmers Historic Business District. In 1848, the Township of Grosse-Pointe was formed, reducing the size of Hamtramck Township. It was named for the point of land projecting into the water at the foot of Lake St. Clair. The township was bounded on the north by Macomb County; on the east and south by Lake St. Clair and the Detroit River; and on the west by various section lines and a portion of Connor Creek. As farms spread throughout the township, farmers gradually drained most of the Black Marsh with ditches, clearing the land for farming. The map of Grosse Pointe Township in the 1876 Wayne County Atlas indicated that the River Road (or Grosse Pointe Road) was then called Jefferson Avenue. The land to the north of the proposed historic district was farmland with a large section belonging to the Campau family. The area to the south of East Jefferson Avenue was still the marshland of the Grande Marais, but was divided into lots with the Campau family owning the western section and C. and W. Moran owning the eastern lot that contained Fox Creek. Farmland on both sides of East Jefferson Avenue at what is now Alter Road was owned by J. J. Alter. Travel on the River Road in the vicinity of the Grand Marais was particularly difficult with many horses floundering in the mud. In 1851, a nine-mile plank road was built between Detroit and Grosse Pointe Township with bridges over Connor Creek and Fox Creek. The bridge over Fox Creek was known as the "*Pont des Renards*" or Bridge of the Foxes. This toll road was privately owned through charters issued by the state and became the center of a major controversy in later years. Many of the toll road owners were quick to charge tolls but made minimum repairs. As years went by, the planks deteriorated. Many of the owners had the planks replaced with gravel, but the roads were often still in poor condition as a result of poor maintenance by the owners. Some of the early Grosse Pointe summer residents took yachts to their offices in Detroit rather than travel on the road through the Grande Marais. Improvements were needed due to the increase of traffic along the Grosse Pointe Road. In 1872, George Hendrie, the plank road charterholder, rebuilt the Connor Creek bridge and tollgate.

East Jefferson Avenue became known for the many roadhouses that were established for travelers along the route from Detroit to Grosse Pointe. These wayside taverns were originally formed as a stopping point for farmers traveling between their farm and market. Roadhouses were generally found every five miles along main highways for the convenience of farmers seeking food, drink and occasionally lodging for the night. As the city expanded with improved roads and the addition of streetcar lines, the patronage of the roadhouses changed from a rural clientele to city residents, many of whom were traveling to resorts or to their summer residences. The character of many roadhouses changed from tavern to inn, with dining and lodging accommodations suitable for wives and children. East Jefferson Avenue was particularly known for a number of resort-oriented roadhouses and inns. The Old Homestead, Scanlon's, Snug Harbor, and the Rusch house were among the many popular roadhouses found along East Jefferson Avenue. The earliest known roadhouse in the Jefferson-Chalmers Historic Business District, as indicated in the 1876 Wayne County atlas, was a saloon located on the south side of East Jefferson Avenue near Fox Creek. According to the 1893 Wayne County Atlas, the Six Mile House was located on East Jefferson at Lakeview. The Burrell Hotel was listed on the same site during the 1910s and the Honeybuckle Inn during the 1920s. One of the most

popular roadhouses was the Fox Creek House, established by John Garska sometime around 1890 and located on the north side of East Jefferson Avenue at Alter Road. The Fox Creek House was in business until 1918 when prohibition forced the roadhouse to close. (The Garska Family then donated the land behind their establishment to St. Ambrose Parish.)

The tracts of land located in the Grand Marais developed at a slower pace than other areas in Detroit due to poor transportation routes and the marshy nature of the land. In 1874, William B. Moran, a prominent Detroit attorney who owned a tract of land in the area, began surveying the Grand Marais. He concluded that the marsh could be reclaimed and began building earthen dikes. Thus began the draining of the Grand Marais. Neighboring property owners such as the Campau family soon followed draining the land. It is believed that primary drainage ditches were dug by oxen-driven plows, then windmills and pumps moved the marshwater through pipes set in lateral ditches and eventually into the Detroit River. In 1880, the Wayne County Drain Commission authorized and provided the funding for the drainage of the area surrounding Fox Creek and the conversion of the creek to a canal. Silas Farmer, in his recollection in Grosse Pointe on Lake Sainte Claire, 1886, described driving down East Jefferson Avenue to Grosse Pointe (page 18):

On the left, as we cross the bridge (over Conner Creek), is the stock farm of George Hendrie, chief owner of the Detroit City Street Railway Co. Beyond, on both sides of the road, the Campau estate owns a large tract. These lands are now being drained by ditches from which the water is pumped by wind-mills; but only a few years ago the road we are now passing over was "navigable for small craft" during several months in the spring.

Friend Palmer wrote in Early Days in Detroit (page 656), "The Grand Marais, what a garden it has become! A few years yet, and it will be hard to realize that the present broad fields of corn and waving grain were in the early days, one vast swamp or quagmire, the home of the muskrat and all kinds of horrid snakes." Silas Farmer also describes crossing Fox Creek and seeing an avenue lined with shade trees, planted by W.B. Moran. This avenue, now Alter Road, was known as Edgewood Road and stretched across his property to Edgewood Park, a summer resort for picnic parties at Windmill Point.

In 1887, the East Detroit and Grosse Pointe Railway was formed and provided streetcar service to Grosse Pointe Township. This line ran up East Jefferson Avenue, then turned north at Cadillac Avenue near Water Works Park, then east on Mack Avenue to loop around the marsh, jogged back to East Jefferson Avenue at St. Clare Avenue in the present day Grosse Pointe, then ran up the shoreline to Fisher Road. In 1881, railway magnate George Hendrie, who later owned extensive property along East Jefferson Avenue in the area of the Jefferson-Chalmers Historic Business District and further north in the present day Grosse Pointe, purchased the old Hamtramck Railway Company which ran lines through nearby Hamtramck Township. This company developed into the Jefferson Avenue Line in 1891 and became the Detroit Suburban Railway in 1892 that took over the operation of the East Detroit and Grosse Pointe Railway later that same year. The streetcar line on East

Jefferson Avenue then extended from downtown Detroit to Fisher Road in Grosse Pointe. Hendrie now had a monopoly on transportation along East Jefferson Avenue, owning both the railway line and the toll road. At various times Hendrie had tollgates at Conner Creek and near the present-day Vanity Ballroom.

In 1892, Mayor Hazen Pingree started a campaign to eliminate the tollgates that stood on many of the city's major thoroughfares. Many of the toll road owners had ignored charter provisions requiring repair and maintenance of the roads but still continued to charge excessive tolls. Even after the city had repaired and paved the streets within the city limits, toll road owners would set up gates for incoming traffic. Pingree made several attempts to purchase the charters, but the toll road owners demanded exorbitant payments. The mayor then incited the citizens of Detroit to boycott the toll gates. Mayor Pingree aimed the bulk of his attack at Hendrie, the toughest and most obstinate of the toll road owners, who had obtained a court injunction that temporarily stopped the city from paving East Jefferson Avenue. After numerous court battles and with the overwhelming support of Detroit citizens, Pingree won against the toll companies. By 1896, the majority of toll companies had been eliminated from the city.

The draining of the Grande Marais and the improvement of transportation to the area finally led to the development of subdivisions. The first subdivisions to be platted were located between Jefferson and Kercheval, and between Lenox and Alter. Rusch's Subdivision was the first to be developed in the Jefferson-Chalmers Historic Business District. It was developed in 1891 by Otto Rusch, manager of Germania Life Insurance and the owner of the popular Rusch's Roadhouse, located at Connor Creek. Others platted were the Lakeview Subdivision, Aberle's Subdivision, Skinner & Moore's Subdivision and the Pointeview Subdivision. As a result, the following north/south streets appeared in the 1893 Wayne County Atlas in the following order from west to east: Lenox, Drexel, Coplin, Lakeview, Rusch (now Eastlawn), Newport, Oneida (now Lakewood), Utica (now Chalmers), Hitchings (now Marlborough), and Philip Avenues. A small park on East Jefferson Avenue, called Presque Isle Park, lay between Newport and Oneida. Marshland Road (now Lakewood) was the only new road that appeared running south to the river from East Jefferson Avenue.

The area of land south of the Jefferson-Chalmers Historic Business District, between East Jefferson Avenue and the Detroit River, developed into a popular destination for the sports-minded enthusiast. In addition to being an ideal locality for fishing and boating, the area became the site of several well-known sporting venues including the Peoria Gun Club. The gun club, located along Marshland Road, arranged for members to be transported from downtown by boat.

In 1893, construction began on another sporting venue, the Grosse Pointe Race Track, located off East Jefferson Avenue just a few blocks to the west of the Jefferson-Chalmers Historic Business District. Built as a horse-racing track, it was operated by the Detroit Driving Club, whose secretary was Daniel Campau, Jr., a grandson and heir of Joseph Campau. Daniel Campau, Jr. was a successful businessman, especially in real estate, and a powerful figure in the Michigan Democratic Party. Campau soon became president of the Detroit Driving Club and spearheaded a campaign to move the track from its location off East Jefferson Avenue near Water Works Park to land he owned at Conner

and Alter Roads. It was here that the new oval mile-long race track with a major grandstand and stables was built on a ninety-acre tract of land. The track was considered one of the finest in the country, located in a beautiful location with accessibility to the river. The Detroit Driving Club became a landmark site in automotive history in the early 1900s when the track was used for automobile racing. It was here that a relatively unknown Henry Ford raced an auto of his own design against the nationally famous racer from Cleveland, Alexander Winton. Ford beat Winton in an upset victory, and the following year, Barney Oldfield beat Winton in the Ford designed "999," averaging almost sixty miles per hour. These two events were successful in attracting the investors that Ford needed to finance the Ford Motor Company, which was organized one year later. Motor racing ended at the track in 1905 and it was razed soon after for a residential subdivision.

The Detroit Jockey Club operated another race course that was located just south of the Jefferson-Chalmers Historic Business District. The 1894 Wayne County atlas indicates that the club was situated between Marshland Road (now Lakewood) and Alter Road on land belonging to George Hendrie and W.B. Moran. There is little information regarding this second course located in such close proximity to the Detroit Driving Club.

In 1903, the Village of Fairview was incorporated from a portion of Grosse Pointe Township. The boundaries of the new village extended from the Detroit city limits near Waterworks Park to Cadieux Road, and from the river to a line 500 feet south of Mack Avenue. Vast improvements were expected in public services, road paving and residential and industrial development. Daniel Campau, Jr. and the Detroit Driving Club were instrumental in supporting the incorporation of the village, intent upon securing control of the village's entire operations. Immediately, opposing factions were arguing at town meetings regarding the paving of East Jefferson Avenue. In 1906, the road was finally repaved with brick and new bridges were built at Connor Creek and Fox Creek.

The Village of Fairview was short-lived, however, due to fear of an epidemic of typhoid fever that arose in 1904 as a result of the dumping of sewage into Connor Creek. The City of Detroit Health Department expressed concerns that this sewage would flow into Detroit's drinking water supply intake, which lay about three-quarters of a mile below the mouth of the creek. The department recommended to Detroit's Common Council that the best solution was the annexation of Fairview to the City of Detroit and the construction of an intercepting sewer. Although many of the residents of Fairview were opposed to the annexation, an act was passed by the state legislature in 1907 making Fairview a part of the city of Detroit. This annexation caused another village, Grosse Pointe Park, to be formed from that part of Fairview that lay between Fox Creek and Cadieux Road.

Although subdivisions had been platted during the early 1890s in the blocks north of the Jefferson-Chalmers Historic Business District, residential development grew very slowly. By the early 1900s, only a handful of houses had been constructed. The annexation of Fairview to the City of Detroit resulted in the blocks south of the district, which had formerly been the site of the Detroit Jockey Club and the Peoria Gun Club, being eyed for future development. In 1907, the Van Husen Company Subdivision and the Fox Creek Subdivision were platted and by 1910 the Lakewood Park, Jefferson Park, and the Marshland Boulevard subdivisions had been laid out. Realtors enticed prospective

residents by advertising the close proximity of the neighborhood to the Detroit River for recreational purposes like fishing and boating. Just after the turn of the century, canals for the access of boats were dug at the foot of Alter Road near the Windmill Point lighthouse. William C. Klenk, a prominent land owner in the area, constructed the Lighthouse Inn, a Colonial Revival building with a two-story portico and an extensive veranda that overlooked the river. The inn was located just to the west of the lighthouse and was noted for its famous shore dinners, elegant private party rooms, a private launch from Belle Isle, and its large picnic pavilion.

Half a mile to the west of the district lay Connor Creek, a natural stream ranging from ten to fifty feet wide ending at the Detroit River. Around 1900, at the foot of Connor Creek, Joseph H. Berry, a Grosse Pointe native and one of the founders of Berry Brothers, Ltd., a leading varnish manufacturing company in the United States, built a huge facility for the production of marine varnishes. In 1906, Berry bore the preliminary expenses, including the right of way, for the eighteen mile outer-belt railway line known as the Detroit Terminal Railway which ran in a semicircle from Connor Creek on the east to the city of Ecorse on the west. Although Berry died in 1907, the railway sparked the beginning of an industrial area around Connor Creek. Before his death, Berry subdivided the Fox Creek Subdivision, where the Jefferson-Chalmers Historic Business District is located, with his son-in-law, Edwin S. Lodge, and his granddaughter, Evangeline L. Lodge Lindbergh (mother of the aviator, Charles Lindbergh).

The Connor Creek location's amenities attracted other industries to the area, including a number of auto companies established in the early years of Detroit's boom as the "Motor City". The first of these was the E. R. Thomas-Detroit Company that had taken twenty-two acres of land of the Campau Farm for its buildings. The E. R. Thomas-Detroit Co. produced the car called the "Thomas-Detroit" and was located on East Jefferson Avenue west of Connor Creek at what was then the Grosse Pointe border in 1905. It existed for only two years and then was reorganized as the Chalmers Detroit Company in 1908. It became so successful that in 1910, as the Chalmers Motor Car Company, it grew into a complex of sixteen manufacturing buildings with a total floor space of one million feet on a site of thirty acres. By 1912, Chalmers employed over 4,000 workers.

The district around Connor Creek and East Jefferson Avenue became known as the Connor Creek Industrial Area. The six-story, 250,000 sq. ft. Wadsworth Wooden Body Plant was established on East Jefferson at Connor Creek in 1914. This early automotive supplier produced wooden car chasses for the Ford Model T and operated until it burned in 1919 in the largest building fire in Detroit to that date.

One of the most prominent auto manufacturers was the Hudson Motor Car Company. The company's industrial complex began with a 172,000 sq. ft. plant designed by Detroit architect Albert Kahn in 1910. Hudson grew to be the fifth largest automobile manufacturer in the world in 1949. Another major plant was the Continental Engine Company, a major supplier to Hudson, which built its two-story 225,000 sq. ft. plant near Connor Creek north of the Hudson Plant in 1912. Continental produced 25,000 engines annually for the Hudson Motor Car Company until 1949.



Other types of industrial plants came to the area, as 1910 marked a year of explosive industrial growth. The Armstrong Woolen Company, the Hupp-James-Halloran Foundry Company, the Anderson Forge and Steel Company, and the Fairview Foundry Company all located south of East Jefferson Avenue near the Detroit River. A reinforced concrete factory for the Metal Products Company was constructed in 1910 north of East Jefferson Avenue near Conner Road.

The Jefferson-Chalmers Historic Business District now began to grow rapidly as a result of the industrial development around Connor Creek to the west and the residential development of the former marshland to the south. In 1907, when the area was annexed to Detroit, the district had a roadhouse on either end; a saloon previously known as the Six Mile House stood on the north side of East Jefferson Avenue at Lakeview, just one block west of the boundary line of the proposed district. The Fox Creek House was located at the other end at the intersection of Alter Road and East Jefferson Avenue. Between these two roadhouses were a few houses and the real estate offices of the Van Husen Co., Potts and Potts (Hiram and his son, Seward), and a branch office of William Hillger. All of these early buildings were demolished as the district later developed. By 1913, a number of commercial buildings had been constructed in the Jefferson-Chalmers Historic Business District that included a tailor, hardware store, drug store, physicians, grocers, and dry goods. The Burrell Hotel (Six Mile House) and the Fox Creek House were still in operation as were the real estate offices of Potts and Potts and William Hillger. New real estate offices included R.C. Larrabee and the Lakeview Real Estate Exchange (all demolished). The W.J. Hiller Building (14350-56 E. Jefferson), one of the oldest buildings in the proposed district, was constructed at this time and designed by Spier, Rohns, and Gehrke. Built in 1912, the building had one storefront with two apartments above. As development increased in the area, an additional storefront was added in 1914. The building was occupied by a pharmacy, grocery and notions store.

The subdivisions on both sides of the Jefferson-Chalmers Historic Business District slowly began to fill with new housing after 1910. The area north of Jefferson saw construction of many two-family clapboard sided homes and small, simple single-family clapboard homes, cheaply built for worker housing. Houses began to appear south of the district, between Jefferson and Essex. The canal area along Fox Creek attracted residents who wanted boat access to the river. The majority of these residents were of German, Belgian, English and French descent and lived along Alter Road and Ashland Avenue. By 1913, the Lighthouse Inn had become the Detroit Motor Boat Club, a private club for yachtsmen such as William Scripps, Lewis Newberry and Horace Dodge. The Woods Inn, a popular riverfront saloon owned by Dod Woods, was built at the foot of Lakeview (now the Alfred Brush Ford Park) in the mid-1900s.

In 1913, Ford Motor Company chief engineer Edward Gray created the exclusive Grayhaven Island subdivision, just west of the Jefferson-Chalmers Historic Business District, platted for mansions with access to the Detroit River from a canal. The plan was for 175 of the canal-front lots to be built on over one million cubic yards of landfill. Only a handful of the homes were built, including the mansion for boat racing legend Gar Wood, and the mansion of Edward Fisher, one of the automotive industrialist Fisher Brothers.

During the same year, Dr. William D. Maxon, rector of Christ Church in Detroit, anticipating the

future growth of the neighborhoods in the area, arranged for the purchase of land at East Jefferson and Manistique. A small frame church was built on Manistique, just north of East Jefferson. The church was named after St. Columba, a Celtic missionary who had founded a monastery in 563 A.D. on the island of Iona off the coast of Scotland. During a previous trip to Scotland, Dr. Maxon was so inspired with the life of the saint that he was determined to establish a mission or parish in his name. Dr. Maxon acted as rector until 1917. In that year the church was admitted to the diocese as a parish and the Rev. Charles Ramsey was named rector. Jefferson Avenue Methodist Church was also established in 1913 in a storefront on East Jefferson and Philip Avenues. In 1914, a brick church was built on the present location, designed by Stokes and Wittingham. The church was expanded during the 1920s with the addition of a large brick Gothic Revival auditorium to the rear of the original building. (The 1914 church was demolished in 1957 and replaced with a contemporary educational building which was connected to the 1924 auditorium.)

By 1915, commercial growth in the Jefferson-Chalmers Historic Business District had exploded in its first prime era of development. Real estate offices included Potts and Potts, William Hillger, I.C. Freud, LeJeune and Rivard and the Ford Heights Land Company. A number of the commercial buildings constructed during this time have survived, including the building at 14410 E. Jefferson, built in 1916 and designed by local architect Ernest C. Thulin who lived nearby on Lakewood Avenue. The building was first occupied by the Great Atlantic & Pacific Tea Company. Thulin also designed the building at 14815 E. Jefferson in 1916 (later altered). A wide diversity of businesses then opened in the district, including shoe stores, barbers, grocers, drug stores, a photographer's studio and restaurant. The two story brick building at 14538 E. Jefferson was built in 1915 and occupied by Knaepple's hardware store. The building at 14127-14149 E. Jefferson was built in two phases between 1915 and 1920. It was designed by Pollmar and Ropes. The first phase of construction for a two story commercial building with two storefronts was built in 1915. An additional four stores were added to the building, matching the design of the original building so well that it is difficult to tell where the two parts meet.

The area surrounding the Jefferson-Chalmers Historic Business District had always attracted visitors for recreational purposes. The many roadhouses along Jefferson Avenue and the location of boating, fishing and dining sites on the Detroit River gave the area a unique character. In 1915, the proposed district began its development as an entertainment destination with the construction of the Lakewood Theater at 14243-14249 E. Jefferson (demolished in 1958). The Lakewood was a large neighborhood theater that seated 1,270 patrons and was located on the northwest corner of East Jefferson and Lakewood.

The district saw the introduction of automobile-related businesses with the establishment of a Central Oil and Gas Station (demolished) and the Hergenroeder and Sons garage (demolished). In 1916, Peter J. Platte constructed a one-story public garage at 14815 E. Jefferson. In 1917, in partnership with Fred Chalmers, Platte started a full-service Ford dealership, the Platte-Chalmers Company. In 1918, Platte began construction of an additional two stories to his building, renamed Peter J. Platte Motor Sales. Platte was president of the Jefferson Improvement Association and was instrumental in promoting the development of the district. Another automotive business in the district was the

Simons Sales Company, a dealership for Overland Motors, which located in 1920 in the building at 14200 E. Jefferson.

In 1917, the pastor and several members of the First English Lutheran Church submitted a request to start a mission in the East Jefferson district. Property was purchased that same year at the corner of East Jefferson and Philip for the purpose of building a portable chapel to hold services. The chapel was not built due to building restrictions on East Jefferson and the congregation then rented Jefferson Avenue Methodist Church for Sunday afternoon services. Construction on a new church began in 1921, now called Faith Evangelical Lutheran Church. A new auditorium addition and a new parsonage at 389 Chalmers were built in 1926. Upon completion, Faith Evangelical Lutheran had a seating capacity of about 1,200 and was one of the largest Lutheran churches in the city.

In 1918, the Presbytery of Detroit organized Eastminster Presbyterian Church for the residents living in the neighborhoods along East Jefferson. Services were temporarily conducted out of Jefferson Avenue Presbyterian until 1920 when the congregation moved to Manistique near Jefferson. A new stone Tudor church, a gift of auto magnate Horace C. Dodge, was built at a cost of about \$55,000.

Transportation continued to evolve along East Jefferson Avenue. Motor bus lines were running through the Jefferson-Chalmers Historic Business District by 1920. In addition to the electric trolley street cars, motor busses provided transit to downtown Detroit and to the factories along East Jefferson. Automotive companies on East Jefferson underwrote the operation of independent bus lines when revenue failed to provide enough funds to make private operations profitable. Funding the transportation of workers was a business expense necessary in the 1910s and 20s. In addition to the bus and trolley lines, electric interurban railway lines ran along East Jefferson to the outer farmlands, encouraging suburban development. The East Jefferson interurban railway line developed as a series of individual independent companies. In 1892 the Detroit Street Railway Company electrified its Jefferson Avenue trackage which ran into Grosse Pointe. Various other interurban railway lines developed and pushed the lines out to the cities of St. Clair Shores and Mt. Clemens. In 1923 the interurbans began their routes to the suburbs from just outside of the Detroit city limit at East Jefferson on the east side of Alter Road. The interurban on East Jefferson was replaced by busses in 1928 and the route became part of the Southeast Michigan Transportation Authority bus line which continues today.

During Detroit's boom years in the 1920s, many Arts and Crafts bungalows, brick four squares, and Prairie style homes were built south of East Jefferson Avenue. Some of the homes in the subdivisions were designed to the specifications of the purchaser. They were homes for automobile company managers, professionals and small business owners. The established middle class in Detroit desired to move out from the congested inner city, and also to get away from the large groups of new immigrants who were coming to Detroit. Windmill Point, at the foot of Alter Road, changed during this period to a place where a houseboat colony and boathouses dotted the waterfront.

The Chrysler Motor Company came to the area in 1924 by taking over the Maxwell and Chalmers Motor Company and later constructing another huge factory building and showroom on the south side

of East Jefferson Avenue. The increase in industrial and commercial development in the area led to the construction of a number of apartment buildings to accommodate the growing number of workers. The majority of these apartment buildings were constructed along East Jefferson Avenue near the transportation lines. On East Jefferson, adjacent to the Connor Creek Industrial Area, the 524 room Savarine Hotel (now the Winston Apartments) was built in 1926, just a few blocks west of the Jefferson-Chalmers Historic Business District, to house the men working in the nearby factories who came in from farms or other areas. The Jefferson-Chalmers Historic Business District saw the construction of the forty-four unit Lakewood Apartments (913 Lakewood) in 1924 and the thirty-three unit Chalmers Apartments (14436 E. Jefferson) in 1925. Many apartment buildings in the district were constructed on side-street lots adjacent to the commercial buildings, such as the Marlboro (1031 Marlborough), the Sheldor (1025 Newport), the IDAO (910 Marlborough) and the Windmill Point Manor (943 Alter).

Just west of the Jefferson-Chalmers Historic Business District, and east of the Connor Creek Industrial Area, closer to the dirt and noise of the automotive plants, a subdivision arose that initially was settled by recent immigrants from Serbia, Croatia, Romania and Greece. With the lure of maintenance jobs at the Connor Creek factories, African Americans began settling amid the Serbian ethnic enclave in the early 1920s. By 1925 Clairpointe, Tennessee and Conner avenues housed some three thousand African-Americans. As the racial demographics of Detroit changed through the second half of the twentieth century, the majority of the residents in the neighborhoods surrounding the proposed district reflected that change.

As the residential population grew in the area, the Jefferson-Chalmers Historic Business District became a thriving entertainment and commercial strip with storefronts serving the residents' needs. These included Winkleman's, Nash Pharmacy, E.M. Ramsay Mens' and Boys' Clothing, and Cassell's Conservatories, a florist shop. Area residents also had medical and dental offices, banks, hardware stores, grocery stores, automotive repair shops, as well as restaurants and bars accessible along Jefferson. The district had builders who were involved in the construction of a number of structures. Frank L. St. Amour was a commercial builder, descended from a family of early French settlers. He was responsible for the construction of thousands of homes on the east side of Detroit, including the early development of East Grand Boulevard and the Berry Subdivision. He is known to have constructed three buildings in the Jefferson-Chalmers Historic Business District, the two story, brick St. Amour Building at 14111 E. Jefferson constructed in 1920 (designed by architect E.C. Thulin), and the two story brick commercial buildings at 14418-20 E. Jefferson and 14510 E. Jefferson, both constructed in 1924.

There were a number of builders and realtors who had offices in the Jefferson-Chalmers Historic Business District during this time. One of the prominent builders was Jerry Oldenkamp, who had offices in his own building at 14320 E. Jefferson (demolished) opposite the Lakewood Theatre. His advertisements offered "Complete Building Service - Plans Furnished - Buildings Financed." He was responsible for the construction of the two story commercial, brick building at 14316 E. Jefferson in 1924, the three story commercial, brick Sutton Drugs building at 14401 E. Jefferson in 1927, and the two story, brick building that housed White Sun Chop Suey in 1926 at 14521 E. Jefferson. William

S. Blakeslee was another builder/realtor who lived nearby on Marlborough Avenue. In 1919, he was a partner with Jerry Oldenkamp in the real estate firm of Oldenkamp and Blakeslee. They appear to have formed separate companies in the early 1920s. Blakeslee constructed the four buildings of the Pointe Manor Apartments on Alter Road between 1925 and 1926.

The business owners on East Jefferson Avenue were intent on promoting the district as a retail destination. In October, 1924, the Jefferson Avenue Improvement Association produced its first newsletter, The Jeffersonian, which stated the chief purpose of the organization was "the welding together of the various interests on Jefferson Avenue, in order to make that Avenue the most perfect thoroughfare in the United States..." The newsletter went on to say that "it is our ambition to have Jefferson Avenue surpass Fifth Avenue (in New York City) in style, beauty and utility." The Jefferson Avenue Improvement Association even produced its own theme song titled "Jefferson, My Jefferson."

The initial business owners and retailers clearly had high ambitions for success. One East Jefferson Avenue retailer advertised that his store was "A Downtown Store In Your Neighborhood," thus emphasizing contemporary, high quality merchandise. Residents of the area agreed - they did not need to take the streetcar downtown to purchase anything - it was all available on East Jefferson. An article from The Detroit, the magazine produced by the city's Chamber of Commerce, promoted the large number of branch banks and branches of downtown businesses along the street, as well as the street cars, interurban cars, busses, jitneys and regular commercial and private vehicles used for transportation.

In 1920, the congregation of St. Columba Episcopal Church appointed a building committee to draw up plans for the erection of a Parish House on East Jefferson Avenue. The decision was made to include shops as a source of revenue for the maintenance of the building. The Parish House was designed by Lancelot Sukert and completed in 1923. The auditorium on the second floor was named "Hartsuff Hall" in memory of Mrs. Alice E. Hartsuff, who had left the church a legacy of \$25,000. During this time the "little frame church" on Manistique began to overflow with communicants during services. In 1927, the cornerstone was laid for a new English Gothic Revival church also designed by Sukert. The church was built adjacent to the frame church on Manistique, just north of the Parish House, and was completed in 1928. Future plans called for the addition of a school house and cloister which would have connected the church to the parish house, but the financial depression of the 1930s prevented the plans from being fulfilled.

It is said that in Detroit there were two major industries during the 1920's - the manufacture of automobiles and the distribution of Canadian liquor. An estimated 75% of all illegal liquor brought into the United States was smuggled through Michigan. In Michigan, prohibition began in 1917, and continued through May 1933 when the Volstead Act was repealed. Easy access to the nearby waterfront made the area around the Jefferson-Chalmers Historic Business District a prime place for those involved in the illegal liquor trade. Fishing and pleasure boating had always been popular in the area, but the number of licensed boats increased dramatically after the Volstead Act was passed by Congress. The sheer profits from rum running, as well as the challenge of outwitting federal and

local enforcement agents, proved to be an overpowering incentive for residents living along the Detroit River.

Rum running activity in the area took place on Fox and Connor Creeks, and even on the exclusive Grayhaven canal. Rum runners drove to the nearest port, whether it was privately owned or not. The majority of rum running was conducted by independent boat-owners, but there was some organized gang activity. Most of the restaurants along East Jefferson Avenue provided alcoholic beverages for their trusted patrons. Among the more popular such watering holes on East Jefferson from downtown to Grosse Pointe were Little Harry's, Pinkey's, Club Royale, Doc Brady's, Lefty Clark's, D'Emilio's French Club, Lidos and the Aniwa Club. In the Jefferson-Chalmers Historic Business District, Marshall's Bar (then known as Britz's Bar) whose back door was located off the banks of Fox Creek, had an ideal location for the delivery of illegal alcohol.

In 1931, the U. S. Coast Guard discovered and confiscated a steel cable that ran from Peche Island, Ontario, to a cottage near the foot of Alter Road. A metal drum filled on each trip with 30 gallons of Canadian whiskey was attached and pulled across by a motor-driven windlass. This was photographed and written about in newspaper accounts of the day. East Jefferson Avenue was the scene of numerous high speed automobile chases between the rumrunners and the authorities. These high speed chases often resulted in serious injuries and deaths. Incidents such as these helped the cause for repeal of Prohibition as public outrage increased.

During the 1920s, the Jefferson-Chalmers Historic Business District was also growing as an entertainment destination for east-siders. The Cinderella Theater was constructed just a few blocks west of the district in 1923. It was even larger than the Lakewood Theater with the capacity to seat 1,897. The Cinderella Theater was designed by Detroit architect Christian W. Brandt and opened on January 14, 1924, showing second-run movies until it closed and was demolished in 1969.

The Vanity Ballroom was one of the leading big-band venues in Detroit, and was known throughout the metropolitan area. The ballroom was designed by Detroit architect Charles N. Agree and built in 1929 at East Jefferson and Newport, on the same block as the Lakewood Theater. On a weekend night, over 600 couples would pack the Vanity to hear and dance to the top music acts of the big-band era. Duke Ellington, Benny Goodman, Tommy and Jimmy Dorsey all performed there, as well as local acts such as Red Nichols and his Five Pennies, Russ Weaver, Eddie Marshal and Clyde McCoy. The Vanity survives today but the building is vacant and deteriorating.

The Monticello Ballroom was constructed just two blocks east of the Vanity at East Jefferson and Marlborough. It opened in 1928 and was in business for a decade featuring Detroit's early black dance bands. The Billy Miner Melodians was an eleven piece African-American big band chosen as the "band in residence" at the Monticello Ballroom in late 1928. The Monticello Building is still occupied today, but the ballroom is no longer used.

The Jefferson-Chalmers Historic Business District crosses over Fox Creek, which runs between Ashland and Alter Road. Connecting to Fox Creek were three canals built by William C. Klenk in

1918 for what he called the "Motor Boat Subdivision." Homeowners purchased lots with yard access to the creek or canals, and built boathouses, spring boards and docks for their recreational use. In 1922, a storm tossed up so much sand and debris at the mouth of the creek that it became stopped up. The citizens in the neighborhood appealed to the city council for money to open the creek but an injunction was obtained by the estate of William Klenk. Klenk's heirs planned to take advantage of squatters' rights to claim the land at the end of the creek at the Detroit River. In 1924, the injunction was ordered dissolved by the State Supreme Court. Later that year, residents organized the "Grosse Pointe Flow Association" to fight for their property values and open the creek. They knew that as long as Fox Creek was a navigable stream it was under federal government control and was not subject to state, county or city regulation. Their intent was to take the issue to the War Department for settlement. But on August 10, 1924, the residents took matters in their own hands. Over 200 Windmill Pointers along with one horse and a single grading scoop, dug out the Fox Creek channel to restore the flow of water from the river. After a day's work, the creek's channel was 15 feet wide and two feet deep for more than 300 feet. By the next year, the City had run Fox Creek north of East Jefferson Avenue into underground drain pipes, and routed the creek to a canal south of East Jefferson Avenue.

Fox Creek continued to be a source of problems for the area. On May 2, 1929, a major storm caused flooding with water three feet deep on Ashland Avenue, and basements of the homes, churches and schools in the area flooded. The department of public works employees began to pile sandbags along the 300-foot line of Fox Creek south of East Jefferson Avenue, but the flooding continued. The flooding problem was to be resolved by the construction of the Fox Creek Backwater Gates. The gates were constructed in 1930 at a cost of \$25,000 by the Detroit Department of Public Works on the north side of East Jefferson Avenue between Ashland and Alter Road at the Creek.

The Fox Creek Backwater Gates serve three main purposes; first as the place where two large sewer lines from the north and west converge into one major sewer line that runs to the Conner Creek Pumping Station, and ultimately to the City of Detroit Waste Water Treatment Plant in southwest Detroit. Secondly, the gates allow storm water to drain from points north of the area to be funneled into the system when heavy rains have caused Grosse Pointe's sewers to overflow. The third purpose the gates serve is to allow the downstream remnant of Fox Creek, today an inlet from the Detroit River, to flow in reverse from the river and flush out the larger sewer line which runs underneath East Jefferson Avenue.

Although the Depression put an end to the construction boom of the 1920s, business activity began to revive in the Jefferson Avenue Business District during the 1930s. Another car dealership, Eastern Chevrolet, was established at 14800-10 E. Jefferson (demolished) and the Hergenroeder and Sons Garage became Lakeshore Motor Sales. In 1936, the S.S. Kresge Company constructed a one story, brick building at 14300 E. Jefferson. The building was designed in the signature Kresge style of streamlined Art Moderne with a red glass sign band that contained the Kresge name in bold letters. Although the building is no longer a five and ten cent store, its former use is still identifiable by its appearance. During this time, Sander's, another locally owned company, built a confectionery store

next door to Kresge's at 14312 E. Jefferson (demolished). Both stores quickly became popular destinations for local residents and East Jefferson commuters. During the early 1930s, the Abrams Brothers grocery store at 14538 E. Jefferson was converted to the Peter Pan Flower Shop. In 1939, Walter J. Hiller purchased the building at 14356 E. Jefferson. He completely remodeled the now renamed Hiller Building, and opened Hiller's Men's Wear on the first floor. Both the Peter Pan Flower Shop and Hiller's Men Wear were businesses that remained in the district for many years with customers from throughout the city of Detroit.

The Jefferson-Chalmers Historic Business District continued to be a thriving commercial thoroughfare during the 1940s and 1950s, but the 1954 closing of the Hudson Motors plant marked the end of an era of prosperity, and is considered by many to be the beginning of the area's decline. Just as initial development of the subdivisions paralleled industrial development in the region, the loss of residential and commercial fabric paralleled the loss of industry. As the "Big Three" automakers (Ford, Chrysler and General Motors) grew, smaller firms like the Hudson Motor Car Company began to suffer. "Big Three" auto sales bit into their small niche in the automotive market. In the 1950s, independent car companies began to invest in automation. At its peak in 1950, Hudson Motor Car Company employed 25,330 workers. All of those jobs disappeared when the plant closed in 1954. The new conglomerate American Motors, which absorbed Hudson, moved all production from Detroit. In addition, the Briggs Auto Body plant was absorbed by Chrysler in 1953 and the Motor Products plant on Mack Avenue closed in 1956.

Detroit's east side was hit the hardest by industrial changes in the 1950s, losing more than 70,000 jobs between 1954 and 1960. The Michigan Employment Security Commission (MESC) reported that its Conner Avenue office was the busiest in the state, serving an area of twenty-three plants and 2,967 workers in March of 1953. Between 1953 and 1960 the area lost ten plants and 71,137 jobs. By the 1960s, many homes and commercial buildings were falling into disrepair. Several businesses on East Jefferson Avenue closed, never to reopen again.

Issues of racial tension escalated as a dominant social concern in Detroit in the 1940s, 1950s and 1960s. Beginning in the mid 1920s "restrictive covenant" clauses prevented the sale or rental to nonwhites on Algonquin Avenue, located west of the Jefferson-Chalmers Historic Business District, and this blocked further eastward migration by African Americans into the Jefferson East Community. A notable exception was the arrival of Dr. Albert H. Johnson to Chalmers Avenue, near the Jefferson-Chalmers Historic Business District in 1921. Dr. Johnson was a respected physician and pioneer in the Detroit Urban League, and he was accepted into the riverfront community without racial incident. The inequality in housing law was corrected when the City of Detroit's fair housing ordinance was adopted in 1967. The federal government passed the Fair Housing Act in 1968 which finally allowed for true integration in Detroit's neighborhoods.

The move to suburbia was a condition that affected the entire country during the 1940s, 1950s and 1960s. The Federal Limited Way Highway Act of 1944 funded the construction of I-94, just north of the Jefferson-Chalmers Historic Business District, as well as several other interstate expressways running out of Detroit into suburbs and farmlands. Federal Housing Administration programs of the



1940s subsidized suburban housing expansion leaving a declining population in the area. During this period of decline, many long-time businesses continued to operate and struggled to survive. The White Sun Chop Suey, Sutton's Drugs, Hiller's Men's Wear, the Peter Pan Flower Shop, Sanders, Kresge's, Winkelman's, Marshall's Bar and the Deck Bar continued to remain open into the 1970s and 1980s. Although many of the churches in the area saw a decline in membership during this time, they also continued in service with the support of loyal congregations. In 1957, Jefferson Avenue United Methodist Church demolished the original church built in 1914 and constructed a new two and one-half-story contemporary entrance. In 1981, the Original Primitive Baptist Church moved into the former Eastminister Presbyterian Church on Manistique.

The Department of Housing and Urban Development (HUD) was involved in a scandal that would negatively affect the Jefferson-Chalmers Historic Business District community in the 1970s. The scandal arose from a combination of factors surrounding HUD's disposal of FHA-insured home mortgages within inner cities. Since HUD guaranteed these mortgages without thorough home inspections, many corrupt speculators, consisting of brokers, contractors, realtors and government officials, took advantage of the situation. After purchasing inner city buildings, speculators gained high home appraisals from HUD officials without making proper repairs and then sold their buildings to unsuspecting buyers. Unfortunately, most of these homeowners couldn't afford major building repairs on top of high mortgage payments. Eventually HUD foreclosed on thousands of FHA-insured home mortgages in Detroit.

Although the HUD scandal occurred in other major American cities, the city of Detroit was hit the hardest. By 1980, the number of HUD foreclosures within Detroit was the highest in the nation. Detroit's eastside especially felt the hit as abandoned HUD houses constituted much of the property on neighborhood streets. From 1970 to 1977, the Jefferson East Community lost 37% of their local dwellings as a result of the HUD scandal. In 1970 there were 7,300 housing units in the Jefferson East Community - by the end of the 1970s there were fewer than 4,500.

Since the scandal, Detroit has received funding from HUD for the demolition of abandoned homes, redevelopment of industrial areas, and the construction of apartments, condominiums, and single-family homes. In 1990, Grayhaven, one of Detroit's first upscale residential districts, was completed in the Jefferson East Community with HUD funds. Grayhaven's success immediately sparked the construction of other residential developments in the area; during the early 1990s Riverbend Plaza, a large retail shopping center, and 157 residential homes in the Victoria Park subdivision were completed. Since then, the area has seen construction of Grayhaven Marina townhouses and Shorepoint homes, as well as Habitat for Humanity projects. Clairpointe, a neighborhood just outside of Victoria Park, recently finished building twenty-nine new market-rate homes. More market-rate housing and retail called "Riverbend III" is under construction. Even the automotive industry returned to the area with the construction of the \$1 billion Chrysler Jefferson North assembly plant in 1992. The new plant employs 2,500-3,000 workers making the Jeep Cherokee.

Despite the many issues that have redefined the community, Jefferson East area has remained a

cohesive neighborhood. The Jefferson-Chalmers Citizens District Council was created and funded by the City in 1971 to empower and assist the community affected by urban renewal. Members planted trees, organized block clubs, formed clean-up crews, established a food co-op, as well as implemented the streetscape on Jefferson between Alter and Coplin Streets that exists today. The streetscape consists of brick paving, pedestrian scale lighting, concrete planters, street trees and guard rails. The Jefferson-Chalmers CDC also put on a musical series in the summer for the public in two venues: "Jazz by the River" at Alfred Brush Ford Park and benefit jazz concerts were held at the Vanity Ballroom in the early 80s. Another organization, the Jefferson-Chalmers Non-profit Housing Corporation, constructed the Jefferson Square Apartments on Freud Street in the late 1970s and purchased 150 HUD homes that they rehabilitated and rented. Another local group, the Creekside Community Development Corporation, was founded by citizens in 1993 to help preserve the integrity of the area. The Creekside CDC also worked to promote the area through tours and lectures to promote reinvestment, and hosted ongoing Blues concerts and a Riverfront Concert series.

Today, the Jefferson East Business Association (JEBA), a non-profit organization founded in 1992, is dedicated to improving the quality of life by addressing the needs of the business community in a four-square-mile area bounded by St. Jean, Alter Road, Charlevoix and the Detroit River. The organization is a neighborhood satellite center for the Michigan Small Business Development Center that helps entrepreneurs by offering counseling and business planning. The organization's other two initiatives include planning and development, and clean and safe initiatives. The commercial corridor from Dickerson to Alter was designated as part of the Mayor's Office of Neighborhood Commercial Revitalization (ONCR) Re\$store Detroit! Program focusing on creating an environment for investment in the historic structures along East Jefferson. In the last several years JEBA has sponsored a "Jazz on Jefferson Festival," a weekend festival held in June.

### Physical Description

The Jefferson-Chalmers Historic Business District has fifty-seven buildings including four churches, two ballrooms, retail stores, banks and apartment buildings. Most of the buildings front onto East Jefferson and fill the lot line with no setback from the street, resulting in a nearly continuous streetscape. The buildings are generally two-stories high, with the exception of the churches and apartment buildings. Fox Creek, one of the few creeks remaining from Detroit's native landscape, is a feature of the district. Today the creek originates from the "Fox Creek Backwater Gates," a structure housing large underground water gates which control the flow of water now emanating from the sewer creek. The gates lie on the north side of East Jefferson Avenue between Alter Road and Ashland Avenue. The creek runs under the roadway and appears at ground level on the south side of East Jefferson Avenue. The creek then flows into a canal that runs alongside Alter Road to the Detroit River.

One approach to the Jefferson-Chalmers Historic Business District is from downtown Detroit, five miles to the west. Where there was once a succession of factories, residential and commercial structures on East Jefferson Avenue from downtown to the Grosse Pointe border, today many

structures have become separated by new development and demolition. Immediately adjacent to the historic district on the eastern approach is "Riverbend III," a residential and commercial project, and an existing contemporary one-story medical office building and parking lot on the north side of East Jefferson. Further outside the district to the west are the Riverbend Plaza Shopping Center and Chrysler Corporation's Jefferson Avenue Assembly Plant. At the other end of the district's border is the city of Grosse Pointe Park, one of the metropolitan Detroit area's most wealthy "old money" communities featuring large historic homes and mansions on Lake St. Clair. East Jefferson Avenue continues as Lakeshore Drive through the Grosse Pointes, although at the border it contains commercial buildings of the same height and scale of those in the Jefferson-Chalmers Historic Business District.

The district developed as a commercial area to serve the residential populations adjoining East Jefferson Avenue. The residential streets adjoining the district on the north side of East Jefferson Avenue retain scattered two-family and single-family wood frame homes. The neighborhood to the south of the Jefferson-Chalmers Historic Business District is much more intact with single family homes of brick, fieldstone and some wood frame construction. These homes are of higher quality utilizing popular styles of the 1910s and 1920s such as Tudor, Arts and Crafts bungalows, brick four square, and Prairie style homes. This area is a potential historic district within the criteria of the National Register. A unique feature of the district is Marlborough Avenue, which is paved with brick cobbles running from Jefferson to Korte Avenue. There are four canals running through the area south of the Jefferson-Chalmers Historic Business District, thus creating a "workingman's Venice" area of Detroit. Homes adjacent to the canals have boat launches, boat houses and shelters for recreational purposes.

The Jefferson-Chalmers Historic Business District is one of the few remaining commercial districts that reflect commercial architecture and suburban development on the east side of Detroit during the 1920s. The majority of the structures on East Jefferson Avenue are multiple-storefront blocks, generally two stories in height, containing offices or apartments on the second story. Because real estate was in high demand during Detroit's explosive early twentieth-century growth, most structures were built to their lot lines and shared party walls with the buildings next to them. This creates an unbroken wall of storefronts on East Jefferson Avenue. The commercial buildings are of brick construction with cast stone trim, in the commercial style used in the first half of the twentieth Century. Most structures on East Jefferson Avenue have decorative brickwork and regularly spaced window openings along with decorative features at their cornices or parapets.

The district is exceptional in Detroit for retaining two of the city's big-band era ballrooms, the Vanity and the Monticello. Each is housed in a multiple-storefront block with retail on the first level and the ballrooms above. The ballrooms' exterior detailing reflect the jazz age by including the use of zigzag brickwork, cast stone ornament and Pewabic tiles. Because Detroit's Pewabic Pottery, a National Historic Landmark, is located just a few miles to the west of the historic district, Pewabic tiles were undoubtedly utilized in several of the commercial structures on East Jefferson Avenue.

The district retains several large multi-story apartment buildings, the largest of which, the Century Lakewood, is three stories tall and has forty-four units. This building's apartment entrance is on Lakewood Avenue, while on East Jefferson Avenue it fills half the block westward with commercial storefronts. The other apartment buildings that are adjacent to the East Jefferson Avenue commercial properties are no more than three and one half stories high and feature different classically inspired applied ornament. One exception to this is the distinctive Windmill Point Manor Apartment Building, designed in an eclectic mix of Spanish Colonial Revival, Moorish and art deco-influenced styles. Colonnades, tiled porch roofs, copper downspouts and decorative brickwork highlight the exterior of this beautifully maintained apartment building.

The four Protestant churches in the historic district are of stone and brick construction, and are still used as houses of worship - although some by new religious congregations. For example, the Tudor Revival-style Eastminster Presbyterian Church is now called the Original Primitive Baptist Church. Another house of worship, originally Faith English Evangelical Lutheran Church, is a 1921 church constructed of brick and cast stone work, a slate roof and stained glass windows. This church is built in the asymmetrical Neo-Gothic style with a bell tower on the eastern side of the structure, and the center-aisle nave to the west. One of the most outstanding structures in the Jefferson-Chalmers Historic Business District is the St. Columba Activity Hall. The three-story Elizabethan style building houses storefronts under five stone segmental arches at street level. The slate roof, cast stone window surrounds, and striking design make the structure stand out among its brick multiple-storefront block neighbors.

## LIST OF BUILDINGS

### East Jefferson Avenue

**14111 East Jefferson - St. Amour Building** – Simply detailed, two-story, five bay, “Commercial Brick” building, 1920, E.C. Thulin, architect. This multiple-storefront building has five large window openings on the second floor, and two smaller windows centered over the two apartment entrances. There were originally five storefronts on the first floor and thirteen apartments above. The parapet wall is raised over the center bay and features a stone panel which reads “St. Amour 1920.” The building was constructed by Frank St. Amour, a builder in the East Jefferson neighborhood.

**14131 East Jefferson** - Two-story, nine bay, “Commercial Brick” building, 1916, 1920, Pollmar & Ropes, architects. Six storefronts on the first floor, and six apartments above. This building was originally a two-story, two storefront structure. Four years later, an addition was constructed, closely matching the original building. The addition had four storefronts and four apartments. Cast stone window surrounds, and green Pewabic tiles are in a strip above each window opening. A string course separates the first and second stories. The parapet has two raised portions and a strip of green tiles and decorative brick.

**14201 East Jefferson - Vanity Ballroom** - Two-story, six bay, brick corner commercial building,

1929, Charles N. Agree, architect, listed on the National Register of Historic Places, 1982. The Vanity Ballroom was constructed to house five storefronts on the first floor and the ballroom above. The ballroom entrance is on the Newport Avenue façade underneath an overhanging canopy. The building was designed in the Art Deco style in a vocabulary of Mayan/Aztec. A three-sided storefront entrance pavilion was placed at the corner, flanked by nearly identical façade on both axes terminating with identical entrance pavilions at each end. The pavilions rise above the rest of the building and are each accented with a patterned course of cast stone below the coping. The frieze at the top of the building features brick "jaguars" running across, while brick chevrons decorate the towers. Pilasters flank each pier and corner of the building, featuring capitols with Aztec figureheads. Square green tiles, attributed to the Pewabic Pottery, fill the stepped arch above each second-story window. First floor storefronts have been altered, and a large vertical sign for the Vanity has been removed. The Vanity's exterior was in the film "8 Mile" in 2002.

**14230-40 East Jefferson (also 913 Lakewood) - Century Lakewood Apartments** - Three and one-half-story brick H-shaped commercial/apartment building, 1924, Joseph Bornstein, builder. This Classical Revival forty-four unit building, constructed at the corner of Lakewood Avenue and East Jefferson Avenue, contains seven storefronts along the East Jefferson Avenue façade. A central courtyard apartment entrance on Lakewood Avenue allowed air circulation and daylight to the apartments above. Cream-colored cast stone replicates rusticated stone work on the half-basement story of the Lakewood Avenue façade. Alternating use of cream-colored cast stone and red brick delineate the two end window bays and the three center window bays of the apartments. Classical details include quoins and decorative cast stone work centered over window bays at the parapet. This building appeared in the film "8 Mile" in 2002.

**14300 East Jefferson - Sam's Beauty Supply / S. S. Kresge** - One-story, rounded-corner, brick commercial building, 1936. Built by the S. S. Kresge Company as one of their "red front" five and dime stores in the Moderne style. Plate glass storefront windows span the pedestrian level of the storefront. At the top of the East Jefferson storefront façade, wrapping the corner at Lakewood Avenue, red pigmented structural glass blocks were originally a horizontal background for the S. S. Kresge store name. Darker red colored brick bands are used to emphasize the horizontality of the structure.

**14316-24 East Jefferson** - Two-story, three bay, brick commercial building, 1924. Built by developer Jerry Oldenkamp, it was constructed to house three storefronts and three apartments above. It is considered to be a two-part commercial block, horizontally divided into residential and commercial zones. Designed in a Neo-Georgian style, the building features an off-center pedimented entrance, Federal inspiration, with fluted pilasters and a fanlight above the doorway. The second story is pierced with three, three-part window openings enframed in cast stone. Three groups of blind balustrades alternate with sections of brick above the stone cornice.

**14350-56 East Jefferson - W. J. Hiller Building** - Two-story, "Commercial Brick" commercial building built in two parts, 1912, 1914, Spier, Rohns & Gehrke architects. Designed with a diagonal corner at the street intersection, it has plate glass storefront windows on the first floor and

regular arrangement of windows on the second floor. The corner is clipped, and the cornice has been removed and bricked over. The first floor has a grey Dryvit and cement sheath. In 1941 a branch of the Walter J. Hiller men's furnishing store opened in the western storefront, and later the company purchased the property and expanded into the corner storefront. A plaque above the second-story corner window reads "W. J. Hiller."

**14400 East Jefferson - Walgreen's Drugs / Riverfront Building Supply** – Vibrant two-story, brick commercial building, 1929, attributed to Charles N. Agree, architect. The angled corner is topped by a stylized sunburst projecting above the roofline. Stepped pilasters run between the second-story windows and terminate above the roofline. Each pilaster bears a two-dimensional face of "tragedy" carved in cast stone. This building richly expresses the Art Deco style with the use of chevrons and checkerboard patterned brick in two colors. The original tenant was a Walgreen's Drug Store. The building was designed with five storefronts on the East Jefferson Avenue elevation, and offices for dentists and physicians above them. The office entrance is located on the west elevation on Chalmers Avenue.

**14401 East Jefferson - Platte Apartments / Sutton's Drugs** - Three-story, seven bay wide, "Commercial Brick" corner commercial building, 1928, built by Jerry Oldenkamp, a real estate developer. The building originally contained five stores and eighteen apartments. It is reserved in its use of architectural ornament. Cast stone enframes the third-story windows, and second-story windows are accented with corner blocks of cast stone. Single and double window openings alternate across the upper stories; some 3/1 windows are extant. First-floor storefronts have been altered. The apartment entrance is on Chalmers Avenue, the west elevation. A large outdoor billboard rises above the roof.

**14411-15 East Jefferson - Winkelman's** - Two-story, four bay, brick commercial building, 1928. This brick structure has had first floor renovations; and the second story windows have been partially bricked. The second story has a scored cast stone veneer. Between the second-story windows are classical pilasters with ornate capitals. A pedimented parapet is at the roofline. There is a string course above the window openings and a cornice below the roofline. For many years, a large sign for Winkelman's dominated the façade.

**14418 -20 East Jefferson** - Two-story, four-bay wide, brick commercial building, 1924. Two storefronts comprise this four bay structure which features a center entrance for the apartments above. A stone cornice and raised center parapet are additional design features. The building was constructed by Frank St. Amour, a developer of several structures in the Jefferson-Chalmers Historic Business District. This building is a twin to 14510 East Jefferson Avenue.

**14421-29 East Jefferson - Monticello Ballroom** - Three-story, eleven bay, brick commercial building, 1928, Pollmar & Ropes, architects. The Monticello Ballroom is one of the most visually prominent structures on East Jefferson Avenue. This building utilized Spanish Colonial Revival and Art Deco detailing in its exterior design. The last two bays on each end are capped by a rounded raised parapet, infilled with green tiles, probably by Pewabic Pottery. The ends of each

raised round parapet are capped with decorative cast stone work. A pent roof covered in asphalt shingles fills the roofline between the two tower bays. The first floor storefronts have all been altered. The ballroom occupied the entire second story of the building during the big-band ballroom era. The "shadow" of the now-demolished building to the east remains on the eastern wall, along with a painted sign for "Allen Studio Photography," a tenant who took over the second floor of the building after the ballroom closed.

**14432-36 East Jefferson - The Chalmers Building** - Three-story, four broad bays wide, "Commercial Brick" commercial/apartment building, 1925. The symmetrical façade is composed of four bays, each containing three windows per floor. The entrance is centered and framed with a molded architrave and panel carved with "The Chalmers," with a medallion above. Other detail trim includes a stone stringcourse, rounded dentils, and small inset decorative square and diamond shaped panels. Raised sections of parapet rise along the roofline above the "piers" separating the window bays. The building was originally designed to contain thirty-three apartments and four storefronts. The original storefront layout appears intact.

**14456 East Jefferson - Jefferson Avenue United Methodist Church and addition** - Church building - stone and brick construction, c. 1923. Two and one-half-story, steel and glass addition on East Jefferson Avenue, 1957. The original church building, constructed in 1914, was enlarged in the early 1920s with the construction of a large brick Gothic Revival auditorium onto the rear of the church. The original church was demolished in the mid-1950s and the addition became the primary church building. This Gothic Revival brick church building has a slate gabled roof and utilizes stone for window and door surrounds. A contemporary, flat-roofed addition was connected to the East Jefferson façade of the auditorium as an educational building in 1957. The addition's first story is a below-grade one-half basement floor, and the building entrance is marked by a cantilevered canopy on the East Jefferson Avenue façade. The addition is constructed of glass and steel with steel panel spandrels above the windows. A large steel cross is on the brick portion of the East Jefferson Avenue façade.

**14500 East Jefferson** - Two-story, three bay, brick commercial building, 1917, Frederick J. Winter, architect. The two side bays of the building each contain a triple window at the second floor level. The center bay is narrow and contains the entrance and a single double-hung window above it. Raised sections of parapet rise along the roofline above the "piers" separating the window bays. The first floor originally was built to house two storefronts, while the second story was built for two apartment units. A metal cornice runs across the building just below the parapet wall.

**14510 East Jefferson** - Two-story, four bay, brick commercial building, 1924. This four-bay building contains two stores and two apartments above. The apartment entrance is centered in the building, and is surrounded by double bands of cast stone. The two end bays contain a double set of double-hung windows on each side, while the next two bays contain a single window in each. A stone cornice and raised center parapet are at the roofline. The building was constructed by Frank St. Amour, who built several structures in the Jefferson-Chalmers Historic Business District. This building is a twin to 14418 East Jefferson Avenue.

structure stand out among the other multiple-storefront blocks. The two end bays each contain a small attic-story window in the peak of the gabled roofline.

**14700-22 East Jefferson** - Two-story, twelve-bay, brick multiple storefront commercial building, 1917, Fred Swirsky, architect. This building fills the block between Fox Creek and Ashland Avenue. The two-story structure houses six storefronts and six apartments above it. The entrance to the apartments is demarked by cast stone surrounds and a classical pediment. The pent roof is tiled, and has eyebrow dormers for vents. According to permit records, the cornice of the building was removed in 1958.

**14701 East Jefferson- Ned's Auto Supply/Palace Cleaners-** Broad and low, one-story, brick Art Deco commercial building, 1933. The East Jefferson Avenue façade of this structure is dominated by its long roofline that extends to create a large garage bay. This would have been utilized by the original owner, Ned 's Auto Supply, as they serviced automobiles under the shelter. The structure's pedestrian entrance was placed at a corner facing the garage space. Four stepped plaques, all containing the letter "N," decorate the roofline of the garage area on East Jefferson Avenue façade, and five plaques are attached to the roofline along Manistique Avenue. Three elongated stepped plaques are attached to the corners of the pedestrian entrance. A later tenant, the Palace Cleaners, placed lettering for their name, and a date of 1946 with a clothes hangar painted above the pedestrian entrance. The building's exterior was coated with some type of skim coat and then painted a pale pink.

**14727-29 East Jefferson-** Two story, four bay brick commercial building, 1937. This building's pale yellow colored ceramic tile exterior makes it stand out from the many brick buildings on East Jefferson Avenue. The building's western bay is emphasize by the two piers on either side of the office entrance. The first floor was mainly occupied by bars/restaurants, and the upper floor by various physicians. The second story windows were bricked with masonry in 1959. The roofline is decorated with a dark green decorative tile. The first floor storefront has been painted white.

**14737 East Jefferson- Fox Creek Backwater Gates-** One-story, brick public works building, 1930. This one-story brick building houses the underground "gates" and operating mechanism which control the level of Fox Creek. The building is designed in a "stripped" Classical/Art Deco style. Representations of pilasters are on the Jefferson Avenue elevation, and they project slightly at the roofline. Yellow multi-tone brick was used and cast stone surrounds define the door opening on East Jefferson and Ashland Avenues. The entablature above the door on East Jefferson Avenue states, "Fox Creek Backwater Gates." A flagpole is on the site.

**14801 East Jefferson- Peter Platte Motor Sales/B.F. Goodrich-** Three-story, brick and reinforced concrete commercial building, 1919. Constructed as a automotive sales showroom. In 1936 an addition was constructed for a two-story service center. In 1956, a permit was taken out to alter the front of the building with light blue metal sheathing that wraps around the Ashland Avenue and East Jefferson Avenue elevations. The rear portion of the building is set back from Ashland Avenue, and did not get covered in the renovation. The Ashland Avenue façade of the metal



sheathing was painted with the image of a large tire, and signage for "Tires Galore" and "B. F. Goodrich" still remain on the front of the building. In the rear of the building, at the top of the elevator shaft, a painted sign for Ford and Lincoln remains.

**14901-15 East Jefferson - The Deck Bar** - Two-story, brick commercial building, 1918. Located at the corner of East Jefferson Avenue and Alter Road. Three storefronts were placed on the East Jefferson elevation, and two apartments above. Elaborate cast stone enframes the windows on one bay of the first floor of the East Jefferson Avenue façade, the windows of the Alter Road façade and a corner entrance. The metal cornice is still intact. There are two oriel windows, faced with wood siding, on the East Jefferson Avenue façade's second story. There is also one oriel window on the Alter Road elevation. It appears that the oriel windows are probably alterations. A cast stone bulkhead runs down the Alter Road elevation and a portion of the East Jefferson Avenue elevation.

### Alter Road

**943 Alter - Windmill Pointe Manor** - Four and one-half-story, C-shaped brick apartment building, 1930, Harry Slatkin, builder. This thirty-eight-unit multiple dwelling has its primary façade on Alter Road and a secondary one on Ashland Avenue. With its Spanish eclectic/Moorish/Art Deco exterior, Windmill Pointe Manor is constructed using multi-toned yellow/orange brick on three façades and common brick on the southern elevation. Decorative details include herringbone and corbelled brick patterns, griffins, tiled pent roofs and balconies. On Alter Road, the entrance is placed asymmetrically to the north side of the building, and is emphasized by limestone trim that surrounds the entrance and a set of three windows to its right. The northern façade has a small projecting, tile roofed entrance, and a three-sided bay of windows projects forward from the façade. The Ashland Avenue façade features brick balconies for four floors of apartments, on each side of the entrance. A false front gable at the roofline rises above a three-sided bay of windows. Copper downspouts, stepped arches over windows, and elaborate brickwork are additional features of the Ashland Avenue façade.

**1020 Alter - Alter Road Apartment / Pointe Manor Apartments** - Two and one-half-story, three bay, brick apartment building, 1926, William S. Blakeslee, builder. This thirteen-unit Colonial Revival apartment building is faced with mottled red and brown brick and has a symmetrically arranged façade consisting of a center entrance on a shallow stoop flanked by projecting bays. The entrance has a denticulated cast stone door surround flanked by fluted pilasters. A cast stone belt course separates the upper floors from the basement. The hipped roof has wide overhanging eaves that are pierced by gabled roofs over the projecting bays. The gables have return cornices and repeat the ornamentation of modillions and prominent fascia board utilized under the eaves of the main roof. The apartment building shares a massing, design and setback similar to its three sister buildings that make up the Pointe Manor Apartments complex.

**1034 Alter - Barnes Apartments / Pointe Manor Apartments** - Two and one-half-story, five bay, brick apartment building, 1925, William S. Blakeslee, builder. This seventeen-unit, red and brown

brick Colonial Revival apartment building has a symmetrically arranged façade consisting of a center entrance on a shallow stoop flanked by projecting bays. The entrance has a denticulated cast stone door surround flanked by fluted pilasters. The entrance is composed of full glass double doors under a divided transom window that is obscured by a metal awning over the doorway. As in its neighbor at 1020 Alter Road, a cast stone belt course separates the upper floors from the basement. The hipped roof has wide overhanging eaves that are pierced by the gabled roofs of the projecting bays. The building shares setback, massing and design similar to its three sister buildings that make up the Pointe Manor Apartment complex.

**1044 Alter - Pointe Manor Apartments** - Two and one-half-story, five bay, brick apartment building, 1925, William S. Blakeslee, builder. This thirteen-unit Colonial Revival apartment building is constructed of red and brown brick, and has a symmetrically arranged façade. Differing from its neighbors to the south, it has a flat roof. The center entrance is flanked by projecting bays. The cast stone door surround has had a metal overhanging awning attached. A cast stone belt course separates the upper floors from the basement. The building displays setback, massing and design similar to its three sister buildings that make up the Pointe Manor Apartment complex.

**1060 Alter - Pointe Manor Apartments** - Two and one-half-story, five bay, brick apartment building, 1926, William S. Blakeslee, builder. This seventeen-unit Colonial Revival apartment building is constructed of red and brown brick, and has a symmetrically arranged façade. The center entrance is on a shallow stoop flanked by projecting bays. This building also contained space for an office, and was the most visually prominent building in the Pointe Manor Apartments complex. It presents a more impressive entrance and exhibits more architectural details than the other buildings in the group. It has a flat roof and cast stone string course above the basement level, as well as at the roofline below the cornice and parapet. Again, this building displays setback, massing and design similar to its three sister buildings that make up the Pointe Manor Apartment complex.

#### Ashland Avenue

**1038 Ashland - Peter Platte Motor Sales / Joe's Garage** - One-story, brick commercial building, 1924. This auto repair garage has a rectangular footprint. The brick façade on Ashland Avenue is pierced by a garage entrance in the center and a single doorway and narrow row of windows on the south of the garage door. The windows and doors are covered with metal grating. The bays of the façade are separated by brick piers. The parapet is coped with cast stone and projects above the roof. A cinder-block addition has been attached to the north side of the 1924 structure.

#### Eastlawn Avenue

**1044 Eastlawn - Eastlawn Apartments** - Three and one-half-story, seven bay, residential apartment building, 1924, Charles Heffner, builder. The Eastlawn Apartment Building is a twenty three-unit Classical Revival dwelling with a raised basement. The façade is symmetrically arranged around a center entrance framed by a portico containing two Doric columns that support a deep entablature. The name "Eastlawn" is borne across the entablature. The center bay on each side of

the front façade projects forward with a triple window set in each bay. The bays are each capped by a copper roof. A parapet above the cornice is raised at the center of the façade.

### Manistique Avenue

**937 Manistique - Eastminster Presbyterian Church / Original Primitive Baptist Church** - Two and one-half-stories, Tudor Revival style, 1920. This church is rectangular in plan. The only decorated façade is on Manistique Avenue, the other elevations are faced with common brick. The Manistique Avenue façade is faced with rock-face ashlar limestone, and the piers of the structure are emphasized to resemble buttresses. The main entrance is located at one end of the façade, and projects from the building by several feet. The double doorway is topped with a segmental arch of limestone, above which is a stone parapet spaced between two rounded piers. There is a cross centered in the parapet above the door. A smaller entrance is located on the other side of the elevation, and is attached to the façade as a two-story side entrance.

**950 Manistique** - Two and one-half-story, three bay, brick apartment building, 1930. This thirteen-unit dwelling was constructed of dark red brick and designed with Mission/Spanish Colonial Revival style features. The façade is dominated by a front gable which projects slightly from corbelled brickwork at the second story. A barrel tiled pent roof runs between the gable and the southern pier, disguised as a false chimney. A round brick arch fills the front gable, and it has been inset with what are most likely Pewabic tiles. The front entrance projects from the façade and is also gabled and roofed with barrel tiles. A Moorish arch and quoins of cast stone surround the entrance door. There are two insets of what appears to be Pewabic tiles on the façade, one on the false chimney, and the other centered above the stairway window over the entrance.

**1021 Manistique - St. Columba Episcopal Church** - English Gothic Revival style, 1927, Lancelot Sukert, architect. St. Columba Church is cruciform in plan and has its main entrance on Manistique Avenue at the south end of the nave. The large crenellated bell tower is located at the eastern side of the nave, just south of the eastern transept. This asymmetric design reflects the English Gothic Revival style favored by Protestant churches. The building is sheathed in multi-toned limestone, and the slate roof and copper gutters and bell tower louvers are intact. Stone surrounds on the windows, doors, buttresses and end piers emphasize the building's structure. Stained glass windows line the nave, and there is a large stained glass window at the apse.

### Marlborough Avenue

**910 Marlborough - IDAO Apartments** - Three and one-half-story, seven bay, brick residential apartment building, 1927. The IDAO Apartments are a fourteen-unit dwelling with a raised basement. Red brick was used in the construction of this building, and classical revival detail was applied to the façade, such as a string course, stone sills and quoins around the doorway. The projecting entrance is centered in the façade, and the name "IDAO" is inscribed above the door. The windows in this building have all been recently replaced. The cornice has been removed and

the parapet appears to have had tuck-pointing work done.

**1031 Marlborough - Marlboro Apartments** - Three and one-half-story, five bay, brick residential apartment building, 1927. This nineteen-unit dwelling sits adjacent to the commercial buildings on East Jefferson Avenue, just on the north side of the alley. Yellow brick was used on this Elizabethan-inspired apartment building. The front entrance protrudes from the center of the façade of the building, and it contains the name "Marlboro" and stylized flowers on the entablature above the door. The window arrangement is symmetrical, and all of the windows have been replaced. The crenellated parapet is raised to a peak over the grouped window bays on each side of the front façade.

### Newport Avenue

**1025 Newport - Sheldor Apartments** - Three and one-half-story, six bay, residential apartment building, 1925. The Sheldor Apartment Building is a Classical Revival thirty-two unit H-shaped multiple dwelling. The Sheldor is faced with buff-colored brick on the Newport Avenue façade and common brick on the other elevations. The entrance is located through a narrow central courtyard distinguishing the two identical arms of the building's façade. Underneath the denticulated cornice is a frieze of swags running across the top of the structure. Plaques containing swags are centered under each window set. There is a brass plaque on the front of the building at the courtyard entrance that states the name of the building. The raised basement level is sheathed in cast stone. Many of the original 4/1 windows have been replaced with single-pane double-hung windows.

### **List of non-contributing buildings located within the proposed district**

**14200 East Jefferson Avenue-** This small one story, brick, commercial building was originally constructed for the Simons Sales Company and Willys-Overland Motor Car Company in 1920. The façade has been significantly altered to reflect a more modern appearance.

**14214 East Jefferson Avenue-** Built in 1925, this small one story brick commercial building was converted to house two storefronts in 1941. In 1951 the façade was remodeled with additional changes made to the interior.

**14229 East Jefferson Avenue-** This two-story, two bay, brick commercial building was built in 1915. This structure was originally sheathed in brick when it opened as the Toepel Brother Hardware Store. The façade was redone the early 1960s with a porcelain enamel steel panels in an International Style.

**14241 East Jefferson Avenue-** Is a 1959 one-story white concrete block commercial building with a two garage entrance bays which dominate the façade. Built by the former Sun Oil Company as a gas station; the building was converted to become the East Jefferson Hand Car Wash.

**14313 East Jefferson Avenue-** Presently known as the Crown Cleaners, this one-story, commercial building was built in 1948. Constructed of cinder-block this building housed a branch of the Detroit Edison Company for at least twenty years. The storefront contains a large expanse of plate glass and steel surrounds.

**14326 East Jefferson Avenue-** Is a one-story concrete block commercial building whose 1926 façade has been entirely remodeled. The building was once divided into two storefronts and then in 1957 it became a single storefront. It is likely that the upper portion of the storefront was clad with porcelain enamel steel panels around that time. Today the steel panels have been painted over by a former tenant, a beauty supply company.

**14410 East Jefferson Avenue-** This two-story, brick commercial building was constructed in 1916. The structure was likely altered in the 1950s with metal panels and raised seam metal cladding on the first and second floors.

**14447 East Jefferson Avenue-** Saranda's Coney Island is a 1992 one-story, concrete block commercial building. The building was centered on the lot to allow for parking on both sides of the structure.

**14507-19 East Jefferson Avenue-** The East Jefferson Market is two-story, brick commercial building constructed in 1915. Nine years later, in 1924, the building was expanded and renovated. Today it is covered with wood siding and all the windows openings have been covered. The building shares a party wall with the structure to the east at 14521 East Jefferson Avenue.

**14522 East Jefferson Avenue-** Constructed in 1920 as a two-story, four bay, brick commercial building; altered in 1958. This building was designed to have a storefront on the first floor. It is flat roofed and faced with grey bricks, and the first floor has been renovated with a glass and steel panel front. The building housed various florists.

**14615 East Jefferson Avenue-** The Jefferson Car Wash is a 1969, one-story, two bay, brick commercial building. This car wash is on the site of a former car dealership.

**14628 East Jefferson Avenue-** The Standard Federal Savings and Loan Association Bank is a one story modern glass and steel building constructed in 1962. The building is now the offices of the Jefferson East Business Association (JEBA).

**14815 East Jefferson Avenue-** Built in 1916 as part of the Peter J. Platt Motor Sale buildings, this one-story, commercial building was converted to an A&P Grocery store in 1938. The building remained a grocery store until recently; it is now a "Rent A Center." The building façade has been altered with new brick, new window openings and a mansard roof.

14820 East Jefferson Avenue-BP Gas Station (1970 contemporary franchise building).

14900 East Jefferson Avenue- Mobil Gas Station (1970 contemporary franchise building).

14917 East Jefferson Avenue- The Grosse Pointe Party Shoppe is a two-story, brick commercial building, 1920. The façade of this building has been altered, and all windows on the second story have been covered by a tall slanted shingled overhang. The first floor storefront has been altered, and the window openings changed. The building shares a party wall with 14901 East Jefferson Avenue.

903 Chalmers Avenue- This 1917, two-story, Prairie style single family home was remodeled in 1939. The house has wide over-hanging eaves and a hipped asphalt shingle roof. An asymmetrically placed one-story wing on the Chalmers Avenue façade contains the entrance. The façades have all been covered in light pink-colored stucco. The original windows have been replaced with large three-part fixed windows.

\*\*\*\*\*

Criteria: The Jefferson-Chalmers local historic district appears to meet two of the criteria provided by reference in the Michigan Local Historic Districts Act and in the local ordinance. These criteria refer to resources:

A. That are associated with events that have made a significant contribution to the broad patterns of our history;

C. That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

**Composition of the Historic Designation Advisory Board:** The Historic Designation Advisory Board has nine appointed members and three ex-officio members, all residents of Detroit. The appointed members are: Russell L. Baltimore, Melanie A. Bazil, Robert Cosgrove, DeWitt Dykes, Zene Frances Fogel-Gibson, Edward Francis, Calvin Jackson, Harriet Johnson, and Dora Rhea. The ex-officio members, who may be represented by members of their staff are: the Historical Department, the Director of the City Planning Commission, and the Director of the Planning and Development Department.

# EXHIBIT H

MAYA S. HAMIE  
MHAMIE@BODMANLLP.COM  
313-393-7584

April 18, 2008

BODMAN LLP  
6TH FLOOR AT FORD FIELD  
1901 ST. ANTOINE STREET  
DETROIT, MICHIGAN 48226  
313-393-7579 FAX  
313-259-7777

## HAND DELIVERY

Detroit Historic District Commission  
Attn: Ms. Susan McBride  
65 Cadillac Square  
13th Floor  
Detroit, Michigan 48226

Re: *Demolition Permit Applications – 14901-14915 and 14917 East Jefferson*

Dear Ms. McBride:

This firm represents the City of Grosse Pointe Park ("Park") which owns the property at 14901-19915 and 14917 East Jefferson, including the buildings located thereon ("Buildings"). The Park plans to demolish the Buildings and redevelop the property to put it to viable economic use. Enclosed are permit applications (Building Permit #3) for the demolition of the subject Buildings.

By way of background, the City of Detroit has already issued permits to demolish these properties on April 24, 2007. However, days later, the City of Detroit issued a stop work order and cancelled the permits.

Since then, the area has been designated an interim historic district. The City of Detroit has indicated that this designation requires review of the applications by Detroit Historic Commission under the Local Historic Districts Act ("Act"), MCL 399.201, *et. seq.*

The Act allows demolition in an historic district to proceed if:

"(a) The resource constitutes a hazard to the safety of the public or to the structure's occupants.

(b) The resource is a deterrent to a major improvement program that will be of substantial benefit to the community and the applicant proposing the work has obtained all necessary planning and zoning approvals, financing, and environmental clearances.

(c) Retaining the resource will cause undue financial hardship to the owner \* \* \*.



Susan McBride  
April 16, 2008  
Page 2

(d) Retaining the resource is not in the interest of the majority of the community." MCL 399.205(6).

As you will see from the enclosed affidavit of Mr. Ronald Supal and accompanying photographs, the Buildings require extensive work in order to comply with the applicable rules and regulations. The Buildings have become unsafe, unsanitary and lack adequate light and ventilation. These conditions constitute safety hazards and are dangerous to human life and public welfare. Moreover, an assessment of the cost of compliance demonstrates that demolition is the only feasible option.

Because of the safety concern relating to the subject Buildings, the Park believes that the Buildings must be demolished immediately and requests expedited consideration of this matter.

We understand that the next meeting of the Detroit Historic District Commission is Wednesday, May 14, 2008.

Please feel free to contact me with any questions.

Sincerely,

Maya S. Hamie

MSH/cmf  
encl

bc: Herold M. Deason, Esq.  
Dennis J. Levasseur, Esq.  
Dale M. Krajniak, City Manager  
Jane M. Blahut, City Clerk

3

## *City of Detroit*

BUILDINGS AND SAFETY ENGINEERING DEPARTMENT  
4th Floor City-County Building  
Two Woodward Avenue  
Phone 224-3173-74

### APPLICATION FOR PERMIT

TO

### DISMANTLE OR MOVE BUILDINGS OR STRUCTURES

**NOTE:**

Location, ownership and details must be **CORRECT, COMPLETE, LEGIBLE.**

Separate applications are required for separate premises. Applications must be typewritten or filled in with ink and submitted in duplicate.

Lot plots must be drawn on application to show following: (a) Dimensions of lot; (b) All existing buildings on premises, indicating those which are to be removed and those which will remain; (c) Distances between building to be removed and property lines; (d) Location of required protection.

**DEED OR OTHER EVIDENCE OF OWNERSHIP** must be presented before a permit will be issued.

**PERMITS TO OCCUPY PUBLIC PROPERTY** with fences, barricades, or bridges must be obtained from the Department of Public Works.

**PLANS IN DUPLICATE** showing construction of bridges, when bridges form protection, shall be submitted with applications.

**BEFORE WRECKING OR MOVING PERMIT CAN BE ISSUED** clearance forms must be obtained from the following utilities:

Michigan Consolidated Gas Co., Customer Service, 500 Griswold, Phone 256-5181

Board of Water Commissioners, Customer Service, 105 City-County Building, Phone 224-0545

Detroit Edison Company, Customer Service, 2000 Second, Phone 237-7500

Board of Health, Industrial Hygiene, 1161 Taylor, Herman Kiefer Hospital, Bldg. 4, Room 100, Phone 876-4519

**APPLICANT INFORMATION**

Applicant must provide the following information pursuant to PA 135 (1989)

Name Homrich Wrecking, Inc. c/o Bodman LLP Telephone No. (313) 259-7777

Address 6th Floor at Ford Field City Detroit State MI Zip Code 48226  
1901 St. Antoine Street

Builders License No. 73267 Exp. Date 5/31/08 Det. Regis. No. B21270

Federal Employer ID Number or Reason for Exemption 38-2146255

Workers Comp Insurance Carrier or Reason for Exemption Accident Fund

MESC Employer Number or Reason for Exemption 662591

Section 23a of the State Construction Code Act of 1972, Act No. 230 of the Public Acts of 1972, being Section 125.1523a of the Michigan Compiled Laws, prohibits a person from conspiring to circumvent the licensing requirements of this state relating to persons who are to perform work on a residential building or a residential structure. Violators of Section 23a are subject to civil fines.

Signature of Applicant \_\_\_\_\_ Application Date \_\_\_\_\_

OWNER City of Grosse Pointe Park Social Security No. N/A

Address 15115 East Jefferson, Grosse Pointe Park, MI Phone No. (313) 822-5020  
(Number) (Street) (City and Zip Code) (Area Code)

Driver's License or State I.D. No. \_\_\_\_\_

LOCATION: Side of Street North (14901-14915) E. Jefferson St.  
North, East, South, West (House Number)

Between Alter St. and Wayburn St.

Lot Number \_\_\_\_\_ Subdivison \_\_\_\_\_  
Corner \_\_\_\_\_

LOT SIZE: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. DEEP Interior \_\_\_\_\_ Alley \_\_\_\_\_ Width \_\_\_\_\_  
Rear or Side

**BUILDINGS PROPOSED TO BE REMOVED**

Number of buildings to be removed One

USE Commercial  
State Classification Such as Dwelling, Factory, Store, etc.

If dwelling, number of dwelling units \_\_\_\_\_

SIZE OF BUILDING: 74 ft. WIDE by 80 ft. LONG by 20 ft. HIGH 2 CONSTRUCTION Brick/Wood  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.

SIZE OF BUILDING: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. LONG by \_\_\_\_\_ ft. HIGH \_\_\_\_\_ CONSTRUCTION \_\_\_\_\_  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.

SIZE OF BUILDING: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. LONG by \_\_\_\_\_ ft. HIGH \_\_\_\_\_ CONSTRUCTION \_\_\_\_\_  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.

Volume 118,400 cf  
If more than one building, give volume of each.

**PROTECTION**

Protection required for \_\_\_\_\_  
Street, Alley, Sidewalk, Private Property

KIND \_\_\_\_\_ Location \_\_\_\_\_  
Fence, Barricade, Bridge Distance from Building

ARE FANS REQUIRED? \_\_\_\_\_ If so, at which stories will they be placed? \_\_\_\_\_

**AFFIDAVIT FOR PERMITS MUST BE PROPERLY EXECUTED BEFORE PRESENTING APPLICATIONS FOR PERMIT**

I (We) hereby certify that the above answers are correct and true.

CONTRACTOR SIGNS THIS AFFIDAVIT

Driver License # \_\_\_\_\_ D.O.B. \_\_\_\_\_  
 State of Michigan, }  
 County of Wayne } ss. [Signature]  
 Owner or Licensed Contractor

Subscribed and sworn to before me this 16<sup>th</sup> day of April, A.D. 2008  
PAMELA J. GROSS  
 Notary Public, State of Michigan  
 County of Wayne  
 Commission expires May 4, 2011  
 Acting in the County of Macomb  
[Signature]  
 Notary Public

I (We) hereby certify that I am (we are) the owner of the herein described premises by virtue of a Deed  
 (Deed, Land Contract, Lease, etc.)

and have appointed Homrich Wrecking, Inc. c/o Bodman LLP my (our) agent and that he is (they are) qualified to make  
 Licensed Contractor's Name

the above affidavit for me.

Driver License # \_\_\_\_\_ D.O.B. \_\_\_\_\_  
 State of Michigan, }  
 County of Wayne } ss. [Signature]  
 Owner

Subscribed and sworn to before me this 16<sup>th</sup> day of April, A.D. 2008  
Maya S. Hamie, Bodman LLP  
 Attorney for City of Grosse Pointe Park  
 Commission expires 12-3, 2011  
[Signature]  
**CONNIE M. FAULL**  
**MACOMB COUNTY, MICHIGAN**  
**ACTING IN WAYNE COUNTY**  
**MY COMMISSION EXPIRES: 12/06/2011**

**STREETS AND TRAFFIC**

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_  
 Examiner

D.P.W. PERMIT # \_\_\_\_\_

(See back of Application for Lot Plot requirements)

**NOT TO BE FILLED IN BY APPLICANT**

**LICENSES AND PERMITS**

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_

**ENGINEERING EXAMINATION**

TYPE \_\_\_\_\_ CLASS \_\_\_\_\_ VOLUME \_\_\_\_\_ Each Building \_\_\_\_\_

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_

TO BE FILLED IN BY APPLICANT

LOT PLOT:

This plot must show the following: (a) Location of streets and alleys; (b) Dimensions of lot; (c) All existing buildings on premises, indicating those to be removed and those which will remain; (d) Distances between buildings to be removed and property lines; (e) Location of fences, barricades or bridges.

IT IS IMPORTANT AND NECESSARY TO FURNISH A COMPLETE LOT PLOT.

ALLEY

Permit No. \_\_\_\_\_

STREET

ADDCrc.D 4/18/08 08:47

C of D -26-AP-3 (3/95)

3

## City of Detroit

BUILDINGS AND SAFETY ENGINEERING DEPARTMENT  
4th Floor City-County Building  
Two Woodward Avenue  
Phone 224-3173-74

### APPLICATION FOR PERMIT

TO

### DISMANTLE OR MOVE BUILDINGS OR STRUCTURES

**NOTE:**

Location, ownership and details must be **CORRECT, COMPLETE, LEGIBLE.**

Separate applications are required for separate premises. Applications must be typewritten or filled in with ink and submitted in duplicate.

Lot plots must be drawn on application to show following: (a) Dimensions of lot; (b) All existing buildings on premises, indicating those which are to be removed and those which will remain; (c) Distances between building to be removed and property lines; (d) Location of required protection.

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**APPLICANT INFORMATION**

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Name Homrich Wrecking, Inc. c/o Bodman LLP Telephone No. (313) 259-7777  
 Address 6th Floor at Ford Field City Detroit State MI Zip Code 48226  
1901 St. Antoine Street  
 Builders License No. 73267 Exp. Date 5/18/08 Det. Regis. No. B21270  
 Federal Employer ID Number or Reason for Exemption 38-2146255  
 Workers Comp Insurance Carrier or Reason for Exemption Accident Fund  
 MESC Employer Number or Reason for Exemption 662591

Section 23a of the State Construction Code Act of 1972, Act No. 230 of the Public Acts of 1972, being Section 125.1523a of the Michigan Compiled Laws, prohibits a person from conspiring to circumvent the licensing requirements of this state relating to persons who are to perform work on a residential building or a residential structure. Violators of Section 23a are subject to civil fines.

Signature of Applicant \_\_\_\_\_ Application Date \_\_\_\_\_

OWNER City of Grosse Pointe Park Social Security No. N/A  
 Address 15115 East Jefferson, Grosse Pointe Park, MI Phone No. (313) 822-5020  
(Number) (Street) (City and Zip Code) (Area Code)  
 Driver's License or State I.D. No. \_\_\_\_\_

LOCATION: Side of Street North (14917) E. Jefferson St.  
North, East, South, West (House Number)  
 Between Alter St. and Wayburn St.  
 Lot Number \_\_\_\_\_ Subdivison \_\_\_\_\_  
 Corner \_\_\_\_\_  
 LOT SIZE: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. DEEP Interior \_\_\_\_\_ Alley \_\_\_\_\_ Width \_\_\_\_\_  
Rear or Side

**BUILDINGS PROPOSED TO BE REMOVED**

Number of buildings to be removed One

USE Commercial  
State Classification Such as Dwelling, Factory, Store, etc.

If dwelling, number of dwelling units \_\_\_\_\_

SIZE OF BUILDING: 48 ft. WIDE by 40 ft. LONG by 20 ft. HIGH 2 CONSTRUCTION Brick/Wood  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.  
 SIZE OF BUILDING: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. LONG by \_\_\_\_\_ ft. HIGH \_\_\_\_\_ CONSTRUCTION \_\_\_\_\_  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.  
 SIZE OF BUILDING: \_\_\_\_\_ ft. WIDE by \_\_\_\_\_ ft. LONG by \_\_\_\_\_ ft. HIGH \_\_\_\_\_ CONSTRUCTION \_\_\_\_\_  
No. of Stories Frame, Brick, Brick Veneer, Cement Block, etc.

Volume 38,400 cf  
If more than one building, give volume of each.

**PROTECTION**

Protection required for \_\_\_\_\_  
Street, Alley, Sidewalk, Private Property

KIND \_\_\_\_\_ Location \_\_\_\_\_  
Fence, Barricade, Bridge Distance from Building

ARE FANS REQUIRED? \_\_\_\_\_ If so, at which stories will they be placed? \_\_\_\_\_



AFFIDAVIT FORMS MUST BE PROPERLY EXECUTED BEFORE PRESENTING APPLICATIONS FOR PERMIT

I (We) hereby certify that the above answers are correct and true.

LICENSED WRECKING OR MOVING CONTRACTOR SIGNS THIS AFFIDAVIT

Driver License # \_\_\_\_\_

D.O.B. \_\_\_\_\_

State of Michigan, } ss.  
County of Wayne }

*[Signature]*  
Owner or Licensed Contractor

Subscribed and sworn to before me this 16<sup>th</sup> day of April, A.D. 2008

FAMELIA U. GROSS  
Notary Public, State of Michigan  
County of Wayne, 19  
My Commission Expires May 4, 2011  
Acting in the County of Monroe  
*[Signature]*  
Notary Public

I (We) hereby certify that I am (we are) the owner of the herein described premises by virtue of a Deed  
(Deed, Land Contract, Lease, etc.)

and have appointed Homrich Wrecking, Inc. c/o Bodman LLP my (our) agent and that he is (they are) qualified to make  
Licensed Contractor's Name

the above affidavit for me.

Driver License # \_\_\_\_\_

D.O.B. \_\_\_\_\_

State of Michigan, } ss.  
County of Wayne }

*[Signature]*  
Maya S. Hamie, Bodman LLP  
Attorney for City of Grosse Pointe Park  
Owner

Subscribed and sworn to before me this 16<sup>th</sup> day of April, A.D. 19 \_\_\_\_\_

Commission expires 12-3, 19 2011  
*[Signature]*  
CONNIE M. FAULL  
MAGOMB COUNTY, MICHIGAN  
ACTING CLERK OF COUNTY  
MY COMMISSION EXPIRES: 12/03/2011

STREETS AND TRAFFIC

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_  
Examiner

D.P.W. PERMIT # \_\_\_\_\_

(See back of Application for Lot Plot requirements)

NOT TO BE FILLED IN BY APPLICANT

LICENSES AND PERMITS

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_

ENGINEERING EXAMINATION

TYPE \_\_\_\_\_ CLASS \_\_\_\_\_ VOLUME \_\_\_\_\_  
Each Building

APPROVED BY \_\_\_\_\_ Date \_\_\_\_\_  
Examiner

**TO BE FILLED IN BY APPLICANT**

LOT PLOT:

{ This plot must show the following: (a) Location of streets and alleys; (b) Dimensions of lot; (c) All existing buildings on premises, indicating those to be removed and those which will remain; (d) Distances between buildings to be removed and property lines; (e) Location of fences, barricades or bridges.

IT IS IMPORTANT AND NECESSARY TO FURNISH A COMPLETE LOT PLOT.

ALLEY

Permit No. \_\_\_\_\_

STREET

### Index of Attachments

1. Utility Clearance Letters (DTE, MichCon, Board of Water Commissioners)
2. Deed to Property
3. Plot of Lot
4. Affidavit of Ronald Supal
5. Property Check Statement



**NOTIFICATION FOR WORKING PERMITS**

NOTICE IS HEREBY GIVEN THAT ~~NO GAS FACILITIES~~ EXIST IN THE BUILDING AT:

14901-15 E. Jefferson, Det.

WE WERE UNABLE TO REMOVE THE GAS FACILITIES FROM THE BUILDING AT:

\_\_\_\_\_ BECAUSE

PLEASE RESUBMIT YOUR REQUEST WHEN WE ARE ABLE TO REMOVE THE GAS FACILITIES.

DATE

4-9-08 Jones

MICHCON  
CUSTOMER SERVICE

71 FEB 06

Customer and Marketing Services  
Customer Services Division  
**Wrecking Clearance**



**Detroit Edison**

DE 862-3037 9-87

Concerning building to be wrecked at

14901-17 E. Jefferson  
Detroit

Electric meters and service connections were disconnected and removed from  
the building on 4/10/87

- No hazardous conditions existed by reason of proximity of Detroit Edison installations.
- Agreement has been reached with the contractor regarding elimination of hazards from adjacent Detroit Edison installations.

Narvett Jones

Detroit Edison Representative



CITY OF DETROIT  
WATER AND SEWERAGE DEPARTMENT  
GENERAL ADMINISTRATION

PRIVATE

735 RANDOLPH STREET  
DETROIT, MICHIGAN 48226-2830  
PHONE 313-224-4800/224-4801  
FAX 313-224-6067  
WWW.CI.DETROIT.MI.US

Water Clearance Letter

April 23, 2007

*Water*

Department of Building  
And Safety Engineering  
Fourth Floor, City-County Building  
Two Woodward Avenue  
Detroit, MI 48226

Gentlemen:

Regarding Water Clearance Letter for:

Account Number: 650-2869.300  
Service Address: 14901-15 E. Jefferson

A review of our records indicates that the water service to the above-mentioned account has been disconnected.

Sincerely,

Deonte L. Agee-Supervisor  
Real Estate Transactions  
Demolitions

DLA/lm

# EXHIBIT I

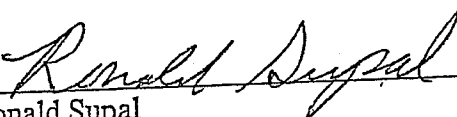


AFFIDAVIT OF RONALD SUPAL

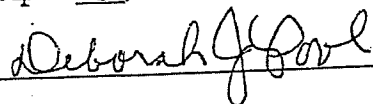
I, Ronald Supal, first being duly sworn, state as follows:

1. I am employed by PMI Inspection Services and Consultants, Inc., which is contracted by the City of Grosse Pointe Park for all building inspection work.
2. As such, I am a building official, building inspector, plumbing inspector and mechanical inspector for the City of Grosse Pointe Park.
3. In my capacity, I am responsible for ensuring that all structures either within the City of Grosse Pointe Park or owned by the City of Grosse Pointe Park are maintained according to all applicable building codes.
4. On April 9, 2008, I conducted a visual inspection of the properties located at 14901, 14905, 14913, 14915 and 14917 East Jefferson (the "Properties"). See, Exhibit A. The Properties are vacant and dilapidated. See, Exhibit B.
5. Based on my inspection, I found that the properties require extensive work in order to comply with the applicable rules and regulations. The properties have become unsafe, unsanitary and lack adequate light and ventilation. These conditions constitute a fire hazard and are otherwise dangerous to human life and public welfare.
6. On April 15, 2008, I conducted an investigation and evaluation of the Properties under Sections 3410.5.1-3410.5.3 of the 2003 Michigan Building Code (Chapter 34, Existing Structures). See, Exhibit C. As shown in Exhibit C, the properties failed in every category. *Id.*

7. Even if the buildings were to be rehabilitated, they would fall far short of the requirements for fire safety, means of egress and general safety.
8. Based on my general inspection and on my investigation and evaluation under the 2003 Michigan Building Code, the Properties must be demolished. There is no other feasible alternative.

  
\_\_\_\_\_  
Ronald Supal

Subscribed and sworn to before me on  
April 18, 2008.

  
\_\_\_\_\_

Notary Public, Macomb County, Michigan  
My Commission Expires: 04-19-08

Deborah J. Pool  
Notary Public, Macomb County, MI  
My Commission Expires 04-19-2008  
Acting in Macomb Co.

INSPECTION ADDRESS: 14901, 14905, 14913, 14915, 14917 East Jefferson UNIT # \_\_\_\_\_ DATE: 4-9-08

1<sup>st</sup> REINSPECTION DATE: \_\_\_\_\_ 2<sup>nd</sup> REINSPECTION DATE \_\_\_\_\_

APPROVED DATE: \_\_\_\_\_

PERMITS REQUIRED  ELECTRICAL  MECHANICAL  PLUMBING  BUILDING

NO ENTRY PAY FEE  NO ELECTRICITY  NO WATER  NO GAS

**VIOLATIONS – MUST BE CORRECTED IN 60 DAYS**

**EXTERIOR PROPERTY AREAS**

- 302.1 Sanitation Debris Trash Cans – Clean Junk Debris, Trash Cans To Be Tightly Covered
- 302.3 Sidewalks Drives Parking Areas – Repair Replace – Eliminate Trip Hazards
- 302.4 Weeds Grass Shrubs – Cut, Trim Bushes, Grass, Weeds
- 302.5 Rodent Harborage – Eliminate Openings, Exterminate
- 302.7 Accessory Structures Fences Garages Sheds – Repair Deteriorated Areas & Paint
- 302.8 Motor Vehicles – Remove Inoperable, Unlicensed Vehicles

OTHER: Recommend Demolition/Unsafe Structures

**EXTERIOR STRUCTURE**

- 304.2 Protective Treatment Wood Facia Trim Railings Windows – Repair Deteriorated Surfaces, Correct Peeling Paint
- 304.3 Premise ID/Address – Correct Address Numbers To Be Plainly Visible, Minimum Height Of 4 Inches, Contrasting Colors
- 304.5 Foundation Walls – Repair To Be Free Of Cracks, Holes, Correct Peeling Paint
- 304.6 Exterior Walls/Siding – Repair And Paint As Needed
- 304.7 Roof – Repair Replace Roof To Be Sound, Tight No Defects That Admit Rain
- 304.7 Gutters Downspouts – Correct To Be Secure, Free From Obstruction, Diverted Away From Property  Remove From Sewer Lead
- 304.10 Stairs, Porches, Balconies, Decks – Repair Deteriorated Sagging, Correct Peeling Paint
- 304.12 Handrails Guards – Repair Install, Needs To Graspable, Baluster – 4" Spacing
- 304.13-14 Windows – Correct Broken, Provide Screens, Correct Peeling Paint
- 304.15 Exterior Doors Screen Doors – Repair Doors, Jambs, Hardware As Needed
- 304.1.1 Locks – Deadbolt Lock Must Be Operated By A Knob, No Inside Key

Other: Recommend Demolition/Unsafe Structures

**INTERIOR STRUCTURE**

- 305.1 Maintain Clean, Safe Sanitary Condition – Grease Build-Up On Stove – Clean
- 305.3 Interior Surfaces Walls/ Ceilings – Repair, Patch, Paint, Remove Mold Everywhere
- 305.3 Interior Windows – Repair To Open/Stay Up Without Prop, Repair Broken, Correct Peeling Paint, Provide Screens Storms And Hardware, Locks
- 305.4 Cabinet/Counters/Vanity  Repair  Replace  Paint  Caulk At Wall  Hardware Req'd
- 305.4 Stairs Walking Surfaces – Repair, Correct Torn Covering
- 305.6 Interior Doors – Repair Jamb, Hardware, Peeling Paint
- 306.1 Handrail/Guardrail  Graspable – No 2x4  Secure  Install  Baluster Spacing – 4" Or Less
- 308.1 Infestation – Exterminate Premises
- 402.3 Provide Adequate Light -  Replace Missing Bulbs, Globes – Install Add'l Fixture If Needed
- 503.4 Floor Covering/Carpet  Replace  Repair  Clean  Make Watertight Bath & Kitchen

Other: Recommend Demolition/Unsafe Structures Or Redo Entire Building To 2006 Michigan Building Code

Plumbing

- 504.1 Faucet – Repair/Replace  Dripping  Kitchen  Bath  Laundry
- 504.1 Toilet -  Repair/Replace  Caulk Base  Code Ballcock Req'd
- Other \_\_\_\_\_
- 504.1 Sink  Kitchen  Bath -  Reglaze  Caulk  Seal Trap At Wall \_\_\_\_\_
- 504.1 505.2 Tub  Reglaze  Caulk  Cross Connection Not Allowed \_\_\_\_\_
- 504.1 Tub Interior/Shower Walls -  Repair
- 504.1 Laundry Tub -  Secure & Level  Paint/Seal  Replace
- 504.3 Trap/Drain  S-Trap Not Allowed  Leaking  No Flex Pipe \_\_\_\_\_
- 505.1 Floor Drain  Strainers Req'd  Plug/Cap
- 505.2 Vacuum Breaker Req'd  Laundry Tub  Hand Held Shower  Outside Faucets
- 505.4 Hot Water Tank  Replace  Leaking  Dielectric Union Req'd
- Pressure Relief Pipe – Non Plastic To Within 6" Of Floor Req'd
- Drip Leg Req'd On Gas Valve

Other: Recommend Demolition/Unsafe Structures Or Redo Entire Plumbing System To 2006 Michigan Plumbing Code

Mechanical

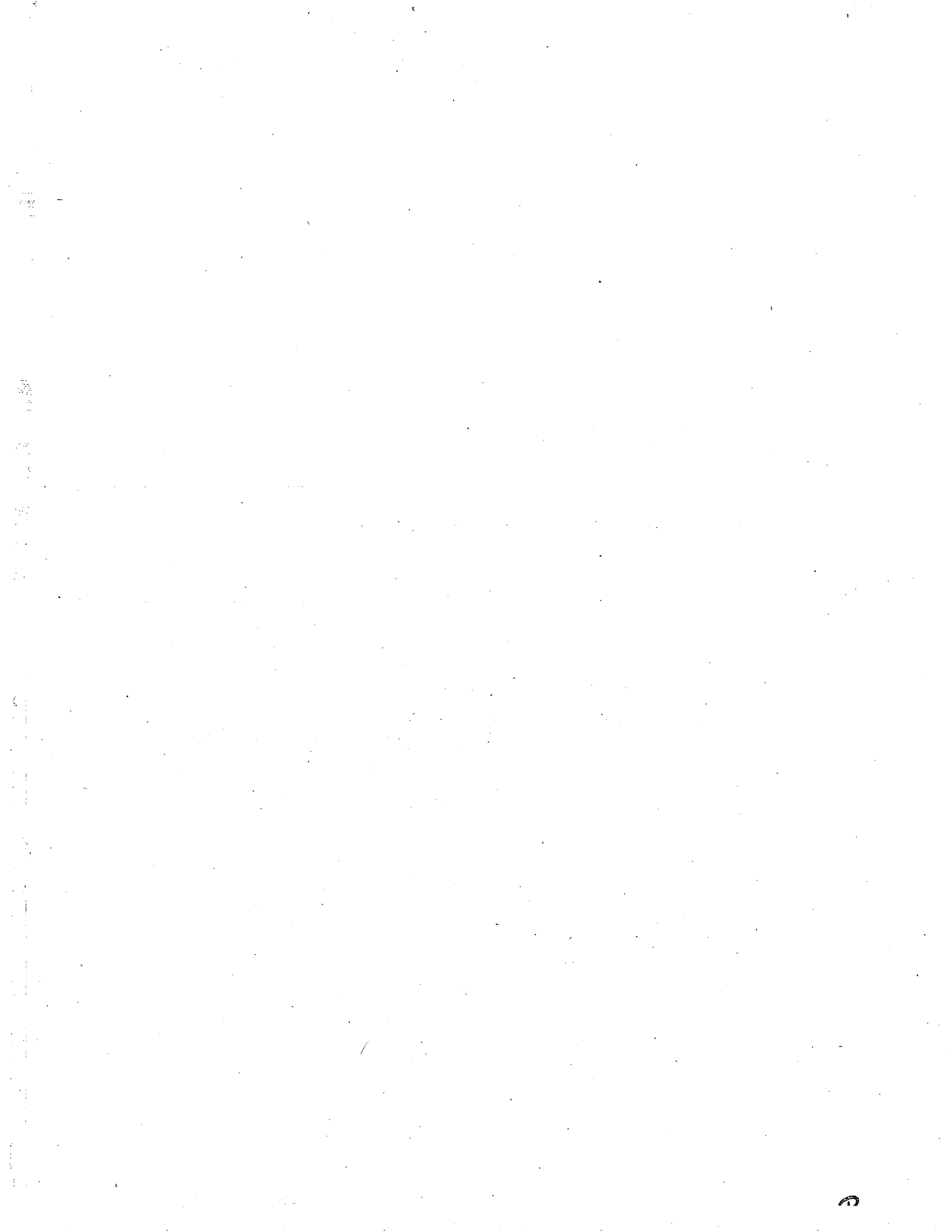
- 403.5 Dryer Vent – Metal Dryer Vent Req'd – Plastic Not Allowed  Install To Code
- 602.3 Heat Supply Furnace/Boiler – Inspection Req'd By Licensed Contractor.
- Copy To City
- 603.1 Plenum-Duct-Dampers-Grills  Repair  Must Operate  Secure
- 603.1 Flue Pipe-Furnace, Hwt  Seal At Chimney  Secure W/Screws  Need 1/4" Per Ft Rise
- 603.3 Provide Adequate Clearance To Combustibles Around Furnace, Hwt
- 603.4 Safety Controls Boiler – Provide  Code Back Flow Preventer  Low Water Shut Off  Flow Switch
- 603.4 Aga Approved Gas Valve Req'd  Hwt  Furnace  Boiler  Stove
- 603.4 Cap Open Gas Line \_\_\_\_\_
- 603.5 Return Air – Provide To All Rooms Per Code

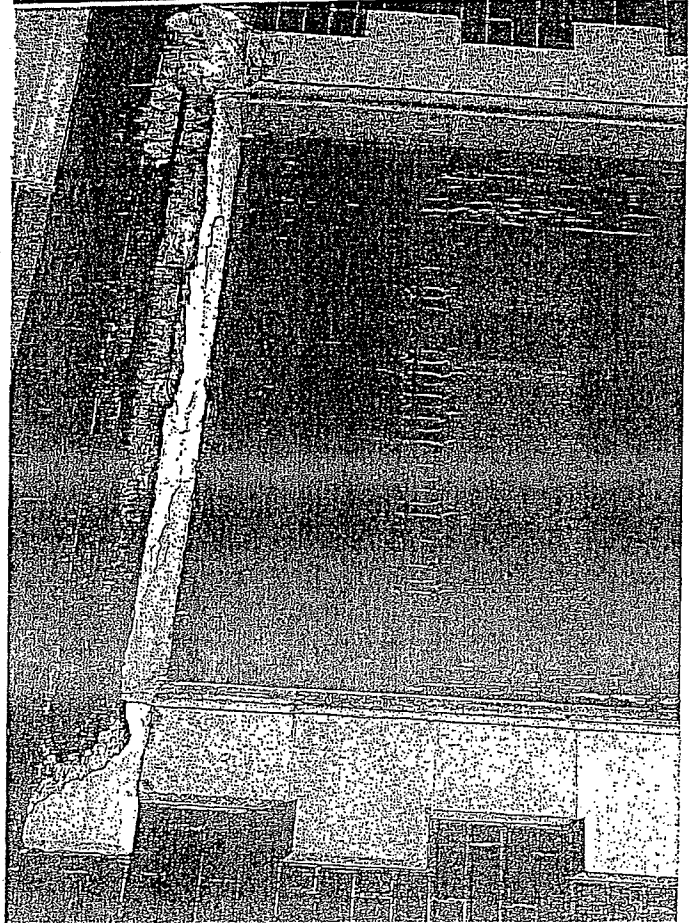
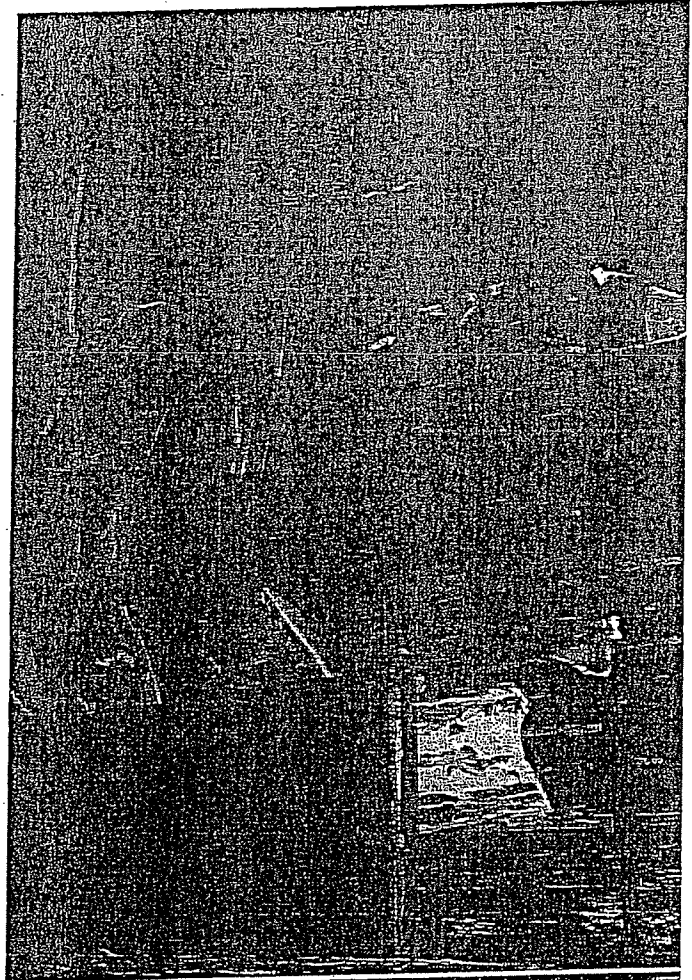
Other: Recommend Demolition/Unsafe Structures Or Redo Entire Mechanical System To 2006 Michigan Mechanical Code

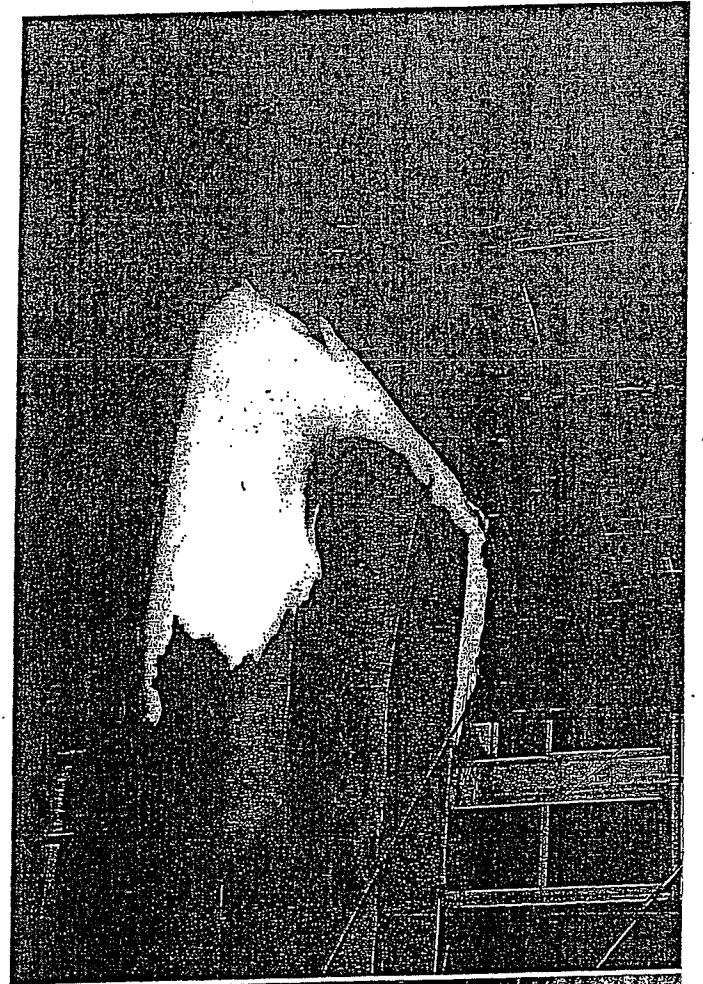
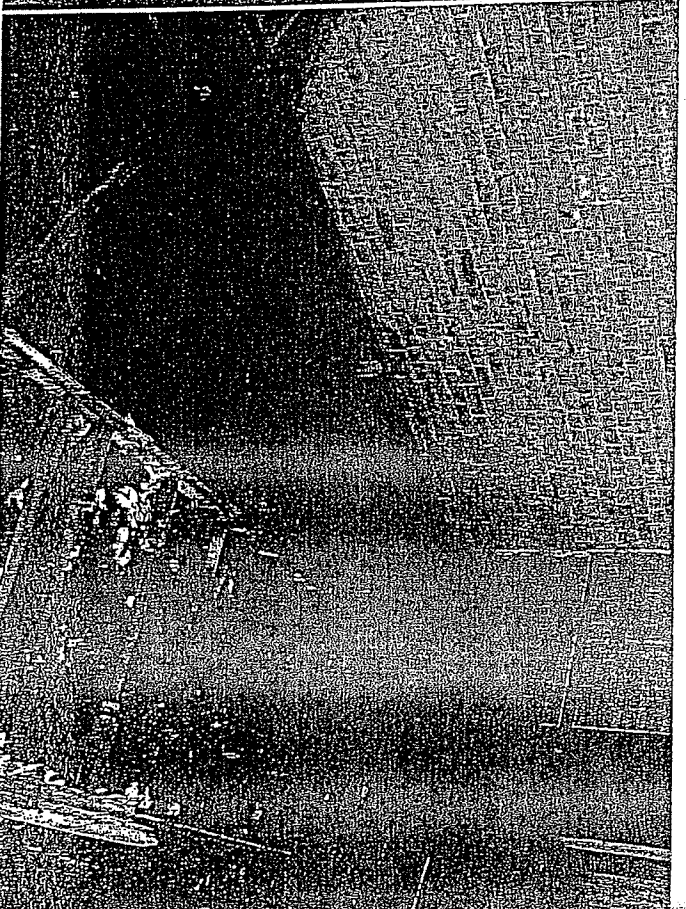
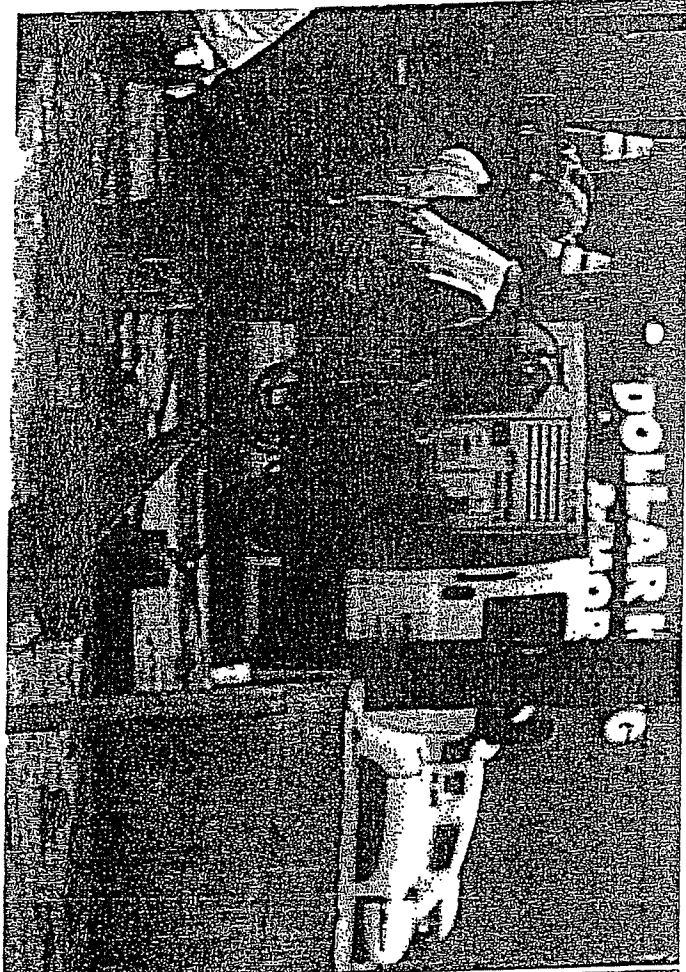
Electrical

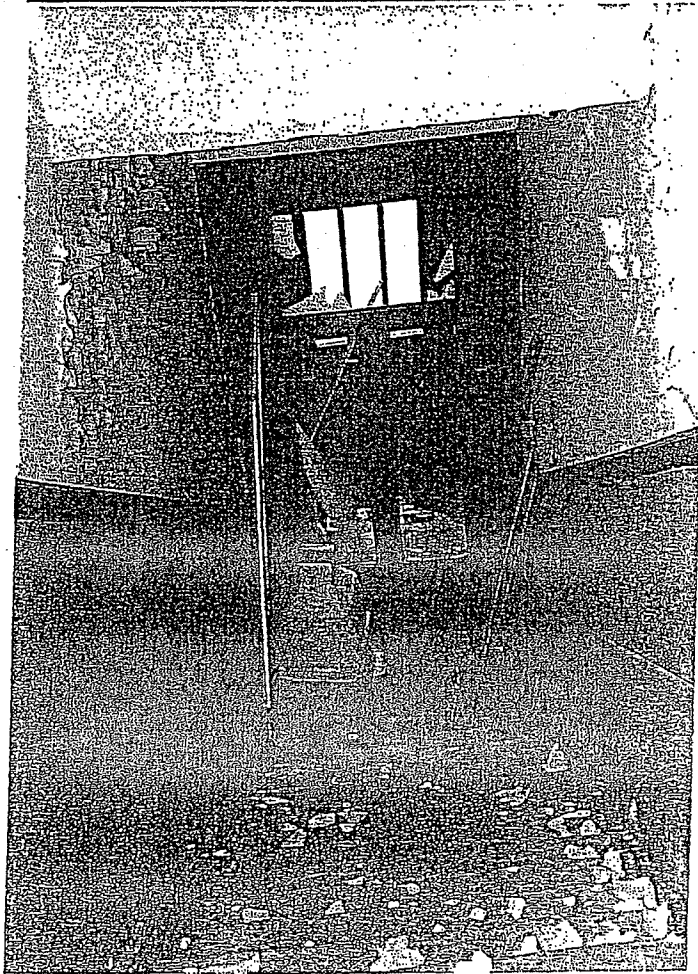
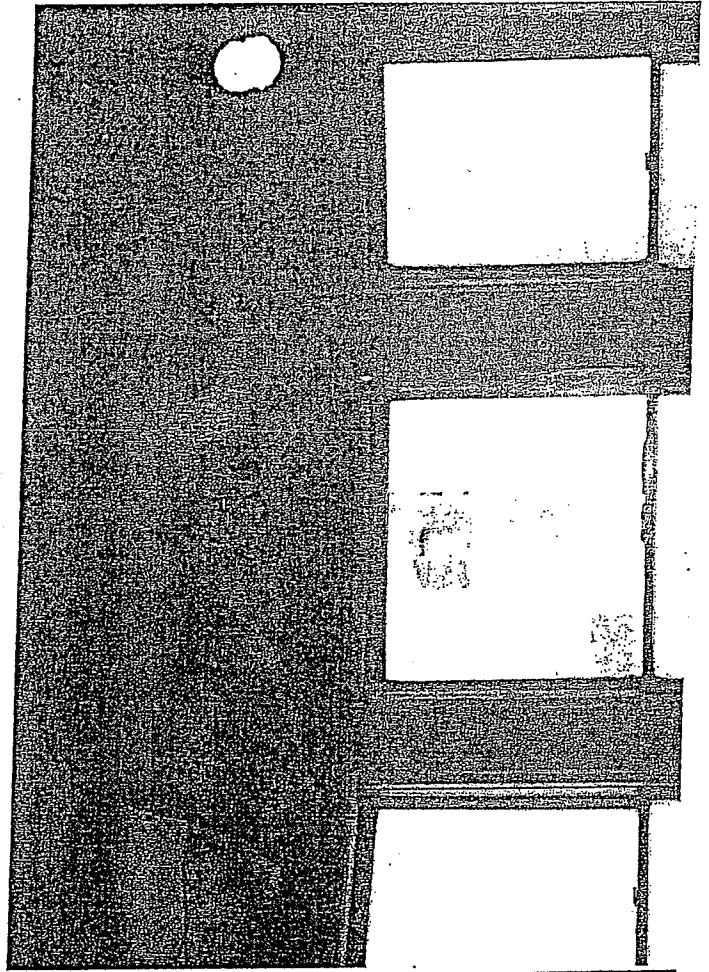
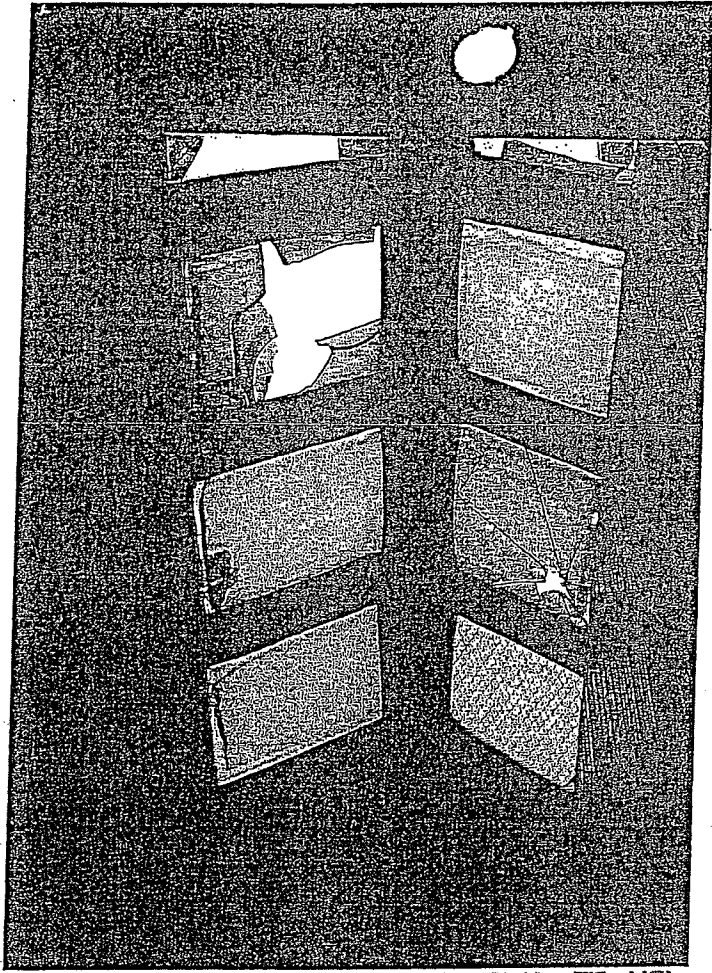
- 604.3 Exterior Lights – Weather Proof Globe Req'd
- 605.2 GFCI Receptacles Req'd  Garage  Outside Plus Req. GFI & Weather Proof Covers
- 605.2 Garage Door Opener  Install Separate Plug For Opener
- 604.3 Service Entrance Cable  Replace  Service Upgrade May Be Req'd
- 604.3 Service Drop According To Code  10' Above Grade  Service Upgrade May Be Req'd
- 604.3 Ground Rod  Install 8 Ft. Driven Ground Rod W/#6 Copper Wire To Panel
- 604.3 Wall Switch Controlled Light Req'd  Living Rm  Dining Rm  Bath  Bedroom
- 604.3 Globes – Cover Plates Req'd  Living Rm  Dining Rm  Kitchen  Bath  Bedroom
- 604.3 Install Duplex Receptacles On Each Wall  Living Rm – Min 3 Plugs  Other Rms Min 2 Plugs
- 604.3 Plug  Painted Shut  Hot/Neutral Reverse  Not Grounded – Repair \_\_\_\_\_
- 605.2 GFCI Req'd Outlets Req'd  Install  Repair  Kitchen  Bath  Laundry
- Other \_\_\_\_\_
- 604.3 Exposed/Loose Wiring  Repair  Remove  Staple Location: \_\_\_\_\_
- 604.3 Extension Cords – Discontinue Use In Lieu Of Permanent Wiring
- 604.3 Garbage Disposal  Install Switch Above Counter Top  Repair
- 604.3 Laundry – Separate Grounded 20 Amp Laundry Circuit Req'd  Laundry Light Fixture Req'd
- 604.3 3 Way Switched Lighting Req'd On Stairway  Adequate Light Req'd On Stairway
- 604.3 Electric Panel  S-Type Fuses Req'd  Label  Missing Blanks  Service – Upgrade To 100 Amp
- 604.3 Ground Wire  Req'd On Water Meter  Ground Wire Req'd To Cold Water Pipe
- 704.1 Smoke Detectors  Install  Repair  Each Floor  Each Bedroom  Basement

Other: Recommend Demolition/Unsafe Structures Or Redo Entire Electrical System To Current Michigan Electrical Code

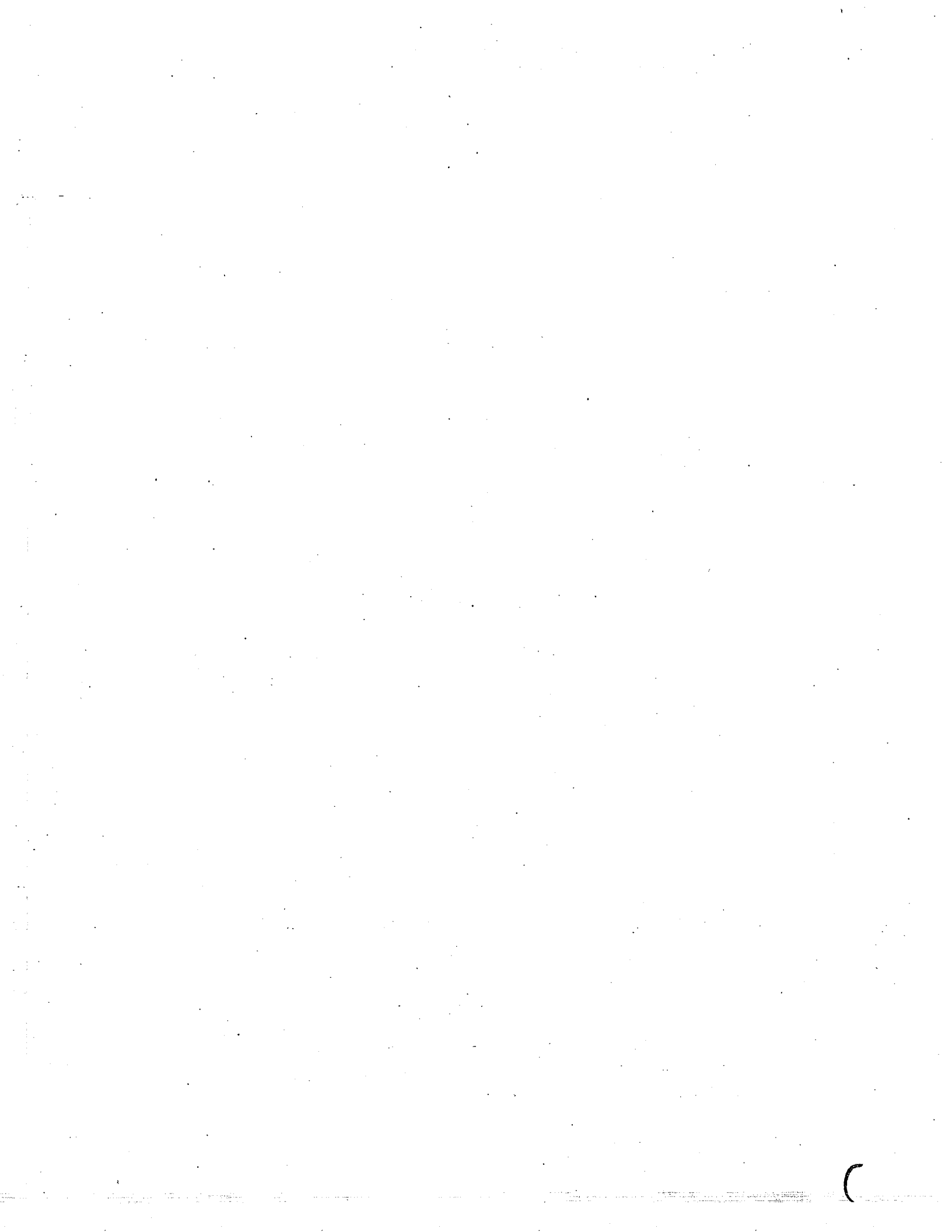












EXISTING STRUCTURES

TABLE 3410.7  
SUMMARY SHEET — BUILDING CODE

Existing occupancy <u>None Buildings Vacant</u>	Proposed occupancy <u>R2, B</u>
Year building was constructed <u>1920's</u>	Number of stories <u>2</u> Height in feet <u>20</u>
Type of construction <u>Type 3 B</u>	Area per floor <u>984 sq FT</u>
Percentage of open perimeter <u>50%</u>	Percentage of height reduction <u>0%</u>
Completely suppressed: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Corridor wall rating <u>0 holes in walls thru out</u>
Compartmentation: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Required door closers: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Fire-resistance rating of vertical opening enclosures <u>none</u>	
Type of HVAC system <u>none</u> serving number of floors <u>0</u>	
Automatic fire detection: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	type and location <u>—</u>
Fire alarm system: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	type <u>—</u>
Smoke control: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	type <u>—</u>
Adequate exit routes: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Dead ends: <u>0</u> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Maximum exit access travel distance <u>122 Feet</u>	Elevator controls: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Means of egress emergency lighting: Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	Mixed occupancies: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

SAFETY PARAMETERS	FIRE SAFETY (FS)	MEANS OF EGRESS (ME)	GENERAL SAFETY (GS)
3410.6.1 Building Height	1.6	1.6	1.6
3410.6.2 Building Area	13.3	13.3	13.3
3410.6.3 Compartmentation	16	16	16
3410.6.4 Tenant and Dwelling Unit Separations	-4	-4	-4
3410.6.5 Corridor Walls	-7	-7	-7
3410.6.6 Vertical Openings	-4	-4	-4
3410.6.7 HVAC Systems	-15	-15	-15
3410.6.8 Automatic Fire Detection	-10	-10	-10
3410.6.9 Fire Alarm System	-10	-10	-10
3410.6.10 Smoke control	****	0	0
3410.6.11 Means of Egress	****	-3	-3
3410.6.12 Dead ends	****	0	0
3410.6.13 Maximum Exit Access Travel Distance	****	16	16
3410.6.14 Elevator Control	-4	-4	-4
3410.6.15 Means of Egress Emergency Lighting	****	N/A	N/A
3410.6.16 Mixed Occupancies	-10	****	-10
3410.6.17 Automatic Sprinklers	-6	+2 = -3	-6
3410.6.18 Incidental Use	0	0	0
Building score — total value			

\*\*\* No applicable value to be inserted.

TABLE 3410.9  
EVALUATION FORMULAS\*

FORMULA	T.3409.7	T.3409.8	SCORE	PASS	FAIL
FS-MFS ≥ 0	-39.1 (FS)	17 (MFS) =	-56.1		✓
ME-MME ≥ 0	-13.1 (ME)	34 (MME) =	-47.1		✓
GS-MGS ≥ 0	-26.1 (GS)	34 (MGS) =	-60.1		✓

- a. FS = Fire Safety
- MFS = Mandatory Fire Safety
- ME = Means of Egress
- MME = Mandatory Means of Egress
- GS = General Safety
- MGS = Mandatory General Safety

A  
 Sta  
 ref  
 ME  
 AD  
 AS  
 A  
 Sta  
 ref  
 sum  
 402  
 301  
 301  
 A  
 Sta  
 ref  
 sum  
 226.1



# EXHIBIT J

COPY

MAYA S. HAMIE  
MHAMIE@BODMANLLP.COM  
313-393-7584

HAND DELIVERY

April 25, 2008

BODMAN LLP  
6TH FLOOR AT FORD FIELD  
1901 ST. ANTOINE STREET  
DETROIT, MICHIGAN 48226  
313-393-7579 FAX  
313-259-7777

Detroit Historic District Commission  
Attn: Ms. Susan McBride  
65 Cadillac Square  
13th Floor  
Detroit, Michigan 48226

Re: *Demolition Permit Applications – 14901-14915 and 14917 East Jefferson*

Dear Ms. McBride:

As you requested during our telephone discussion on April 21, 2008, this letter supplements the City of Grosse Pointe Park's (the "Park") permit applications submitted on April 18, 2008. Enclosed are:

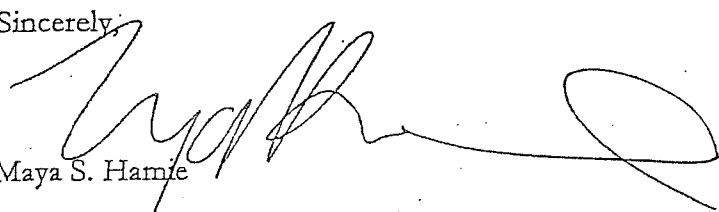
- (1) a structural engineering report, which indicates that the Buildings are not structurally sound; and
- (2) drawings, which show possible plans for future development of the property.

By way of background, the Park had been negotiating with the Detroit Department of Transportation ("DDOT") to exchange the subject property for property currently owned by DDOT. As a condition of that exchange, the Park would have been required to develop the property into a turn-a-round loop. The enclosed drawings show a proposed plan to develop the property as such. Although the Park and DDOT have not yet finalized an agreement, such an exchange remains a possibility.

During our telephone discussion, you expressed concern that the property would be developed into a parking lot. I can assure you that the Park does not intend on doing so.

Please feel free to contact me with any questions.

Sincerely,

  
Maya S. Hamie

MSH/cmf  
encl.

bc: Herold M. Deason, Esq.  
Dennis J. Levasseur, Esq.  
Dale M. Krajniak, City Manager  
Jane M. Blahut, City Clerk

# PMI Inspection Services

27605 Little Mack, St. Clair Shores, MI 48081  
586-612-3681, Fax 586-774-8690, pmiinspections.com

April 23, 2008

TO: City of Detroit Building Department

RE: Structures located at: 14901, 14905, 14911, 14913, 14915  
and 14917 W. Jefferson, Detroit

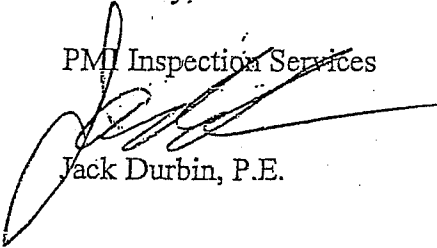
To Whom It May Concern:

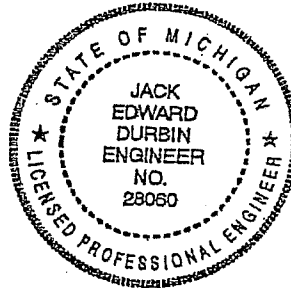
On April 22, 2008, I conducted a structural inspection at the above addresses. I found the buildings to be stressed and in structural failure. I also found the structures to be unsafe, uninhabitable, unsanitary and a public hazard and nuisance.

In my opinion, these structures cannot be economically rehabilitated. Therefore I recommend that these structures be razed immediately.

Sincerely,

PMI Inspection Services

  
Jack Durbin, P.E.



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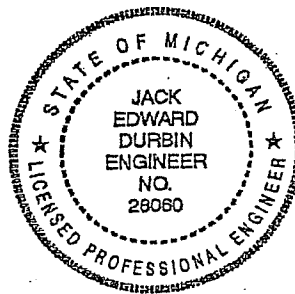
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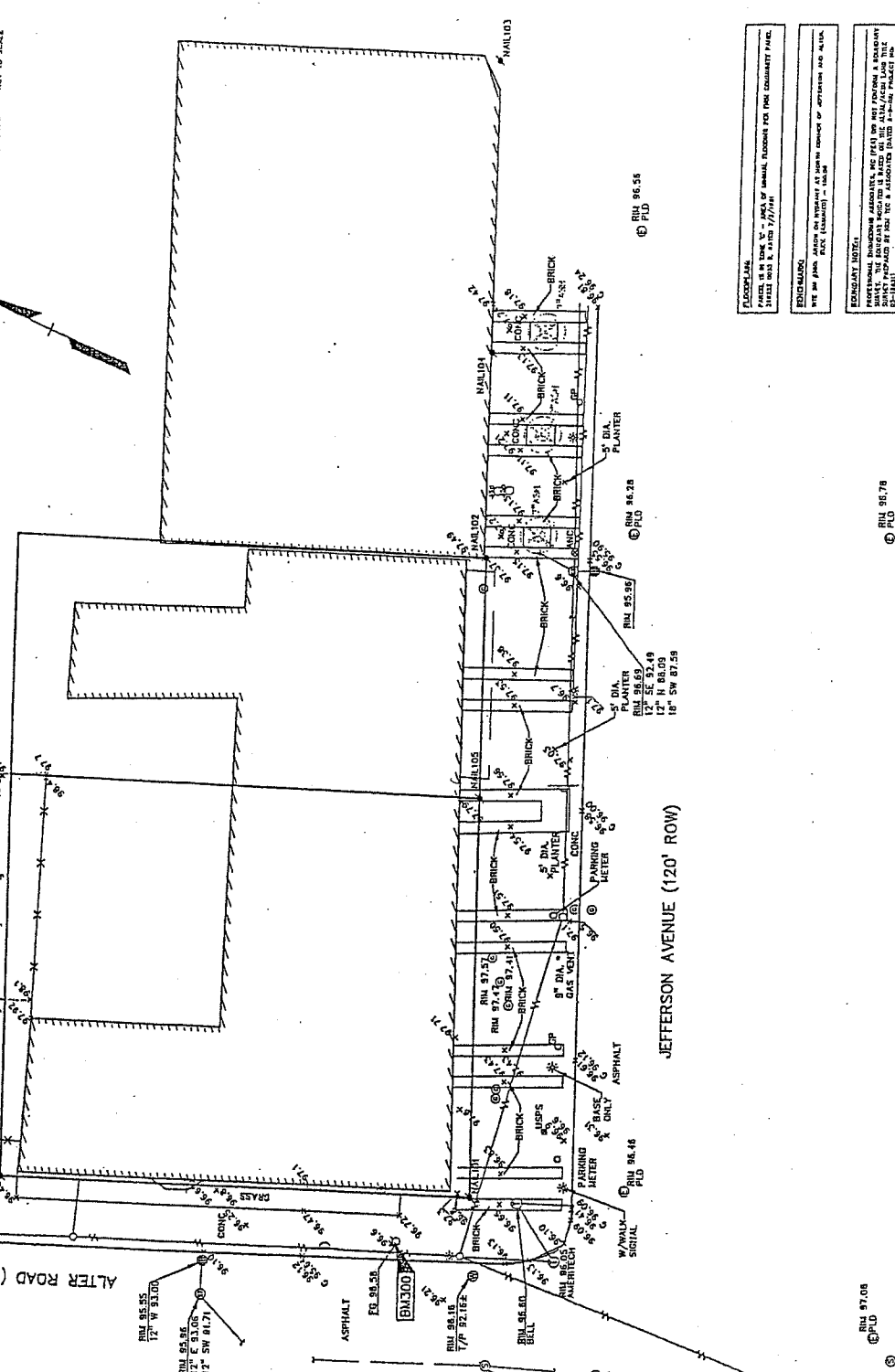
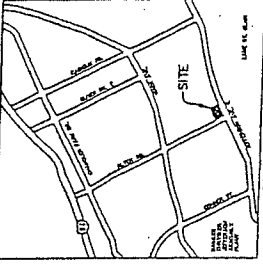


- LEGEND**
- 1. Proposed Building
  - 2. Proposed Driveway
  - 3. Proposed Walkway
  - 4. Proposed Planting
  - 5. Proposed Fencing
  - 6. Proposed Utility
  - 7. Proposed Asphalt
  - 8. Proposed Grass
  - 9. Proposed Mailbox
  - 10. Proposed Sign
  - 11. Proposed Light
  - 12. Proposed Fire Hydrant
  - 13. Proposed Manhole
  - 14. Proposed Storm Drain
  - 15. Proposed Sewer
  - 16. Proposed Gas
  - 17. Proposed Water
  - 18. Proposed Electric
  - 19. Proposed Telephone
  - 20. Proposed Cable
  - 21. Proposed Fire Alarm
  - 22. Proposed Security
  - 23. Proposed Access
  - 24. Proposed Easement
  - 25. Proposed Right-of-Way
  - 26. Proposed Boundary
  - 27. Proposed Survey
  - 28. Proposed Stationing
  - 29. Proposed Elevation
  - 30. Proposed Area
  - 31. Proposed Volume
  - 32. Proposed Weight
  - 33. Proposed Length
  - 34. Proposed Width
  - 35. Proposed Height
  - 36. Proposed Depth
  - 37. Proposed Diameter
  - 38. Proposed Radius
  - 39. Proposed Circumference
  - 40. Proposed Area
  - 41. Proposed Volume
  - 42. Proposed Weight
  - 43. Proposed Length
  - 44. Proposed Width
  - 45. Proposed Height
  - 46. Proposed Depth
  - 47. Proposed Diameter
  - 48. Proposed Radius
  - 49. Proposed Circumference
  - 50. Proposed Area

**REFERENCE DRAWINGS**

NO.	DATE	DESCRIPTION
1	11/15/88	PRELIMINARY PLANS
2	12/15/88	FINAL PLANS
3	01/15/89	AS-BUILT PLANS
4	02/15/89	CONTRACT PLANS
5	03/15/89	PERMITS PLANS
6	04/15/89	CONSTRUCTION PLANS
7	05/15/89	FINAL PLANS
8	06/15/89	AS-BUILT PLANS
9	07/15/89	CONTRACT PLANS
10	08/15/89	PERMITS PLANS
11	09/15/89	CONSTRUCTION PLANS
12	10/15/89	FINAL PLANS
13	11/15/89	AS-BUILT PLANS
14	12/15/89	CONTRACT PLANS
15	01/15/90	PERMITS PLANS
16	02/15/90	CONSTRUCTION PLANS
17	03/15/90	FINAL PLANS
18	04/15/90	AS-BUILT PLANS
19	05/15/90	CONTRACT PLANS
20	06/15/90	PERMITS PLANS
21	07/15/90	CONSTRUCTION PLANS
22	08/15/90	FINAL PLANS
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24	10/15/90	CONTRACT PLANS
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26	12/15/90	CONSTRUCTION PLANS
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29	03/15/91	CONTRACT PLANS
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31	05/15/91	CONSTRUCTION PLANS
32	06/15/91	FINAL PLANS
33	07/15/91	AS-BUILT PLANS
34	08/15/91	CONTRACT PLANS
35	09/15/91	PERMITS PLANS
36	10/15/91	CONSTRUCTION PLANS
37	11/15/91	FINAL PLANS
38	12/15/91	AS-BUILT PLANS
39	01/15/92	CONTRACT PLANS
40	02/15/92	PERMITS PLANS
41	03/15/92	CONSTRUCTION PLANS
42	04/15/92	FINAL PLANS
43	05/15/92	AS-BUILT PLANS
44	06/15/92	CONTRACT PLANS
45	07/15/92	PERMITS PLANS
46	08/15/92	CONSTRUCTION PLANS
47	09/15/92	FINAL PLANS
48	10/15/92	AS-BUILT PLANS
49	11/15/92	CONTRACT PLANS
50	12/15/92	PERMITS PLANS

NOT FIELD LOCATED



**CAUTIONS**

BEFORE YOU DRILL CALL MISS O'CONNOR AT 482-1111

PROFESSIONAL ENGINEERING ASSOCIATES

1115 EAST JEFFERSON AVENUE  
 SUITE 2000  
 DETROIT, MI 48207

DATE: 11/15/88

SCALE: 1" = 10'

DRAWING NUMBER: C-1

**FLOODPLAIN**

AREA IS IN ZONE "V" - AREA OF SPECIAL FLOOD HAZARD FOR THE COMMUNITY PARK

DESIGN FLOOD WAVE HEIGHT: 7.00' (BASE ON 100-YEAR FLOOD)

**BOUNDARY NOTES**

THIS IS FOR THE CITY OF DETROIT AND IS NOT TO BE USED FOR ANY OTHER PURPOSES

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DRAWING NUMBER: C-1



# JEFFERSON AVENUE (120' ROW)

## ALTER ROAD (SS' ROW)

1 STY. CONCRETE BLOCK BLDG. #14939

1 STY. FRAME BLDG. #14915

2 STY. BRICK BLDG. #14915

1 STY. BRICK BLDG. #14901

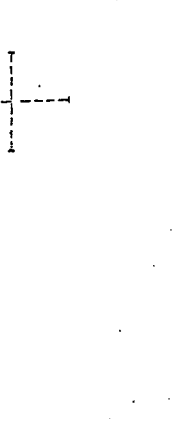
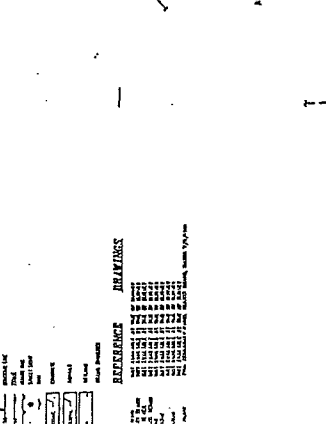
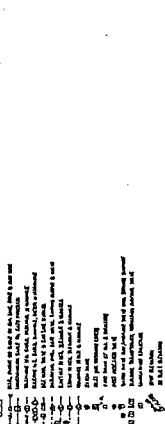
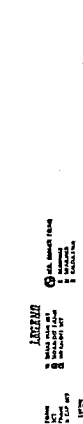
1 STY. BRICK BLDG. #14915

1 STY. BRICK BLDG. #14915

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1 STY. BRICK BLDG. #14915

1 STY. BRICK BLDG. #14915



### SSS/L MAINTENANCE SCHEDULE AND NOTES:

The contractor shall be responsible for obtaining all permits required for the work. The contractor shall be responsible for obtaining all permits required for the work. The contractor shall be responsible for obtaining all permits required for the work.

### GENERAL NOTES:

- 1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE WORK.
- 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE WORK.

### SYMBOLS: STORM, GRADING, EROSION CONTROL:

PROPOSED SPOT GRADE ELEVATIONS - ALL DIMENSIONS INDICATED ARE TOP OF GRADE UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE. DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

### EARTHWORK BALANCED SCHEDULE:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED FOR THE WORK.

**CITY OF GROSSE POINTE PARK**  
1555 EAST WASHINGTON AVENUE  
GROSSE POINTE PARK, ILL. 60068  
DATE: 10/15/2014  
SCALE: 1" = 10'-0"

**JEFFERSON ALTERNATE TURN-A-ROUND**  
GRADING AND UTILITY PLAN  
1555 EAST WASHINGTON AVENUE  
GROSSE POINTE PARK, ILL. 60068  
DATE: 10/15/2014  
SCALE: 1" = 10'-0"

**PROFESSIONAL ENGINEER ASSOCIATES**  
1555 EAST WASHINGTON AVENUE  
GROSSE POINTE PARK, ILL. 60068  
DATE: 10/15/2014  
SCALE: 1" = 10'-0"

Petross Architects

1000 Woodward Ave. Suite 1000  
Detroit, MI 48226  
313.963.1111

PROJECT

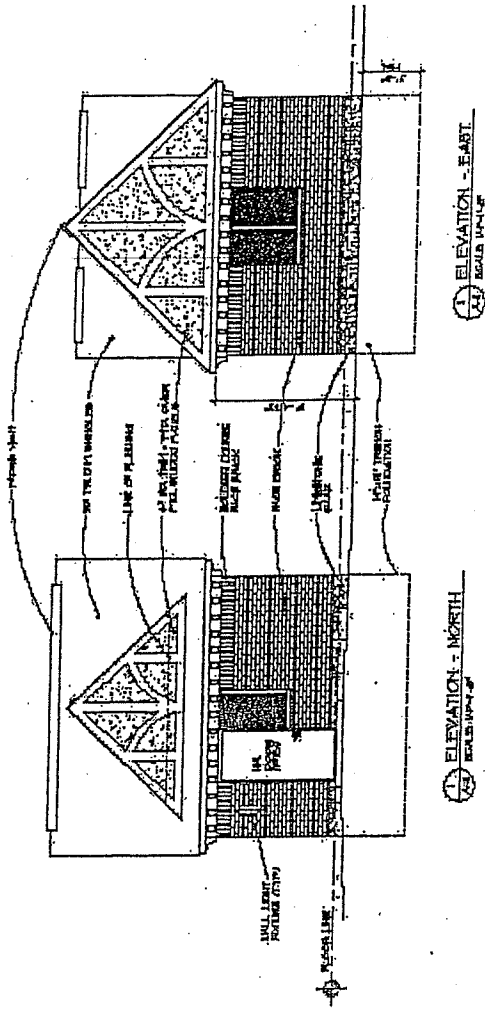
DOOT BUS  
Turn Around @  
Grosse Pointe Park

OWNER

DOOT  
Detroit, MI

SHEET

Building  
Elevations



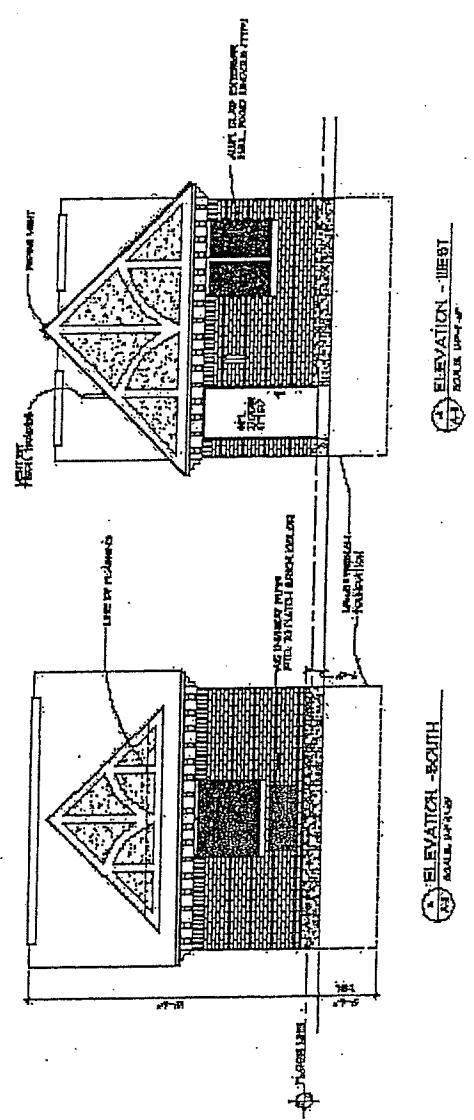
ELEVATION - EAST  
SCALE 1/4" = 1'-0"

ELEVATION - NORTH  
SCALE 1/4" = 1'-0"

BRICKS TO BE USED  
AS SHOWN IN  
SPECIFICATIONS  
AND DRAWINGS  
UNLESS OTHERWISE  
NOTED. BRICKS TO BE  
Laid in running bond  
with mortar joints  
to be 3/8" thick.

BRICKS TO BE USED  
AS SHOWN IN  
SPECIFICATIONS  
AND DRAWINGS  
UNLESS OTHERWISE  
NOTED. BRICKS TO BE  
Laid in running bond  
with mortar joints  
to be 3/8" thick.

BRICKS TO BE USED  
AS SHOWN IN  
SPECIFICATIONS  
AND DRAWINGS  
UNLESS OTHERWISE  
NOTED. BRICKS TO BE  
Laid in running bond  
with mortar joints  
to be 3/8" thick.



ELEVATION - WEST  
SCALE 1/4" = 1'-0"

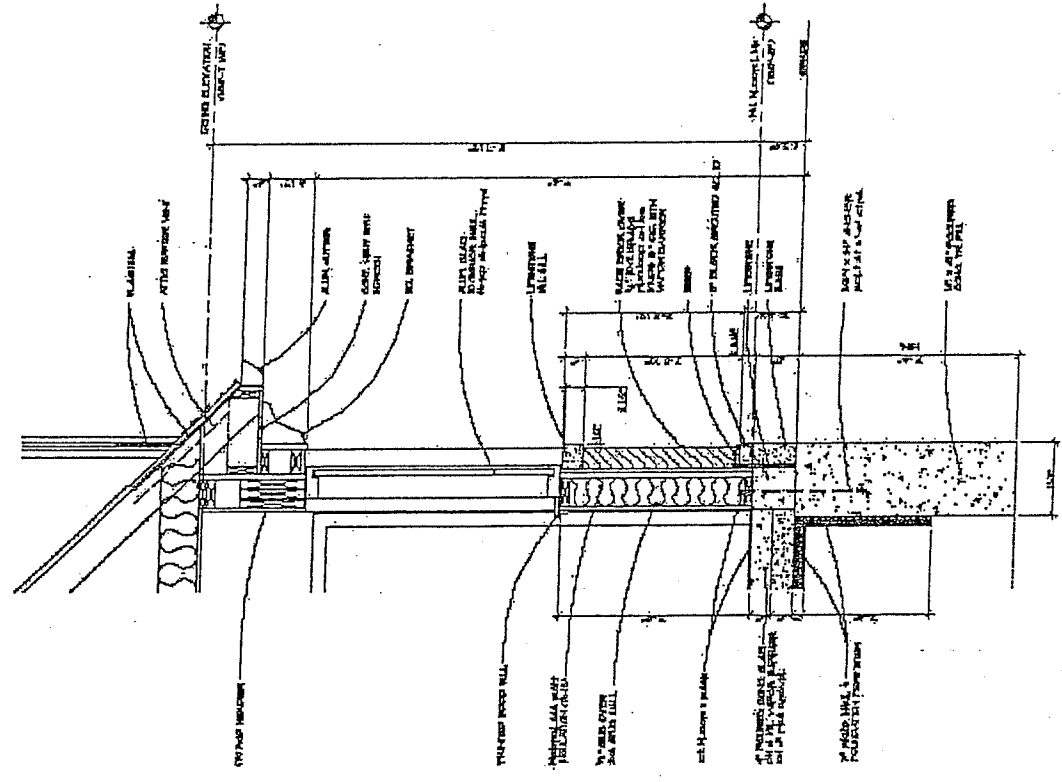
ELEVATION - SOUTH  
SCALE 1/4" = 1'-0"

DOOR FRAME TO BE USED AS SHOWN IN SPECIFICATIONS AND DRAWINGS UNLESS OTHERWISE NOTED. BRICKS TO BE Laid in running bond with mortar joints to be 3/8" thick.

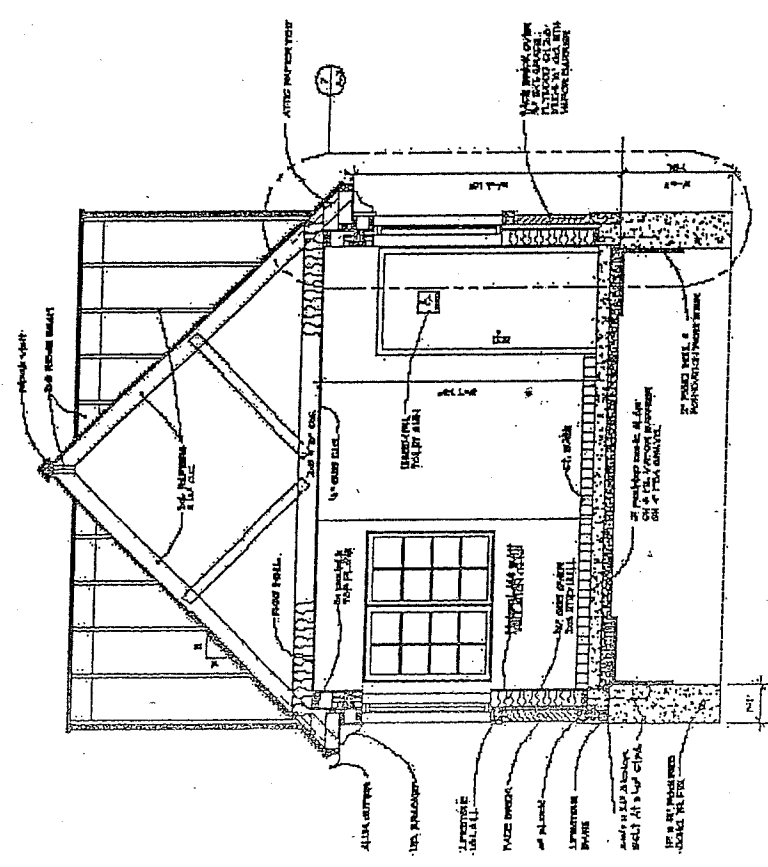
ISSUE / REVISION

NO.	DATE	DESCRIPTION
1	02/12/07	ISSUE FOR PERMIT
2	06/07	REVISED PER COMMENTS

DATE: 02/12/07  
SCALE: 1/4" = 1'-0"  
PROJECT NO.: 06-07  
SHEET NO.: A-2



DETAIL WALL SECTION  
 SCALE: 1/4\"



BUILDING SECTION  
 SCALE: 1/4\"

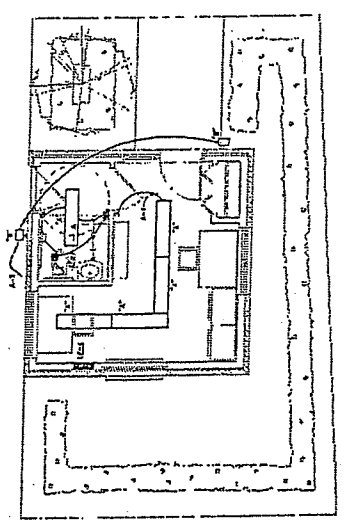
**ELECTRICAL SPECIFICATIONS**

**GENERAL REQUIREMENTS:**  
 ALL WORK SHALL BE ACCORDING TO NATIONAL ELECTRICAL CODE, NETA, NIB, AND ALL LOCAL AND STATE REQUIREMENTS.  
 ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER, AND ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE  
 REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE, NETA, NIB, AND ALL LOCAL AND STATE REQUIREMENTS.  
 ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER, AND ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE  
 REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE, NETA, NIB, AND ALL LOCAL AND STATE REQUIREMENTS.

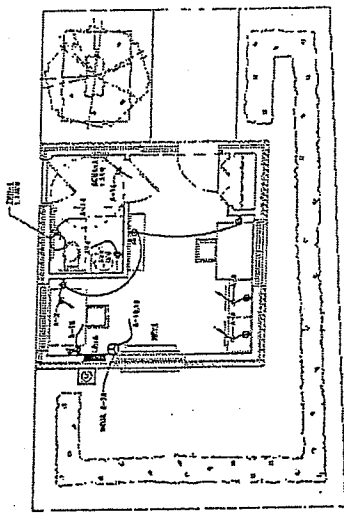
**ELECTRICAL LEGEND**

- PANEL
- LIGHT
- SWITCH
- OUTLET
- RECEPTACLE
- FLOOR MOUNTED LIGHT
- WALL MOUNTED LIGHT
- CEILING MOUNTED LIGHT
- FLOOR MOUNTED RECEPTACLE
- WALL MOUNTED RECEPTACLE
- CEILING MOUNTED RECEPTACLE
- FLOOR MOUNTED SWITCH
- WALL MOUNTED SWITCH
- CEILING MOUNTED SWITCH
- FLOOR MOUNTED DIMMER
- WALL MOUNTED DIMMER
- CEILING MOUNTED DIMMER
- FLOOR MOUNTED SMOKE DETECTOR
- WALL MOUNTED SMOKE DETECTOR
- CEILING MOUNTED SMOKE DETECTOR
- FLOOR MOUNTED CO2 DETECTOR
- WALL MOUNTED CO2 DETECTOR
- CEILING MOUNTED CO2 DETECTOR
- FLOOR MOUNTED THERMOSTAT
- WALL MOUNTED THERMOSTAT
- CEILING MOUNTED THERMOSTAT

**FLOOR PLAN - LIGHTING**  
 SCALE 1/8" = 1'-0"



**FLOOR PLAN - POWER**  
 SCALE 1/8" = 1'-0"



**GENERAL REQUIREMENTS:**  
 ALL WORK SHALL BE ACCORDING TO NATIONAL ELECTRICAL CODE, NETA, NIB, AND ALL LOCAL AND STATE REQUIREMENTS.  
 ALL MATERIALS SHALL BE APPROVED BY THE ENGINEER, AND ALL MATERIALS SHALL BE INSTALLED IN ACCORDANCE WITH THE  
 REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE, NETA, NIB, AND ALL LOCAL AND STATE REQUIREMENTS.

LIGHTING FIXTURE SCHEDULE	
NO.	DESCRIPTION
1	FLUORESCENT LIGHT FIXTURE, 4' x 8', 40W T8, 4-PIN, PAPER BALAST, 1-1/2" DOWN, 1/4" SPACER
2	FLUORESCENT LIGHT FIXTURE, 4' x 8', 40W T8, 4-PIN, PAPER BALAST, 1-1/2" DOWN, 1/4" SPACER

**ELECTRICAL LEGEND**

- PANEL
- LIGHT
- SWITCH
- OUTLET
- RECEPTACLE
- FLOOR MOUNTED LIGHT
- WALL MOUNTED LIGHT
- CEILING MOUNTED LIGHT
- FLOOR MOUNTED RECEPTACLE
- WALL MOUNTED RECEPTACLE
- CEILING MOUNTED RECEPTACLE
- FLOOR MOUNTED SWITCH
- WALL MOUNTED SWITCH
- CEILING MOUNTED SWITCH
- FLOOR MOUNTED DIMMER
- WALL MOUNTED DIMMER
- CEILING MOUNTED DIMMER
- FLOOR MOUNTED SMOKE DETECTOR
- WALL MOUNTED SMOKE DETECTOR
- CEILING MOUNTED SMOKE DETECTOR
- FLOOR MOUNTED CO2 DETECTOR
- WALL MOUNTED CO2 DETECTOR
- CEILING MOUNTED CO2 DETECTOR
- FLOOR MOUNTED THERMOSTAT
- WALL MOUNTED THERMOSTAT
- CEILING MOUNTED THERMOSTAT

DDOT Bus  
Turn Around

owner

DDOT

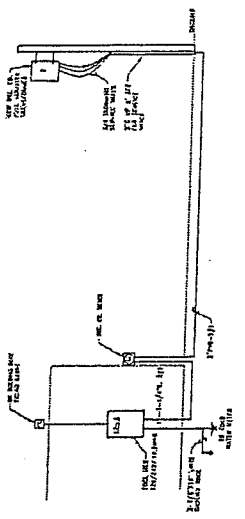
sheet

Electrical Site Plan/  
Riser Diagram

The views and design concepts represented herein are the property of the engineer and his/her firm. No part of this document may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the engineer. The engineer's responsibility is limited to the design of the electrical system as shown on these drawings. The engineer does not warrant or represent that the design is free of errors or omissions. The user of these drawings shall be responsible for obtaining all necessary permits and for compliance with all applicable codes and regulations. The user of these drawings shall be responsible for obtaining all necessary permits and for compliance with all applicable codes and regulations. The user of these drawings shall be responsible for obtaining all necessary permits and for compliance with all applicable codes and regulations.

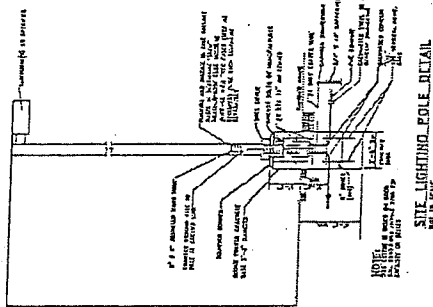
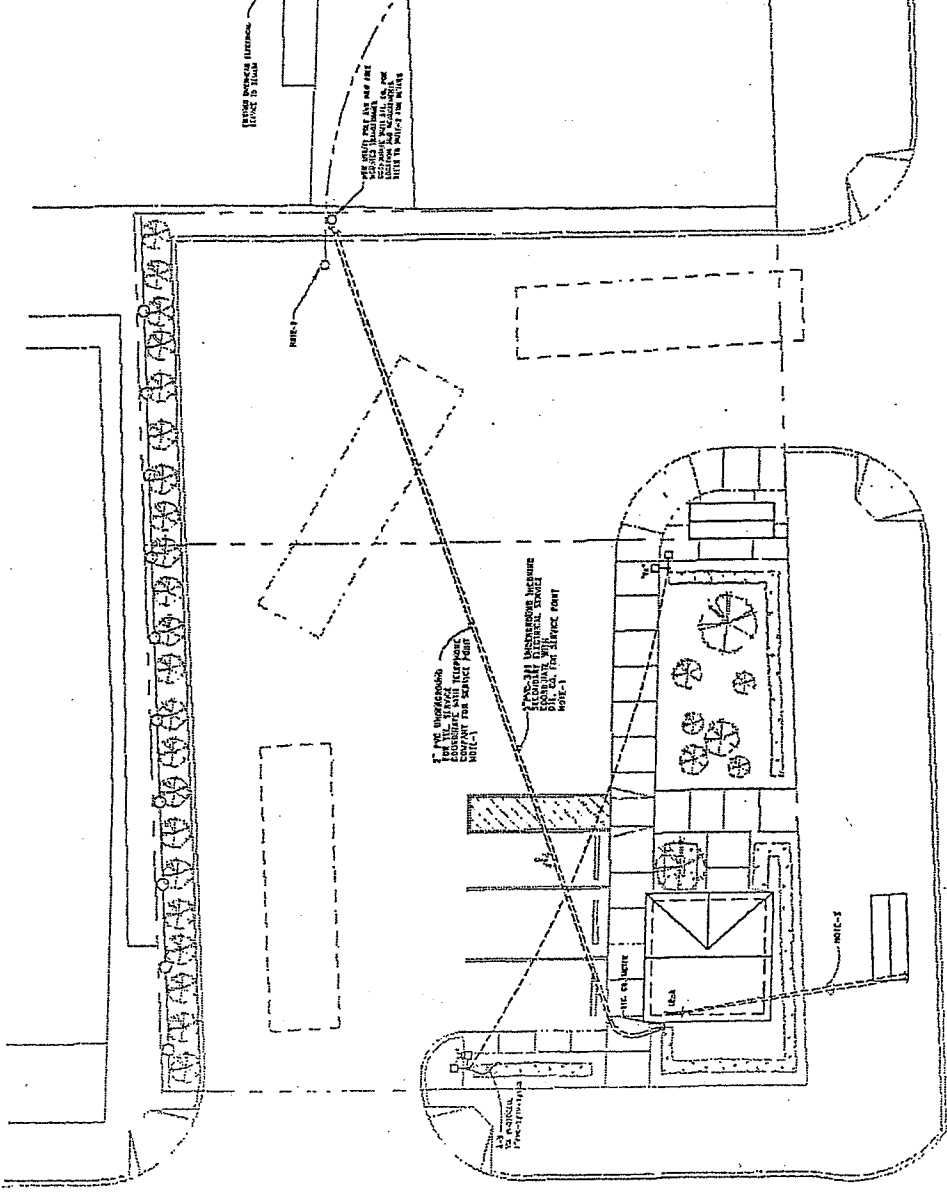
ISSUE / REVISION

Table with columns for sheet number (W2), date (01/12/06), scale (1/4" = 1'-0"), and revision number (06-07). Includes a logo for MAA Engineering.



ELECTRICAL DISTRIBUTION RISER DIAGRAM

Table with columns for equipment name, size, and other specifications. Includes items like 'ELECTRICAL EQUIPMENT' and 'BUS'.



SITE LIGHTING POLE DETAIL

Table with columns for fixture type and quantity. Includes notes about fixture specifications and installation requirements.

SITE PLAN-ELECTRICAL  
SCALE 1/4"=1'-0"

- NOTES: 1. ALL ELECTRICAL WORK SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE (NEC) AND THE NATIONAL FIRE ALARM CODE (NFPA).
- 2. ALL ELECTRICAL WORK SHALL BE DONE BY A LICENSED ELECTRICIAN.
- 3. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE LOCAL CODES AND REGULATIONS.
- 4. ALL ELECTRICAL WORK SHALL BE DONE IN ACCORDANCE WITH THE LOCAL CODES AND REGULATIONS.

JEFFERSON AVENUE

ALTER ROAD



MAA ENGINEERING  
1500 WESTWOOD DRIVE, SUITE 100  
BRENTWOOD, TN 37022  
615.884.8171  
FAX 615.884.8175

1800 Pennsylvania Ave., 800  
 Suite 100, N. 4020 E  
 Denver, CO 80202  
 (303) 733-8300 FAX (303) 733-8301

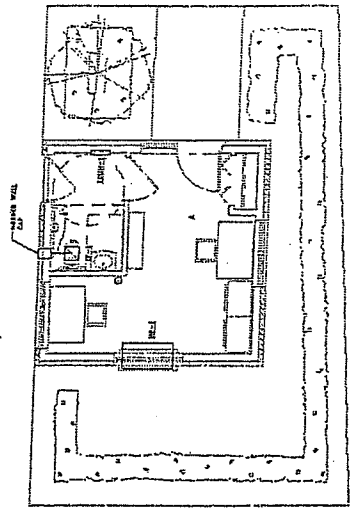
Project  
 DDOT Bus  
 Turn Around

Owner  
 DDOT

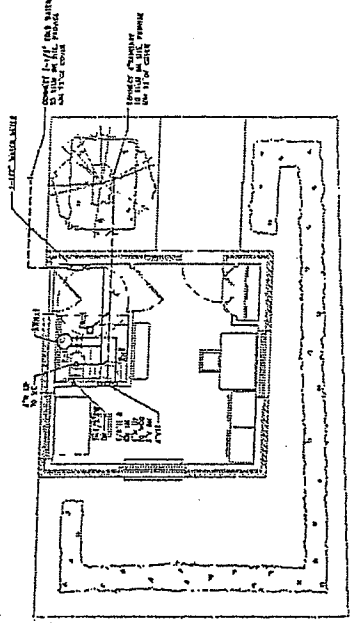
Sheet  
 Mechanical Plans/  
 Details

The client and designer warrant that the drawings and specifications are complete and correct for the project as shown. The client and designer warrant that the drawings and specifications are complete and correct for the project as shown. The client and designer warrant that the drawings and specifications are complete and correct for the project as shown.

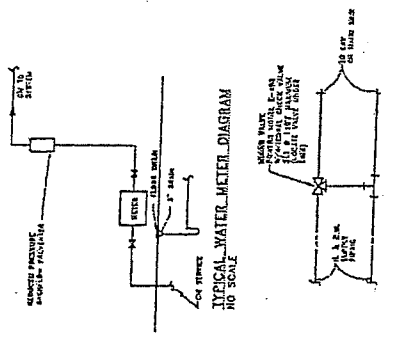
ISSUE / REVISION  
 No. 01/12/0  
 Date 1/12/0  
 Project No. 06-0  
 Sheet No. M1



FLOOR PLAN - HVAC  
 Scale 1/4"=1'-0"

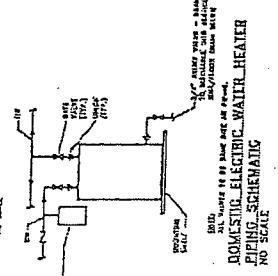
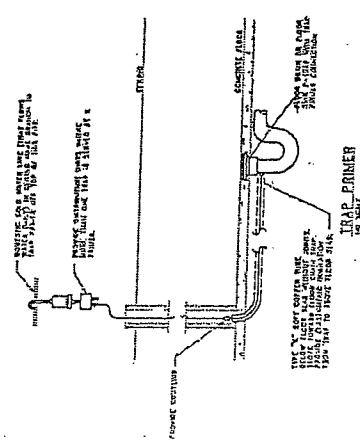


FLOOR PLAN - PLUMBING  
 Scale 1/4"=1'-0"



MIXING VALVE PIPING DETAIL ALL  
 LAVS AND HAND SINKS  
 NO SCALE

MECHANICAL EQUIPMENT SCHEDULE	
SYMBOL	DESCRIPTION
HW-1	WATER HEATER 150 GPM CAPACITY, 150 WATTS, 120V/1/2, 2" INLET, 2" OUTLET, 1/2" AIR FLOW, 1/2" AIR FLOW, 1/2" AIR FLOW.
HW-2	WATER HEATER 150 GPM CAPACITY, 150 WATTS, 120V/1/2, 2" INLET, 2" OUTLET, 1/2" AIR FLOW, 1/2" AIR FLOW, 1/2" AIR FLOW.
HW-3	WATER HEATER 150 GPM CAPACITY, 150 WATTS, 120V/1/2, 2" INLET, 2" OUTLET, 1/2" AIR FLOW, 1/2" AIR FLOW, 1/2" AIR FLOW.



MAENGINEERING  
 MECHANICAL ELECTRICAL  
 PLUMBING

1800 Pennsylvania Ave., Suite 100, N. 4020 E, Denver, CO 80202





# EXHIBIT K

REPORT FOR 5-14-06 MEETING

Prepared by S.McBride

APPLICATION NUMBER: 08-47 & 08-48

APPLICANT: Maya S. Hamie, Bodman LLC

OWNER: City of Grosse Pointe Park

14901-17 E. JEFFERSON AVE.

PROPOSED JEFFERSON-CHALMERS HISTORIC BUSINESS DISTRICT

#### PROPOSAL

The applicant proposes to demolish two buildings on the northeast corner of E. Jefferson and Alter for a proposed bus turn around. The applicant has submitted information from the City of Grosse Pointe Park building inspector, Mr. Ronald Supal of PMI Inspections Services and Consultants, Inc., who conducted visual inspections of the property on April 9 and 15, 2008. He found that "the properties have become unsafe, unsanitary and lack adequate light and ventilation. These conditions constitute a fire hazard and are otherwise dangerous to human life and public welfare." Detailed reports with Mr. Supal's comments are attached to this report. A structural inspection was conducted on April 22, 2008 by Mr. Jack Durbin, P.I. from PMI Inspection Services and his opinion is that the "structures cannot be economically rehabilitated. Therefore he (I) recommends that these structures be razed immediately." No cost estimates were submitted for rehabilitation.

The proposed use of the site is to relocate the bus turnaround from Grosse Pointe Park approximately one half-block east of this site. A restroom building would be built for bus driver use and three parking spaces would be included. Detroit Department of Transportation submitted a letter dated January 3, 2007 supporting the arrangement.

The proposed Jefferson-Chalmers Historic Business district is a gateway into Detroit from the Grosse Pointes and is one of the few remaining commercial districts that reflect commercial architecture and suburban development on the east side of Detroit during the 1920's. There are fifty-seven buildings including four churches, two ballrooms, retail stores, banks and apartment buildings. Most of the buildings front onto East Jefferson and fill the lot line with no setback from the street, resulting in a nearly continuous streetscape.

#### PROPOSED JEFFERSON-CHALMERS HISTORIC BUSINESS DISTRICT ELEMENTS OF DESIGN

*There are no elements of design for demolishing buildings*

#### RECOMMENDATION

I recommend that the commission deny the applicant's request to demolish the buildings because it does not meet the Secretary of the Interior's Standards for Rehabilitation standard number 6) Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

# EXHIBIT L



CITY OF DETROIT  
HISTORIC DISTRICT COMMISSION

65 CADILLAC SQ., SUITE 1300  
DETROIT, MICHIGAN 48226  
PHONE 313-224-6536  
FAX 313-224-1310

May 16, 2008

**NOTICE OF DENIAL**

Bodman LLC  
1901 St. Antoine St., 6th floor  
Detroit 48226

**RE: Application Number 08-47, 08-48; 14901-15 E. Jefferson and 14917 E. Jefferson; Proposed Jefferson Chalmers Historic Business District**

Dear Bodman LLC:

At its regularly scheduled meeting on May 14, 2008, the Detroit Historic District Commission ("Commission") reviewed the above-referenced application for building permit. Pursuant to Section 25-2-24 of the 1984 Detroit City Code, the Commission hereby issues a notice of denial which is effective as of May 17, 2008. The Commission finds that the proposed work does not qualify for a certificate of appropriateness for the following reasons:

The demolition of the buildings as proposed does not meet "The Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" standard number 6, "Deteriorated historic features shall be repaired than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence."

You may file a new application for consideration if the application is corrected, if new information is obtained regarding the application, or if the scope of work changes. The application can be corrected by applying to do the following:

Obtain all necessary planning and zoning approvals, and environmental clearances, and submit a complete rehabilitation and/or adaptive reuse plan with financial cost estimates.

Please be advised that a permit applicant that is aggrieved by a decision of the Detroit Historic District Commission concerning a permit application, may file an appeal with the State Historic Preservation Review Board. Within sixty (60) days of your receipt of this notice, an appeal may be filed with:

Brian D. Conway  
State Historic Preservation Officer  
Michigan Historical Center  
717 W. Allegan Street  
Lansing, Michigan 48918-1800



CITY OF DETROIT  
HISTORIC DISTRICT COMMISSION

65 CADILLAC SQ., SUITE 1300  
DETROIT, MICHIGAN 48226  
PHONE 313-224-6536  
FAX 313-224-1310

Once this administrative right of appeal has been exhausted, a permit applicant may file an appeal of the decision of the State Historic Preservation Review Board with the circuit court.

If you have any questions regarding the foregoing, please contact John Nader, Counsel for the Commission at (313)237-3034.

On behalf of the commission:

*Susan M. McBride*

Susan M. McBride  
Staff  
Detroit Historic District Commission

copy: Shanker Warriar, B&SE  
Timothy Beckett, Law Department  
Ricardo Reyes, B&SE  
Glenn Davis, B&SE

## HOW TO APPEAL A HISTORIC DISTRICT COMMISSION DECISION

If a local historic district commission has issued a Denial for proposed work in a historic district, the applicant shall not proceed with any exterior work on a resource, including demolishing or moving the resource, until the commission's decision is reversed or modified by a higher authority.

Before filing an appeal, every effort should be made to resolve all issues locally. An appeal should not be initiated when emotions are heated—appellants should make sure they have a reasonable case based on evidence before filing an appeal. If an applicant has obtained new information to present to the historic district commission that may affect their original decision, then, before filing an appeal, the first step should be to reapply for a new certificate of appropriateness and present that information to the commission.

Michigan's *Local Historic Districts Act*, PA 169, MCL 399.201 *et seq.*, enables an applicant aggrieved by a decision of a historic district commission to appeal that decision to the State Historic Preservation Review Board. The Review Board is an agency of the Michigan Department of History, Arts and Libraries (HAL). Its members are architects, architectural historians, historic preservationists, historians and archaeologists. The Review Board has authority to affirm, modify or set aside a commission's decision and may order a commission to issue a certificate of appropriateness or a notice to proceed. The Review Board meets three times a year and typically decides an appeal at its next meeting after the date the appeal was filed.

### HOW TO FILE AN APPEAL

The aggrieved party must send a written claim of appeal, in any form or format, within 60 calendar days after receiving a written notice of denial from the commission to: State Historic Preservation Review Board, Michigan Historical Center—SHPO, PO Box 30740, 702 W. Kalamazoo Street, Lansing, MI 48909-8240.

The claim of appeal must clearly state that it is an appeal, include a copy of the written denial from the historic district commission, and include all the reason(s) the aggrieved party believes the commission's decision should be overturned. After a written claim of appeal has been received, the Review Board will direct HAL's Regulatory Affairs Office to schedule an administrative hearing for the purpose of receiving evidence and hearing arguments. The aggrieved party and the commission will be notified in writing of the scheduled time and date for the appeal hearing. Questions regarding submission of an appeal should be directed to 517-373-1630 or [preservation@michigan.gov](mailto:preservation@michigan.gov).

### THE ADMINISTRATIVE HEARING

The administrative hearing is designed so that the aggrieved party may verbally present evidence and arguments to a presiding hearing officer in a quasi-judicial setting. The historic district commission is also allowed to present evidence and arguments at the hearing. This is the only time that evidence will be presented. Typically, the Review Board will not accept any evidence or hear any additional arguments at its regular meetings. Hearings are scheduled weekdays at 9:30 a.m. or at 1:30 p.m., or at other times upon order of the presiding officer. An average hearing typically lasts 1 to 2 hours although major hearings may last considerably longer. The hearing begins with opening statements and the submission of evidence, including sworn testimony and questions from both the aggrieved party and the commission's legal representative, and ends with closing remarks. These hearings are tape recorded, and a copy of the transcript is available for a transcription fee. The presiding officer does not make a decision on the appeal at the time of the hearing. The hearing is simply the aggrieved party's opportunity to present evidence and arguments associated with the appeal. The presiding hearing officer will issue a recommended decision later in the case.

As an alternative to attending a hearing, an aggrieved party may choose to submit his/her evidence and argument to the presiding officer entirely in written form.

### EVIDENCE

The aggrieved party has the burden of proof throughout the appeal process. He/she must be prepared to show how the commission has erred and why the commission's decision should be set aside or modified. To do this, a party must present evidence by mail or orally by attending an administrative hearing. If a party plans on attending a hearing, the party should prepare his/her evidence in advance and be able to present it in an orderly fashion. The party should make at least two copies of each proposed piece of evidence planned as an exhibit, one for the presiding officer and the second for the other party.