

City of Detroit

CITY COUNCIL

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Final Report

Jam Handy/North End-East Grand Boulevard Historic District

By a resolution dated April 15, 2014, the Detroit City Council charged the Historic Designation Advisory Board (HDAB), a study committee, with the official study of the proposed Jam Handy/North End-East Grand Boulevard Historic District in accordance with Chapter 25 of the 1984 Detroit City Code and the Michigan Local Historic Districts Act.

The Jam Handy/North End-East Grand Boulevard Historic District is composed of 47 buildings (38 contributing, 9 non-contributing) located on E. Grand Blvd. between Woodward Avenue and Cameron Avenue in Detroit. The district also includes several buildings south of E. Grand Blvd and north of E. Milwaukee Avenue.

The proposed district is five miles north of the East Grand Boulevard Historic District which was listed on the National Register of Historic Places in 1999. It is also a few blocks north of the locally designated Ford Piquette Avenue Plant Historic District which was listed on the National Register in 2002, and the locally designated New Amsterdam Historic District listed on the National Register in 2001. Additional historic districts in the area include the New Center Area Historic District a few blocks northwest of the proposed district, and the General Motors Research Labs/Argonaut Building Historic District located few blocks southwest of the proposed district.

Boundaries:

The boundaries of the proposed Jam Handy/North End-East Grand Boulevard Historic District are described generally as those properties on the north and south side of East Grand Boulevard east of Woodward Avenue and west of Cameron Street, including the properties north of East Milwaukee Avenue between St. Antoine and Hastings. The boundaries are outlined in heavy black lines on the attached map, and are as follows:

The boundaries of the Jam Handy/North End-East Grand Boulevard Historic District are shown on the map on file in the office of the City Clerk, and are as follows: Beginning at the intersection of the centerline of Woodward Avenue and the centerline of Horton Avenue; thence easterly along the centerline of Horton Avenue to the centerline of the north-south alley extended, first alley west of Woodward; thence southerly along said alley centerline to the centerline of the east-west alley first north of East Grand Boulevard; thence easterly along said alley centerline extended to the centerline of Brush Avenue; thence southerly along the centerline of Brush Avenue to the centerline of the westbound lanes of East Grand Boulevard; thence easterly along said centerline of the westbound lanes of East Grand Boulevard to the west line (extended) of the east 30 feet of Lot 33 "Atkinson's Subdivision" as recorded in Liber 7, Page 33 of Plats, Wayne County Records; thence northerly along above said line and it's extension to the centerline of the public alley first north of East Grand Boulevard; thence easterly along said alley centerline to the east line of the west 10 feet of Lot 46 "Atkinson's Subdivision" as recorded in Liber 7, Page 33 of Plats, Wayne County Records; thence southerly along above said line as extended to the centerline of east Grand Boulevard; thence easterly along said Boulevard centerline to the westerly line (extended) of the east 14 feet of Lot 4 "Standish's Subdivision" as recorded in Liber 8, Page 19 of Plats, Wayne County Records; thence northerly along above said line to a point being the northwesterly corner of the south 89.88 feet of the east 14 feet of said Lot 4 "Standish's Subdivision" as recorded in Liber 8, Page 19 of Plats, Wayne County Records; thence easterly along the northerly line of the south 89.88 feet of the east 14 feet of said Lot 4 "Standish's Subdivision" as recorded in Liber 8, Page 19 of Plats, Wayne County Records to the west line of Lot 5 "Standish's Subdivision" as recorded in Liber 8, Page 19 of Plats, Wayne County Records; thence northerly along said westerly line of above said Lot 5 to the centerline of the public alley, first north of East Grand Boulevard; thence along said alley centerline extended to the centerline of Melrose Avenue; thence southerly along said centerline of Melrose Avenue to the centerline of East Grand Boulevard; thence easterly along said Boulevard centerline to the easterly line and it's extension of Lot 204 "Frisbee

and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence southerly along said easterly line of Lot 204 extended to the centerline of a vacated public alley first south of East Grand Boulevard; thence westerly along said vacated alley centerline extended to the centerline of Hastings Street; thence southerly along the centerline of Hastings Street to the centerline of Milwaukee Avenue; thence westerly along the centerline of Milwaukee Avenue to the centerline of St. Antoine Avenue; thence northerly along the centerline of St Antoine Avenue to the centerline extended of the east-west alley first south of East Grand Boulevard; thence along said alley centerline and it's extension to the easterly line extended of Lot 241 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence northerly along said easterly line of Lot 241 extended to the centerline of East Grand Boulevard; thence easterly along said Boulevard centerline to the extended east line of the west 20 feet of Lot 249 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence southerly along above said line and it's extension to the centerline of the public alley first south of East Grand Boulevard; thence westerly along said alley centerline to the extended west line of the east 12.80 feet of Lot 255 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence northerly along said line extended to the centerline of the eastbound lanes of East Grand Boulevard; thence westerly along said centerline of the eastbound lanes of East Grand Boulevard to the centerline of Brush Street; thence southerly along the centerline of Brush street to the extended centerline of the alley first south of East Grand Boulevard; thence westerly along said extended alley centerline to the extended westerly line of Lot 275 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence northerly along said extended Lot line to the centerline of East Grand Boulevard; thence westerly along said Boulevard centerline to the extended east line of the west 3 feet of Lot 293 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence southerly along said line extended to the centerline of the public alley first south of East Grand Boulevard; thence westerly along said alley centerline to the centerline of the alley first east of Woodward Avenue; thence northerly along said alley centerline to the extended south line of Lot 3 "Frisbee and Foxen's Subdivision" as recorded in Liber 6, Page 78 of Plats, Wayne County Records; thence westerly along above said Lot line extended to the centerline of Woodward Avenue; thence northerly along said centerline of Woodward Avenue to the centerline of Horton Avenue and the Point of Beginning.

Significance:

By the early 1900s, Jamison Handy had already achieved national recognition for winning a bronze medal for the 440-yard breaststroke in the 1904 Olympics, a feat he repeated twenty years later by competing as part of the 1924 Olympic water polo team. But Handy was more than just an Olympic swimmer. He also played a major role in creating the industrial film industry and convincing the corporate world to use films, slides, and live entertainment to promote their products. In the early 1930s, he moved his young organization to Detroit and at its peak Jam Handy Organization was the country's largest visual communications firm, occupying fifteen buildings on E. Grand Blvd. and staffing over 700 people.

The film industry was just one of the many new industries in the area known as Milwaukee Junction which was home to many early auto manufacturers. The surviving architecture of E. Grand Blvd. represents American industrial architecture at the turn of the century, with its distinct influence of the automotive industry and the businesses that supplied to them.

Early Automotive History on E. Grand Blvd.:

In 1901, the Olds Motor Works plant near the Belle Isle Bridge burned down, and the company founder, Ransom E. Olds, moved his operations back to Lansing where the company had been founded a few years earlier in 1897. Although his departure caused a temporary lull in the local automobile industry, Olds left behind an automotive supplier network that soon became the basis for automobile manufacturing in Detroit.

By the early 1900s, the area known as Milwaukee Junction had become the center of Detroit's emerging automobile industry. The presence of the railroads played a major role by making the area increasingly attractive to automobile companies and the businesses that supplied to them. Milwaukee Junction received its name from the intersection of the Detroit & Milwaukee and Chicago, Detroit & Canada Grand Truck Junction railroads.

Early carriage builders, such as Anderson Carriage Company and C. R. and J. C. Wilson Carriage Company, employed wood and metal workers whose skills were readily transferable to making automobile bodies for the auto industry. This prompted the development of new businesses focused on the production of bodies for automobiles, such as the Fisher Brothers, Trippensee Closed Body Company, and C. R. Wilson Body Company.

Many early auto manufacturers located their plants in the area, such as Everitt-Metzger-Flanders (E-M-F), Anderson Electric, Brush, Cadillac, Dodge, Hupp, Packard, and Regal. But it was Ford whose Piquette Avenue Plant is widely considered to be one of the most important sites in American automotive history. The plant holds several distinctions, including the birthplace of the Model T, the first factory built by Ford Motor Co., and the location where Ford first experimented with the moving automobile assembly line.

Ford Motor Company was founded in 1903, and a few years later, in 1910, Albert Khan designed the Ford Motor Company Sales Building at 7300 Woodward Avenue. This three story reinforced concrete building on the corner of Woodward and E. Grand Blvd soon proved too small for Ford's bustling operation. In 1913, an additional four stories was added to the original building, which housed the Ford Motor Company sales and service departments.

Ford Motor Company had another notable presence on E. Grand Blvd, besides its Sales Building. As early as 1904, Ford began to establish independent dealerships to take charge of the retail sales of new cars. The first dealership was created in San Francisco by William Hughston who ordered 5,000 new cars after meeting Henry Ford at a bicycle show in Chicago. Independent dealerships were soon established in other major cities

across the U.S., and in 1904 the first Detroit showroom opened on Jefferson Avenue. Many of these early dealership owners were drawn from allied professions, such as bicycle dealers, blacksmiths, and livery men who required the assistance of Ford-supplied “roadmen” to train and assist them in servicing their vehicles.

Maurice Fox, a Detroit native and Central High School graduate, spent nine years working on the Panama Canal before returning to the mid-west to sign a dealership agreement in 1916 with the Ford Motor Company. Fox had a degree in mechanical engineering from the University of Michigan. Given his engineering background and experience, investing in a Ford dealership was a sound business move.

Maurice Fox Ford dealership was initially located at 156 Milwaukee Avenue, but his business soon became successful enough for him to construct a new building at 2863-65 E. Grand Blvd. Although no historic drawings of the building are available, if it followed dealership standards, it most likely had the showroom, parts counter, and offices in the front of the building, with service and storage and the repair shop at the rear. Fox distributed his own monthly publication, *Fox's Fords*, which offered various incentives to make car ownership within reach to average wage-earners who previously could only dream of owning a car. The monthly publication also included updates on the expansion of the Maurice Ford Dealership, cross word puzzles, and special free offers such as a chance to win a year's subscription to popular magazines.

As Fox's business continued to grow, he commissioned two additional buildings to support the activities of his Ford dealership. In 1923, Fox commissioned a garage and used car salesroom next door to his dealership at 2857 E. Grand Blvd. A few years later, in 1928, he commissioned an Art Deco building which was built at 2818-20 E. Grand Blvd. across the street from his showroom. The double storefront building provided office space for two auto suppliers—Motor Wheel Corp, an automobile tire company, and SKF Industries Inc., the Swedish bearing manufacturer.

Additional buildings in the district included the Boyer-Campbell Building which housed Boyer-Campbell's industrial hardware distribution business. The Boyer-Campbell Building was a four-story brick faced reinforced concrete warehouse at 6540 St. Antoine, just north of East Milwaukee, and their distribution business was one of Detroit's leading mill supply houses supplying tools, fasteners, pipe valve and fittings, gloves, and electrical supplies to the automobile industry.

Jam Handy Organization:

Jamison Handy was born on March 6, 1886, and raised in Chicago where his father had accepted the position of Chief of Promotion and Publicity for the World's Columbian Exposition. As his family debated whether or not to send him to private or public school, Handy managed to convince his father to allow him to learn on the job at the Exposition. The World's Columbian Exposition, commonly known as the Chicago World's Fair, was held in 1893 to celebrate the 400 year anniversary of Christopher Columbus's arrival in 1492. The fairground's nearly 700 acres were primarily designed by Daniel Burnham and Fredric Law Olmstead who implemented Beaux Arts principles of design to represent

what Burnham and many of his peers felt that cities should aspire toward—symmetry, balance, and splendor.

The Chicago World Fair was a massive undertaking that took years to plan and implement. The fairgrounds became Handy's learning laboratory, as he spent the next two years strolling the grounds and learning from the fair exhibitors. The Chicago World Fair attracted over twenty-seven million visitors from around the world, and provided Handy with a valuable lesson in how to communicate a wide range of ideas to the public.

Handy grew up in a family of writers, and had a lifelong interest in helping people communicate clearer. In 1903, he enrolled at the University of Michigan and took a job as a student correspondent for the *Chicago Tribune*. One of his first articles was a mocking commentary on his elocution professor who demonstrated how to best deliver a marriage proposal by dropping down on one knee. Handy's article was published in the *Chicago Tribune* and the following day, John T. McCutcheon, a *Chicago Record Herald* cartoonist, published a derisive cartoon about "Professor Foxy Truesport."

The administration and Professor Truesport were not pleased, and Handy was swiftly expelled from the University of Michigan. When he tried to apply to other universities, his reputation as a troublemaker barred his acceptance. But the publisher of the *Chicago Tribune*, J. Medill McCormick, who had tried to intervene on Handy's behalf, offered Handy a full-time position. Handy remained at the *Chicago Tribune* for seven years, working in nearly every department.

In 1911, Handy left the *Chicago Tribune* to found the Jam Handy Organization. His initial focus was on research and corporate communication, but when World War I broke out, he began to develop films to illustrate how to operate military equipment. By the 1920s, Ford had achieved world-wide recognition as a car manufacturer, and Richard Grant, a Chevy Vice-President, was desperate to catch up. Grant turned to Handy for assistance with promoting the Chevy brand, and convinced Handy to move his young company to Detroit. In the early 1930s, Handy moved the Jam Handy Organization to the former Marantha Baptist Church at 2900 East Grand Blvd. The move proved a success. What started off as a pioneering effort on the part of a former Olympian with a love for clear communication soon developed into a multimillion dollar industry.

Handy opened a talking motion picture studio on E. Grand Blvd. which was the first motion picture studio in Detroit. Hollywood stars such as Jimmy Stewart, Joe E. Brown, John Forsythe, and Dinah Shore made frequent stops at the Handy Studio, which had a star system similar to Hollywood's MGM and became a training ground for the industry. But auto firms including Chevrolet and Fisher Body were the organization's primary clients, as educational films began to gain popularity.

As films produced by American manufacturers to promote their products gained popularity, they soon reached an estimated audience of 20 million people per week which was more than a third of the nation's attendance at ordinary movies. Business movies, as the films were commonly termed, ranged in length from 15 to 45 minutes and were aired

on television and distributed to clubs, schools, churches, labor unions, and other groups as well as commercial movie theaters.

Handy's business movies often found creative ways to educate viewers and promote manufacturer's products. *Hired*, a training film for automobile sales managers, used the story of a middle-aged car salesman who seeks advice from his father on how to better motivate his staff. And *A Coach for Cinderella* sought to promote the modern merits of the new Chevy. When Cinderella's familiar coach goes through a "modernator", it transforms into a 1946 Chevy. There were even films targeted toward driver training for young children, such as *Tomorrow's Drivers*, which showcased a driving course for kindergarteners which helped prepare them for the future by demonstrating safe driving skills.

World War II resulted in a massive slow down in the auto industry, but Handy easily shifted gears by developing films that supported the war effort. Aerial gunners needed to develop their proficiency without the associated cost and risk of flying. Handy developed the idea of using motion picture techniques to simulate plane flight and target practice. "Jam Handies" came to be the popular term for war-time training films. By the end of the war, the Jam Handy Organization produced more than 2,000 training aids for the Army and more than 5,000 for the Navy; a staggering number that resulted in more than 40% of the Army and Navy's total training films.

In the mid 1940s, Jam Handy Organization began to develop a new optical system. The "Cine Sphere" was unveiled by Chevrolet in a circular theater at the Detroit Automobile Show. While conventional photography lost much of its reality because there was no way to translate depth perception, the optical system's 143 degree lens increased the field of view by mimicking the typical range of the human eye. Jam Handy Organization worked alongside the Kollsman Instrument Corporation of Elmhurst, New York, to develop the wide-angled lens and project Navy training films on a semi-spherical screen. The technique provided a realistic simulation so that the trainee could simulate his position in an aircraft, and learn to fire at incoming targets from a wide range of possible locations. The result was nothing short of miraculous. Naval trainee gunners showed such an improvement in their aim, that their ratings were elevated to the category of expert.

Technological advances in the military eventually replaced visual aerial gunnery and Handy's new optical system became obsolete as a training tool for trainee gunners. Cine-Globe continued to find new uses as a training tool for Navy Aviation cadets to practice carrier landings. But the new optical system had significant theatrical possibilities which the commercial motion picture industry eventually incorporated into the popular motion picture format known as IMAX.

Jam Handy Organization remained in business until the 1960s. Since that time, many of the buildings associated with Handy's industrial film empire have been torn down, but a few remain such as the Neo-Gothic style Handy Studios at 2900 E. Grand Blvd. and the neighboring warehouse building at 2898 E. Grand Blvd., the recording studio at 2894 E.

Grand Blvd., the motion picture department at 2914 E. Grand Blvd., and the administrative office at 2821 E. Grand Blvd.

Throughout his career, Handy managed to be an innovator as well as an educator, earning him several “firsts” including the first musical comedy at a business convention, the first Technicolor business film, and the first factual documentary. Handy’s childhood wish to teach the world how to communicate clearly played a major role in creating the industrial film industry and convincing the corporate world to use films, slides, and live entertainment to promote their products.

The North End Community

The North End area is located in the north-central section of Detroit, east of Woodward Avenue, approximately three miles from the central business district. It is bounded by Westminister Avenue on the north, West Grand Boulevard on the south, Woodward Avenue on the east and Oakland Avenue on the west. The North End area is south of the Arden Park-East Boston Boulevard Historic District.

Originally part of the Hamtramck Township within the Governor and Judge’s Ten Thousand Acre Tract, the North End developed along with the northward expansion of Detroit. The North End has a rich ethnic history, primarily involving Detroit’s Jewish and African American communities. First platted in the mid-1880s, the North End neighborhood eventually became home to the Jewish community in the early 1920s and African American community by the mid-1940s.

Detroit’s metamorphosis from a town to a city eventually resulted in the expansion of its boundaries. During the mid-1880s, the City of Detroit annexed several townships, including a portion of Hamtramck Township in 1885. After the annexation, Detroit bordered the villages of Highland Park, founded by Judge Augustus Woodward in 1825 as Woodwardville within Greenfield Township. The area was eventually renamed Highland Park and officially incorporated in 1889. Soon after the annexation, real estate investors began developing the North End. The North End consists of twenty-six subdivisions on the east side of Woodward Avenue. All the subdivisions were platted between the mid-1880s and the first decade of the twentieth-century.

The majority of early investors in the North End foresaw the northward direction of the City of Detroit’s expansion. North End investors included notable Detroiters Bella Hubbard, Clarence Chandler and William Atkinson. Geologist and author Bella Hubbard was involved in the creation of West Grand Boulevard and Hubbard Farms Historic District in southwest Detroit. Egg wholesaler Clarence Chandler of the C. J. Chandler & Son Company, donated a park on the city’s east side (Chandler Park) while Atkinson Street, a local historic district, was named after civil war veteran and lawyer William Atkinson.

According to *Detroit City Directories*, early North End residents consisted of upper to middle class Caucasians of mixed ethnicity. Most of the residents were employed as

doctors, lawyers, real estate agents, insurance agents, building contractors, clerks teachers, and auto workers. One notable North End resident was architect Frederick H. Spier, who resided on Holbrook Avenue.

During the late 1890s to late 1920s, various institutions were erected in the North End including the Mounted Bureau Police Station (1897) at the southwest corner of Bethune Avenue, Northern High School (1915) at 9026 Woodward Avenue and the Henry Utley Branch Library(1913) at 8726 Woodward Avenue.

North End's Jewish Community

By 1921, the North End began to change into a predominantly Eastern European Jewish neighborhood. The change primarily resulted from the 'Great Migration' of Eastern European Jews to America during the early 1880s when Tsarist Anti-Semitic policies, particularly the bloody pogroms of 1881- 1882 and later 1905, were effecting countries such as Poland, Ukraine, and Russia. From 1910 – 1924, the population of Eastern European Jews peaked in America, stopping during World War I and 1924, when American Congressional legislation passed a Jewish immigration quota.

Although the 1924 quota halted immigration, many Eastern European Jews continued to migrate to Detroit from other America cities. The city of Detroit became an industrial Mecca for people who sought jobs in and around the automobile industry. Henry Ford's \$5.00 workday attracted a number of potential workers from America and other countries. In many cases, new immigrant arrivals would migrate from American cities, such as New York and Chicago, to find work in Detroit.

Unlike their German predecessors, who had established themselves financially, socially, and culturally in prominent Detroit areas, such as Brush Park and Boston –Edison, Eastern European Jews arrived in the city poor with a great concern for their own cultural traditions. During the Great Migration, Eastern European Jews settled primarily on Detroit's east side around the Hastings Street building businesses, residences, synagogues, and community centers.

By 1921, many Eastern European Jews had left Hastings Street for the North End near Oakland Street. The move to the North End began the Jewish community's northwestern descent to suburbia. One reason for the northwestern migration was the integration of neighborhoods caused by an increasing Detroit population, particularly the African American community. Also, the larger homes that were being built on the city's northern periphery attracted residents.

Throughout the 1920s and late 1930s the Jewish community made significant changes to the already established North End neighborhood. Various institutions were constructed throughout the area, including several synagogues, such as the Temple Beth-El (1921) at 8801 Woodward Avenue and the Congregation Abavath Zion (1921) at 446 Holbrook as well as a free clinic, the North End Clinic (demolished) at 936 Holbrook.

The Jewish community also purchased and remodeled many buildings within the North End such as the Considine Recreation Center (former DeRoy Community Center) at 8904 Woodward Avenue and the Schvitz Bathhouse (1918) at 8283- 8295 Oakland Avenue. They also established a thriving commercial strip on Oakland Avenue. Residents opened a variety of stores and offices along the avenue. According to *Detroit City Directories*, Oakland Avenue businesses included stores such as the Louis Isenberg's Shoe Repair, Pocock & Sweitzer Soft Drinks, Charles H. Kaiser Upholstery, Kroger Groceries, the Isadore L. Washington Detroit Meat Market, Bergstein Pharmacy, and L.V. Riemenschneider's dental office.

By the 1920s, North End was home to one of the City's most exclusive residential neighborhoods. Arden Park was established in 1892 and was one of the area's first platted developments. The 30 acre subdivision was laid out by Joseph R. McLaughlin, partner in the firm of McLaughlin Brothers Real Estate & Loans, and Edmund J. Owen whose family ran the Detroit Dry Dock Company and the Detroit and Cleveland Steam Navigation Company. Arden Park was planned and marketed as a luxury residential development with broad streets and large building lots. The area attracted the attention of local industrialists who moved into the area, such as Frederick J. Fisher (Fisher Body Co.), John Dodge (Dodge Brothers), J.L. Hudson (Hudson's Department Store).

By the 1940s, most of the Jewish community departed from the North End study area for the Dexter and Rosa Parks Streets (former 12th Street) neighborhood. During the 1950s, northwest Detroit near eight mile and Livernois hosted a large Jewish community. Eventually, by the late 1960s, most of the Jewish population left Detroit for suburban cities such as Southfield and Birmingham.

North End's African American Community

The Great Depression began the process of another neighborhood change in the North End and housing shortages due to the influx of workers during World War II contributed to this change. By the early 1940s, the North End had become a predominantly African American neighborhood, as African American congregations and residents began to move into the area.

In 1943, the predominately African American Alpha Omega Church purchased Congregation Abavath Zion's synagogue at 446 Holbrook. African American residents soon followed, as professionals began to move into neighborhoods like Arden Park. Some of Arden Park's first African American residents included the dentist Dr. Haley Bell, John R. Williams, Detroit editor of the *Pittsburg Courier*; Charles Diggs, Sr., the first African American elected to the Michigan State Senate, and owner of the House of Diggs funeral homes; and Dr. Dewitt Burton, founder of the Burton Mercy Hospital, and the first African American to serve on Wayne State University's Board of Governors.

As the neighborhood continued to attract African American residents, predominately African American congregations began moving to "Piety Hill" along Woodward Avenue. In 1955, St. John's Christian Methodist Episcopal Church became the first African American congregation to move to "Piety Hill". A few years later, in 1957, the People's

Community Church purchased the First Baptist Church. In 1971, the oldest black Episcopal parish in Michigan St. Matthew's merged with St. Joseph's Episcopal Church. The Lighthouse Cathedral moved to the former Temple Beth-El in 1974. Central Woodward was one of the last churches to leave "Piety Hill", moving to Troy in 1978 after selling their building to Historic Little Rock Missionary Baptist Church.

Additional African American congregations that moved to the North End included the Greater New Mt. Moriah Baptist Church, the Greater New Mt. Vernon Baptist Church, New Bethel Church of God in Christ, Nazarene Baptist Church, the Metropolitan Methodist Church and the Greater New Mr. Florian Baptist Church.

Several congregations within the North End were active in important social issues. Before moving to the neighborhood, the Alpha Omega Church became the first African American organization to broadcast a weekly ministry on radio station WJLB in 1939. The station aired the ministry for thirteen years. Another North End congregation that was actively involved in current social issues was St. Joseph's congregation. During the 1960s, its members joined the March to Selma, the Washington Peace March, and provided counseling and sanctuary to draft register during the Vietnam War.

North End had its own Blues and Jazz corridor along Oakland Avenue, which was an extension of Paradise Valley's Hastings Street. Oakland Avenue was home to music venues and black-owned businesses such as the Apex Bar at 7649 Oakland, where John Lee Hooker later wrote his 1962 hit single "Boom Boom" as a reflection of his time on Oakland Avenue. And the Phelps Lounge at 9000 Oakland hosted acts such as Parliament, the Temptations, and Bettye Lavette.

The area was also home to the local branch office of a grass-roots civil rights organization that sought to help alleviate the devastating effects of discrimination. The National Association of the Advancement of Colored People (NAACP) was founded in 1909, and soon thereafter began to open branch offices in major cities. Some of the most distinguished Black leaders in Detroit banded together to establish the Detroit Branch of the NAACP which was located in the three story brick building at 2990 E. Grand Blvd.

From the very beginning, the Detroit Branch played a major role in the civil rights movement in the City of Detroit, by spearheading lawsuits and public demonstrations in Detroit and throughout Michigan. One of the first major lawsuits funded by the Detroit Branch was *The People of the State of Michigan v Sweet*, which was based on housing discrimination and the right to protect one's home and its inhabitants. This pivotal case was soon followed by the 1948 *McGhee* case ruling by the U.S. Supreme Court that restrictive covenants violated the 14th Amendment.

In 1960, the Detroit Branch hosted a Fight for Freedom Fund raising dinner at the Latin Quarter on E. Grand Blvd near Woodward. Originally a two-screen theater, the two-story brick building first opened as the Duplex Theatre in 1915. The building had two 750-person auditoriums, and was initially designed by Fuller Claflin, the architect for the Gayety Theatre on Cadillac Square. In 1922, the building was completely redesigned and

renamed the Oriole terrace. The architect C. Howard Crane, Detroit's famous theater designer known for the Fox Theater and Orchestra Hall, transformed the building into a ballroom that operated as a jazz hall. In the 1940s, it changed its name again to the Latin Quarter and soon thereafter became legendary soul venue that hosted music performances by Stevie Wonder, Marvin Gaye, The Supremes, Duke Ellington, Ella Fitzgerald and Lena Horne. Eventually the building was renamed Grand Quarters and it experienced a brief resurgence of activity before being demolished in 2012.

As workers continued to migrate to Detroit in search of work in the factories and automobile industry, a housing crisis was felt throughout the entire city. The crisis was much more pronounced in African American communities such as Black Bottom which was one of the few places African Americans were permitted to live, and whose living quarters often lacked indoor cooking facilities and indoor plumbing. Rather than fixing the problem, the City decided to raze and reconstruct much of Paradise Valley, Black Bottom and the Oakland Avenue Corridor through urban renewal projects which included making way for the thoroughfare for the new I-75.

The construction of I-75 was completed in 1971, and the effect of reconstruction on the community was devastating. Although City officials predicted that little difficulty would be experienced by families forced to relocate, the neighborhood was geographically but off on its eastern edge. Most residents were only given 30 day notice and received no relocation assistance. Local businesses lost their customer base and congregations lost their congregants as residents left the area for suburban communities.

Architects

The Jam Handy/North End-East Grand Boulevard historic district contains buildings that are both unique and representative of industrial architecture at the turn of the century. The buildings represent a fairly broad time period, from 1902 when the three-story Beecher Flats apartment building was designed by architect E.W. Gregory, through the late 1940s, with the construction of St. Philip's Evangelical Lutheran Church by architecture firm Emmerling, Spellicy & Hartman. The time period also coincides with the rise of the car manufacturing industry, which helped usher in residential development to insure that workers were in closer proximity to their places of work.

Several buildings in the district were designed by long-time Detroit architects, such as the two-story stone residence at 3040 E. Grand Blvd. designed by Mason & Kahn for the stone contractor Robert L. Robertson of R. Robertson & Son. Both distinguished architects in their own right, George Mason and Albert Kahn enjoyed a brief business partnership in 1902-3, and later teamed up to design several notable buildings in Detroit including the Belle Isle Aquarium and Conservatory (1904).

George Mason (1856-1948) came to Detroit with his parents in 1870. After completing high school in 1873, Mason worked with Detroit architect Henry T. Brush until 1878 and then as a partner with Zachariah Rice in Mason & Rice, architects, from 1878 to 1898. Mason maintained his own practice from 1898 until 1910, except for a period in 1902-03 when he had Albert Kahn as his partner. He then formed George D. Mason Architects

with A. C. McDonald as associate, in 1920 he established George D. Mason & Company, Architects, with McDonald and H. G. Wenzell. Mason's practice produced such notable examples of Detroit and Michigan architecture as Mackinac Island's Grand Hotel (1887), Detroit's First Presbyterian Church (1889) and Trinity Episcopal Church (1892), Pontchartrain Hotel (1907-16), Detroit Masonic Temple (1922-26), and Century Club and Gem (Little) Theater (1902 and 1927) over a career that lasted more than sixty years.

Albert Kahn (1869-1942) was born in Germany and his family arrived in Detroit in 1880. After working with several Detroit architects, Kahn opened his own firm in 1902, which became one of the largest in history. He soon became an internationally known architect for most of the automobile companies and their executives, designing not only their notable factories, but also their homes and office buildings. A few of the buildings designed by Kahn include the General Motors Building (1922), Fisher Building (1928), Ford Motor Co Highland Park plant (1909) and River Rouge Plant (1917-25). Kahn also designed the reinforced concrete Ford Motor Company Sales Building (1910), which is located on the corner of Woodward Avenue and E. Grand Blvd, on the western edge of the district.

Joseph Mills & Sons designed the 1919 Neo-Gothic Marantha Baptist Church, at 2900 E. Grand Blvd. In 1929, the church was converted to a studio for the Jam Handy Organization. Joseph E. Mills' name first appears in the 1877 Detroit directory with his profession listed as draftsman. In 1879 and subsequent directories through the 1885 edition, he is listed as a draftsman with architect Elijah E. Myers, best known for his many county courthouses in Illinois and other Midwestern states and for the state capitols of Michigan, Colorado, and Texas. The directories from 1886 through 1912 list Mills as an architect in practice on his own. The 1914 through 1919 directories list the architecture firm of Joseph E. Mills & Son, with Byron E. Mills. Joseph Mills is known for several notable buildings in Detroit, including the 1916 Lafer Brothers building in the Broadway Avenue historic district.

Another Detroit architectural firm represented in the district's building stock is that of M. R. Burrowes who designed the 1923 Maurice Fox garage and used car salesroom at 2857 E. Grand Blvd. Marcus R. Burrowes (1874-1953), born in western New York state, came to Detroit shortly after the turn of the century after working in Ontario for about fifteen years. After several-year stints with Detroit architects Albert Kahn and Stratton & Baldwin, he with Dalton R. Wells formed the firm of Burrowes & Wells in 1909. Burrowes was in practice by himself by 1914, but formed a new partnership with Frank Eurich in 1920. Burrowes and his partners were known primarily for their large houses, libraries, and civic and institutional buildings in Detroit and its suburbs.

The time period of construction in the district also coincides with the emergence of design build methods, such as the Austin Method, which greatly reduced the traditional approach to construction by combining architecture, engineering and construction services. The Austin Method as an approach to construction began with the Austin Company's founding in 1878. Samuel Austin, a young carpenter, emigrated from England to the United States in 1872 in hopes of finding work rebuilding Chicago after

the great fire. While in Cleveland, Austin found work with a local contractor. He never made it to Chicago, but after devoting 6 years to building Victorian residences in Cleveland, he earned the reputation for good workmanship and was able to open his own shop as an estimator and builder. Residential construction led to commercial and then factory projects throughout the mid-west. In 1904, his son, Wilbert Austin, graduated as an engineer from Case School of Applied Sciences, and came up with the idea of joining his father's company by combining engineering and construction services.

Today many of the buildings in the Jam Handy/North End-East Grand Boulevard historic district are still being used as commercial, residential and office space but a few buildings stand vacant, the result of decades of population loss and disinvestment in the city. There are several fine examples of the adaptive reuse of the former industrial and commercial buildings, such as Chap Lofts at 2843 E. Grand Blvd, the former Ellis Engine Co. building later occupied by Jam Handy Organization before its current reuse as one to three-bedroom residential lofts, and the proposed reuse of the Maurice Fox Building for residential and commercial use.

The surviving architecture of East Grand Boulevard represents American industrial architecture at the turn of the century and the effects of highway expansion and urban renewal. As the automotive industry continued to drive the economy, frame and brick commercial buildings and industrial plants were constructed to meet the demand and residential buildings were soon built so that workers could live in closer proximity to their work. Nomination of this district is intended to further encourage and facilitate rehabilitation of the areas worthy historic buildings.

North side of E. Grand Blvd.

| Address | Name | Architect/Builder | Date |
|----------------------------|--|-------------------------------|--------|
| 1. 2818-2820 E. Grand Blvd | Maurice Fox Building | G. Frank Cordner | 1928 |
| 2. 2862-66 E. Grand Blvd.* | EU Enterprise Uniform Co. | | 1946 |
| 3. 2868-70 E. Grand Blvd.* | | Ralph Eldred | 1946 |
| 4. 2876 E. Grand Blvd. | Parish House | | c.1910 |
| 5. 2884 E. Grand Blvd. | St. Philip's Evangelical Lutheran Church | Emmerling, Spellicy & Hartman | c.1950 |
| 6. 2894 E. Grand Blvd. | Jam Handy Recording Studio | | 1965 |
| 7. 2898 E. Grand Blvd. | Jam Handy Warehouse | | 1931 |
| 8. 2900 E. Grand Blvd. | Jam Handy Studios (Former Marantha Baptist Church) | Joseph Mills & Sons | 1919 |
| 9. 2914 E. Grand Blvd. | Jam Handy Motion Picture | | 1946 |
| 10. 2916 E. Grand Blvd.* | Garage | | 1914 |
| 11. 2920 E. Grand Blvd. | Residence | | 1908 |
| 12. 2990 E. Grand Blvd. | Hon. Alexander J. Groesbeck House/NAACP Detroit Branch | | c.1903 |
| 13. 2994 E. Grand Blvd. | Residence/Radio Station | | c.1910 |
| 14. 3000 E. Grand Blvd. | Laundry Workers Local 129 (Wilmot Apartments) | J.H.A Haberkorn | 1908 |
| 15. 3004 E. Grand Blvd. | Residence | Joseph Finn | 1910 |
| 16. 3006-08 E. Grand Blvd. | Residence (H.F. Bradfield, M.D. Bldg.) | Joseph Finn | 1909 |

| | | | |
|---------------------------|------------------------------|--------------|------|
| 17. 3012 E. Grand Blvd. | Residence | Joseph Finn | 1909 |
| 18. 3020 E. Grand Blvd. * | Tropical Food Mart | | |
| 19. 3040 E. Grand Blvd. | ERA New Center Realty | Mason & Kahn | 1901 |
| 20. 7300 Woodward | Ford Motor Company Sales Bld | Albert Khan | 1910 |

South side of E. Grand Blvd.

| Address | Name | Architect/Builder | Date |
|----------------------------|--|--------------------------|-------------|
| 21. 2785-95 E. Grand Blvd. | Vanguard Community Dev. Co. | C.O. Barton | 1931 |
| 22. 2817 E. Grand Blvd. | Detroit Egg Biscuit & Specialty Co (Goodyear Tire) | Baxter & O'Dell | 1906 |
| 23. 2821 E. Grand Blvd. | I.L. Scheinman & Co. (Jam Handy) | Pollmer & Robes | 1917 |
| 24. 2831 E. Grand Blvd. | Jam Handy Studio | | 1935 |
| 25. 2841 E. Grand Blvd. | Chap (Jam Handy) | Wm. M. Pagel | |
| 26. 2843 E. Grand Blvd. | Chap Lofts (Jam Handy Admin Offices) | F. Eugene Brotherton | 1914 |
| 27. 2857 E. Grand Blvd. | Maurice Fox garage & used car salesroom | M.R. Burrowes | 1923 |
| 28. 2863-65 E. Grand Blvd. | Maurice Fox Dealership | Colbertson & Kelley | 1917 |
| 29. 2871 E. Grand Blvd.* | | | 1951 |
| 30. 2881 E. Grand Blvd.* | Gas Station | | |
| 31. 2885. E. Grand Blvd. | Booker T. Washington Business Association | | |
| 32. 2895 E. Grand Blvd. | Callahan Complex | Peter Sachs | 1940 |
| 33. 2921 E. Grand Blvd. | | | 1928 |
| 34. 2929 E. Grand Blvd. | | | 1945 |
| 35. 2937 E. Grand Blvd. | Schiwe Storage | | 1913 |
| 36. 2975 E. Grand Blvd. | Beecher Flats | E.W. Gregory | 1902 |
| 37. 2995 E. Grand Blvd.* | Office Building | | 1984 |
| 38. 3003 E. Grand Blvd. | Bartlett Manufacturing Co. Arborist Supplies | | c.1890 |
| 39. 3005-07 E. Grand Blvd. | Residence | | c.1910 |
| 40. 3007 ½ E. Grand Blvd.* | Garage/Workshop | | |
| 41. 3011 E. Grand Blvd. | Residence | | c.1905 |
| 42. 3075 E. Grand Blvd* | Good year Garage | | 1976 |
| 43. 6552-68 Woodward Ave. | Commercial Building | | c.1910 |
| | | | |

North of Milwaukee Ave.

| Address | Name | Architect/Builder | Date |
|---------------------------|--------------------|--------------------------|-------------|
| 44. 6540 St. Antoine | Boyer-Campbell Bld | Charles F.J. Barnes | 1929 |
| 45. 603 E. Milwaukee Ave. | Warehouse | | 1925 |
| 46. 715 E. Milwaukee Ave. | Testing Lab | | 1930 |
| 47. 6543 Hastings | CED Inc. Detroit | | 1949 |

* noncontributing

The inventory below is taken from HABS/HAER Inventory
Abridged Description of Resources:

2785, 2795 E. Grand Blvd., Vanguard Community Development Corp.

This long one-story building was originally constructed by C.O. Barton as a garage and gas station for James Bright & Son. The original building was constructed with permit #78033 which was pulled on May 4, 1931. Over the years, additional permits were pulled for various additions to the building. Permit #14330 was pulled on November 24, 1945, for an "end block" addition with an estimated construction cost of \$13,000; on March 19, 1952, a one-story masonry addition was added to the building under permit #70242, followed by another one-story addition under permit #53134 on May 22, 1964.

The building on this site has a tall one-story corner on the east side of the lot and several one-story brick and steel garage additions. The building is tan-colored brick with a series of garage doors along the main façade facing E. Grand Blvd. A few of the original garage doors have been refitted with glass block, storefront glass and brick. The tall one-story brick corner on the east side of the building has been painted an off-white, and refaced with a tall horizontal band of colored tile. Glass block windows are on either side of the double glass door entry. A purple and yellow awning above the entryway reads "Vanguard Community Development Corporation" in purple script. A separate double door glass entryway on the west side of the building has a purple and white awning reading "MILWAUKEE" in purple script. The building is reminiscent of a simplified art deco motif.

2817 E. Grand Blvd., Detroit Egg Biscuit & Specialty Co.

The building was constructed in 1906 by Baxter & O'Dell Architects for an estimated construction cost of \$4,300. Permit #2144, pulled on September 8, 1906, lists the building as a bakery. The 1910 City Directory lists the building as being occupied by the Detroit Egg Biscuit & Specialty Co. As the automotive industry continued to grow in the area, the building changed its use from a bakery to an auto supply dealer. By 1930, the Detroit City Directory listed the building as Goodyear Tire & Rubber Co. In 1939, the building went through another alteration as permit #21648 was pulled to alter the building from an office building to a school for Wayne University Department of Mortuary Science. By 1964, the building was being used by Detroit Oxygen & Acetylene Co.

The two-story brick building sits on the south-east corner of E. Grand Blvd and Hastings, and has a green cornice line on the primary façade and a decorative portal around the main entryway. The portal and window trim and sills are painted green to match the cornice. The main façade has double hung windows on the second floor, and a horizontal ribbon window with metal bars on the first floor flanking either side of the main entry protected by a metal rolling door. A brown awning projects over the main entry, with dark brown lettering that reads, "2817 E. GRAND BLVD."

2818-2820 E. Grand Blvd., Maurice Fox Building

The two-story Art Deco double storefront has a decorative street façade with storefront windows on the first floor and an ornate stone pattern on the upper story. The second story stonework had colored tiles, pointed arches and geometric patterns. Two large black awnings project from the street façade. Printed on the street awnings is yellow text that reads, "HOWRANISTUDIOS.COM" and "2820 EAST GRAND BLVD."

This building has come to be known as the Maurice Fox Building, for the Ford dealer who commissioned the building and whose showroom was across the street at 2865 East Grand Blvd. Although the front façade of the building has a unified appearance, the building was constructed in two sections.

The first permit, pulled on August 6th, 1928, under the name Maurice Fox & Co., was for a 25' x 70' office and showroom whose length occupied half the lot and which had a total construction cost of \$15,000. The second half was a 25' x 135' addition that abutted the first half of the building and spanned to the alley at the rear of the block. The permit for the second half was pulled in November at a construction cost of \$25,000. The western half of the building, at 2820 E. Grand Blvd, was initially occupied by Toledo Safe Company which later came to be replaced by Motor Wheel Corp, an automobile tire company, in the 1930s. The eastern half of the building, at 2818 E. Grand Blvd, was occupied by SKF Industries Inc., the Swedish bearing manufacturer. By the 1950s, the building housed the sales office of General Fire Extinguisher Company.

2821 E. Grand Blvd., I.L. Scheinman & Co.

This three-story building was originally built in 1916 for I.L. Scheinman & Co., a waste disposal company. On December 18, 1913, permit #12042 was issued to I.L. Scheinman, owner, and architect Pollmer & Robes, for the construction of a two-story building. A one-story rear addition was built in 1917. By 1920, the building was occupied by the auto hardware manufacturer Shepard Art Metal Co. Five years later, Fisher Body Corp moved in and used the building as warehousing and then later for its medical department, compensation insurance department, and department of industrial relations. By 1935, the building was vacant. A permit was soon pulled for interior alterations and the installation of motion picture film vaults, as the building became one of many buildings on E. Grand Boulevard to house the motion picture production organization of Jam Handy.

This three-story reinforced concrete building sits on the south-west corner of E. Grand Blvd and Hastings. The building has horizontal stone banding between the second and third floors, with bands of stone and rowlock and soldier coursing. There is a wood cornice line at the roof. Large brass colored lettering on the front façade reads "PERLEX" and etched in the stone above the front entry way is, "I. L. Scheinman." The basement windows have been filled in with brick and glass block, and the first floor fenestration is also of glass block. The north façade has metal shutter doors, and the building has been painted various colors.

2831 E. Grand Blvd., Jam Handy Studio

On August 20, 1935 permit #25217 was issued to Jam Handy for a brick studio. The estimated construction cost was \$15,000 and the builder was the Austin Co. The simple two-story English bond brick structure has stone headers over and below each of the four windows on the ground floor and each of the five windows on the second floor. There is a simple awning over the entry doorway, stone accents surrounding the entryway, and a simple stone cornice line.

2841 E. Grand Blvd., Chap (Jam Handy)

A permit was issued for this one-story building on April 26, 1922. Permit #29525 was issued to Wm. M. Pagel, for a brick sales room, 45' x 110', with an estimated construction cost of \$12,000. This one-story tile-faced building has a stone cornice on the roof parapet and a large stone pediment. It has three tall and narrow columns of glass block windows on either side of the centrally located entry door. Hand painted signage below the pediment reads "CHAP Engine Parts Warehouse Crankshaft Grinding." To the left of the entry door is a hand painted cartoon of a man in a hat carrying a black briefcase over the phrase "Since 1951." Originally built for Hydraulic Brake Co., the building later housed Detroit Rubber Products Inc., before being converted in the 1930s into one of the Jam Handy Organization's many buildings on E. Grand Blvd.

2843 E. Grand Blvd., Chap Lofts (Jam Handy)

The building was designed by F. Eugene Brotherton at an estimated construction cost of \$18,000. The building permit was issued on May 21, 1914, to Ellis Engine Co., a company involved in the auto industry. A few years later, the building had new occupants. Owens & Graham Co., the second auto-related company to occupy the building, pulled permit #5138A on July 13, 1917, to change "show windows" on an auto sales building.

The building continued to be used for auto and industrial purposes, with tenants including Wagner Electric Corp of St. Louis which manufactured electric motors, Willey Sign Co., and Zenith Radio Corp of Michigan. By the early 40s, the building was occupied by Jam Handy Organization which pulled permit #17107 on September 3, 1942, to perform alterations to the building to accommodate their administrative offices.

The tall two-story reinforced concrete and brick building is on the south-east corner of East Grand Blvd and Oakland Avenue. The street façade is faced with stucco veneer that are divided into six even bays by brick pilasters whose capitals rise above the roof line. The factory window openings on the first floor have been infilled with glass block, with typical fix paned openings still in place in the upper windows. Brown lettering above the main entry door reads "CHAP LOFTS."

2857 E. Grand Blvd., Maurice Fox Garage & Used Car Showroom

This one-story building at the south-west corner of E. Grand Blvd and Oakland was designed by M.R. Burrowes, architect for Newbro-Gallogly, and a permit #9374 was pulled on May 15, 1923. The new building was constructed as a garage and used-car

salesroom for Maurice Fox's bustling Ford dealership which was located next door at 2863-65 E. Grand Blvd.

The building is a one-story rectangular brick building with cast concrete and decorative brick detailing. The north elevation has storefront window openings that have been infilled with concrete block, and there is a rollup entry door on the east elevation. Below the cornice line of the roof is dentil molding.

2863-65 E. Grand Blvd., Maurice Fox Dealership

Colbertson & Kelley builders constructed this building for Maurice Fox. Permit #20016 was pulled in December 17, 1917 and gave an estimated construction cost of \$30,000. In 1945, alterations were done on permit #34123 which was pulled for Process Lithographing Co.

This building was constructed for Maurice Fox's Ford dealership, and is characteristic of other dealerships representing the boom period of Model T sales in the late 1910s and early 1920s. The reinforced concrete building has a street façade composed of red brick and stucco at the first floor and a brown brick at the upper stories.

This three-story brick building has a wood shingle awning above the main entry door on the street façade. To the right of the entry door is a large slab of granite. At regular intervals on the façade, there are stucco columns that carry a stone entablature. Marking each column above the entablature is a stone medallion element. Storefront window openings on the first floor of the north elevation have been infilled with CMU. The original windows on the upper floors were steel multipaned sash with inset hopper openings, with the exception of the second floor windows on the north elevation, which were paired units outlined in a slightly darker brick, with double or single hung one-over-one steel sash.

2876 E. Grand Blvd., Parish House

The two-story building was built c. 1910 and used as a residence until the mid-sixties when it was listed in the City Directory as St. Philips Parish House, for the neighboring St. Phillips Lutheran Church and School.

The building has a projecting porch element and a projecting gable element with exposed wood roof beams visible on the front façade.

6540 St. Antoine, Boyer-Campbell Building (Jam Handy)

Charles F.J. Barnes was the architect of this concrete and brick four-story building designed to be an office and warehouse. Permit #63424 was pulled on August 6, 1929, for an estimated construction cost of \$150,000.

From 1930 well into the 1950s, the building was occupied by Boyer-Campbell, a machinery and wholesale hardware dealer. Over the years, office space in the building

was shared with a variety of local businesses, including Jam Handy Organization which was listed in the City Directory as occupying a portion of the building as early as 1935.

The four-story brick, steel and reinforced concrete building has a large stone entry portal that is vertically accentuated by courses of brick running to the roof line. The stone portal consists of two fluted columns with an entablature, which is underneath a stone cornice and dentil molding. The façade has many ornate elements such as patterned brick, stone accents underneath the windows and carved stone pieces near the roof line. The windows on the first floor are all glass block, while the windows on the second and third floor are typical factory windows with metal sashes. The window openings on the second floor have been boarded up with metal corrugated paneling. A sign on the main entry door attributes the building to the “Boyer Campbell Co.”

603 E. Milwaukee Avenue

This two-story building on the south-east corner of E. Milwaukee Avenue and St. Antoine Street was constructed under permit #64920 which was pulled on May 20, 1925, by Greater Detroit Blackstone Co. The building was used for a both warehousing and office space for a variety of local businesses including Parsons Co. which made kitchen cabinets, National Time & Signal Corp, and Paholak & Rodgers which manufactured lighting fixtures.

This brick and steel frame building has wood paneling covering all of the window openings on the first floor. The second floor has a mixture of fixed factory windows with metal sashes and sliding windows. Window groupings are divided by brick piers, and the main entry on Milwaukee has a brick portal slightly relieved from the main building façade. A reddish brown awning over the single door main entry reads, “603” in white lettering. On the east side of the building is a one-story concrete block addition labeled as a laboratory in the 1950 Sanborn.

715 E. Milwaukee Avenue, Testing Lab

This three-story building was built by Ethyl Gasoline Corp for an estimated construction cost of \$37,000 with permit #69322 pulled on February 24, 1930. Originally built as a testing laboratory for Ethyl Gasoline Corporation, the building was also later occupied by Norman’s Paper & Box Co, a Lithographing shop.

The three-story reinforced concrete building stretches from Oakland Avenue to Hastings and has a one-story reinforced concrete addition to the west and a two-story reinforced addition to the east. All openings on the first floor of the façade are currently boarded up. The south, façade facing E. Milwaukee Avenue is dark-colored brick with a stone accent cornice. Window openings along the primary façade are divided by brick piers with capped stone capitals.

6543 Hastings, CED Inc. Detroit

Permit #46382 for this masonry one-story building was pulled on June 15th, 1949, for a “bear coil service and office” with an estimated construction cost of \$12,000. The 1957 City of Detroit Directory lists the building as being occupied by Lowry Mfg Co and Lowry Process Co.

The building has an orange colored brick façade with large glass block window openings flanking either side of the main entry. A narrow column of unpainted stone accents either side of the main entry door. Over the entry door is a simple brown awning. Above the awning is a white sign that reads, “CED INC. DETROIT.”

2885 E. Grand Blvd., Booker T. Washington Business Association

This one-story brick building has a metal and tile veneer that covers the street façade and wraps partially around the corner. The double entry door has a ribbon window on either side. Over the entry door, a dark brown sign has brass colored lettering that reads, “BOOKER T. WASHINGTON BUSINESS ASSOCIATION.”

The original permit can not be located, but early City of Detroit directory listings attribute the location to several auto-related businesses, including Lewis Bros Inc (1925), General Sales Co. (1930), Dockson C H Co (1935), Link-Belt Co (1941), and Detroit Bank and Trust Co (1964).

2884 E. Grand Blvd., St. Philip’s Evangelical Lutheran Church

In 1950, Permit #18025 was pulled for the construction of this church designed by Emmerling, Spellicy & Hartman Architects and built by the Michigan District of the Lutheran Church.

The brick and steel church has a one-story portion on the east end of the building with a large two-story hall on the west end. The entire building complex is faced with yellow brick. The one-story building has a large stone entry portal and replacement windows.

2895 E. Grand Blvd., Callahan Complex

This one-story concrete block building has a brick tile veneer on the street façade with a large recessed entry way and two boarded up storefront windows on either side. A large white sign above the entry way reads, “CALLAHAN COMPLEX,” in black lettering.

The original building permit for this building was pulled on July 12, 1940, by Peter Sachs who was listed as the builder. The building owner was listed as John Breen. The estimated construction cost was given as \$4,500. Several different manufactures occupied this site, including the Aromatic Products Co, Illinois Tool Works, Shakeproof Lock Washer Co., Creative Arts International Inc., and the Detroit Leather Works.

2894 E. Grand Blvd, Jam Handy Recording Studio

From the 1920s to the 1930s, this lot was the site of several photography studios including the studio of Fred Holgate (1920) and the storeroom for the Jam Handy

Organization (1941). In 1965, a permit was pulled to construct a small recording studio for Jam Handy Organization. The estimated construction cost was \$22,000.

This simple, narrow one-story concrete building has a main façade of brick with one window opening centered in the main façade, and two door openings on the side façade. The entire building has been painted white.

2898 E. Grand Blvd, Jam Handy Warehouse

The two-story brick residence is connected to 2900 E. Grand Blvd by two-story brick connector on the west façade. This building began as a residence (c. 1915), before becoming part of the neighboring Marantha Baptist Church in the early 1920s. When the church became part of the Jam Handy Organization, permit #2784 was pulled on November 4, 1931, to convert the residence into a warehouse for Jam Handy.

2900 E. Grand Blvd, Jam Handy Organization Studios (Marantha Baptist Church)

Originally built as the Marantha Baptist Church by Joseph Mills & Sons Architects, the estimated construction cost of this Neo-Gothic building, was \$30,000. The original building permit #8351 for construction of the brick church was pulled on May 27, 1919. In 1929, the building was converted to a studio for the Jam Handy Organization.

The two-story brick building has a ceramic tile street façade with Neo-Gothic motifs on the upper story. The street façade is divided into five bays and has large store-front windows on the first floor and thin windows grouped into sets of three on the second floor. There is a small one-story CMU addition on the northwest end of the building set back from E. Grand Blvd. The building is connected to 2898 E. Grand Blvd by a two-story brick addition on the east façade.

2914 E. Grand Blvd, Jam Handy Motion Picture Department

The two-story brick residence has a gable roof and exposed roof beams. The brick façade has been painted white, and all the window openings are boarded up. The residence was built in 1946, and was the home for the tooth brush manufacturers, Ster-L-Way, and the coil shippers, Petroleum Systems Inc, before being incorporated as the motion picture department for Jam Handy Organization in the late 1950s.

2921 E. Grand Blvd.

The two-story reinforced concrete building was constructed in 1928 for an estimated construction cost of \$48,000 as a garage and storage for John A. Flynn Investment Company. It was also the location of the Peninsular Machinery Co, Lebond Machine Tool Company, and B. Jervis Co which manufactured engines. 2921 E. Grand Blvd represents a typical building that housed small tool and parts sales representatives and distributors. In the 1960s, it was converted into commercial artists studios and processing labs to service the numerous print shops and motion picture studios in the area.

The brick building has a main façade of ornate stone, with four fluted pilasters and decorative motifs between the pilasters. The second floor has a ribbon window flanked by

pilasters and a single window at either end of the facade. The parapet roof is accented with stone dentils at the cornice. The windows along the side of the building have been infilled in with brick.

2929 E. Grand Blvd.

The building was constructed in 1945 as a brick warehouse and sales office for Cleveland Twist Drill Co. at an estimated construction cost of \$40,000. The building was designed by architect Andrew R. Morrison who also designed the locally designated Ebenezer AME Church.

The one-story brick building sits on the south-east corner of E. Grand Blvd and Beaubien and is an example of Art Moderne. Large glass block windows sit between brick pilasters that support a shallow ledge that curves around the building. The building has a curved corner and an entrance that is set back from the main façade of the building. Cleveland Twist Drill Co. occupied the building until the 1960s.

2937 E. Grand Blvd., Schwiwe Storage

The nine-story brick building is located on the south-west corner of E. Grand Blvd and Beaubien was built in 1913 by Theo Starret Co., as a storage warehouse for Schwiwe Storage Company. Although it frequently changed tenants, it continued to be used as a storage warehouse.

The main facades facing E. Grand Blvd and Beaubien have four pilasters symmetrically arranged that run the entire height of the building, stone accents, and windows with stone sills symmetrically located between the pilasters. There is no fenestration on the west façade. A corner tower on the north-east corner of the building rises one floor above the roofline.

2975 E. Grand Blvd., Beecher Flats

The three-story apartment building with a raised basement was designed by architect E.W. Gregory in 1902, and built for an estimated construction cost of \$9,000. The building originally contained six units.

The brick building has a flat roof with a projecting roof cornice, and a mixture of Palladian, bay, and double-hung windows. There are several decorative stone accents including window sills and lintels, and a half-circle element near the roof and centered above the main entry.

2990 E. Grand Blvd., NAACP Detroit Branch (Hon. Alexander J. Groesbeck House)

The three-story brick building was built c. 1903 and owned by the Honorable Alexander J. Groesbeck, a three-term governor of Michigan, who occupied the house from 1903 until the 1940s. Family members continued to live in the house until the 1950s.

The Groesbeck House is a three-story brick residence with double-hung windows accented by a soldier course of brick above the windows. On the west façade is a three-story brick addition with a flat roof that was added to the house in 1914. The original

residence has simple gabled roof with two eyebrow dormers. A deep projecting cornice line at the roof is supported by double brackets.

2994 E. Grand Blvd.

This two-story residence was constructed c. 1910 and used as a primary residence for physicians and dentists until 1957 when its use switched to office space for life insurance and advertising agencies.

The building has a raised basement and stone on the first floor and painted wood shingles on the second floor. A large corner turret sits over the curved corner of the building. The rest of the building has a hipped roof with a gable dormer, and a projecting gable.

Criteria

The proposed historic district meets three criteria contained in section 25-2-2: (1) Sites, buildings, structures, or archeological sites where cultural, social, spiritual, economic, political or architectural history of the community, city, state or nation is particularly reflected or exemplified; (2) Sites, buildings, structures, or archeological sites which are identified with historic personages or with important events in community, city, state or national history; and (3) Buildings or structures which embody the distinguishing characteristics of an architectural specimen, inherently valuable as a representation of a period, style or method of construction.

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: Kwaku Atara, Melanie A. Bazil, Keith A. Dye, Zene' Frances Fogel-Gibson, Edward Francis, Calvin Jackson, Harriet Johnson and Victoria Olivier. The *ex-officio* members who may be represented by members of their staff, are Director of Historical Department, the Director of the City Planning Commission, and the director of the Planning and Development Department.

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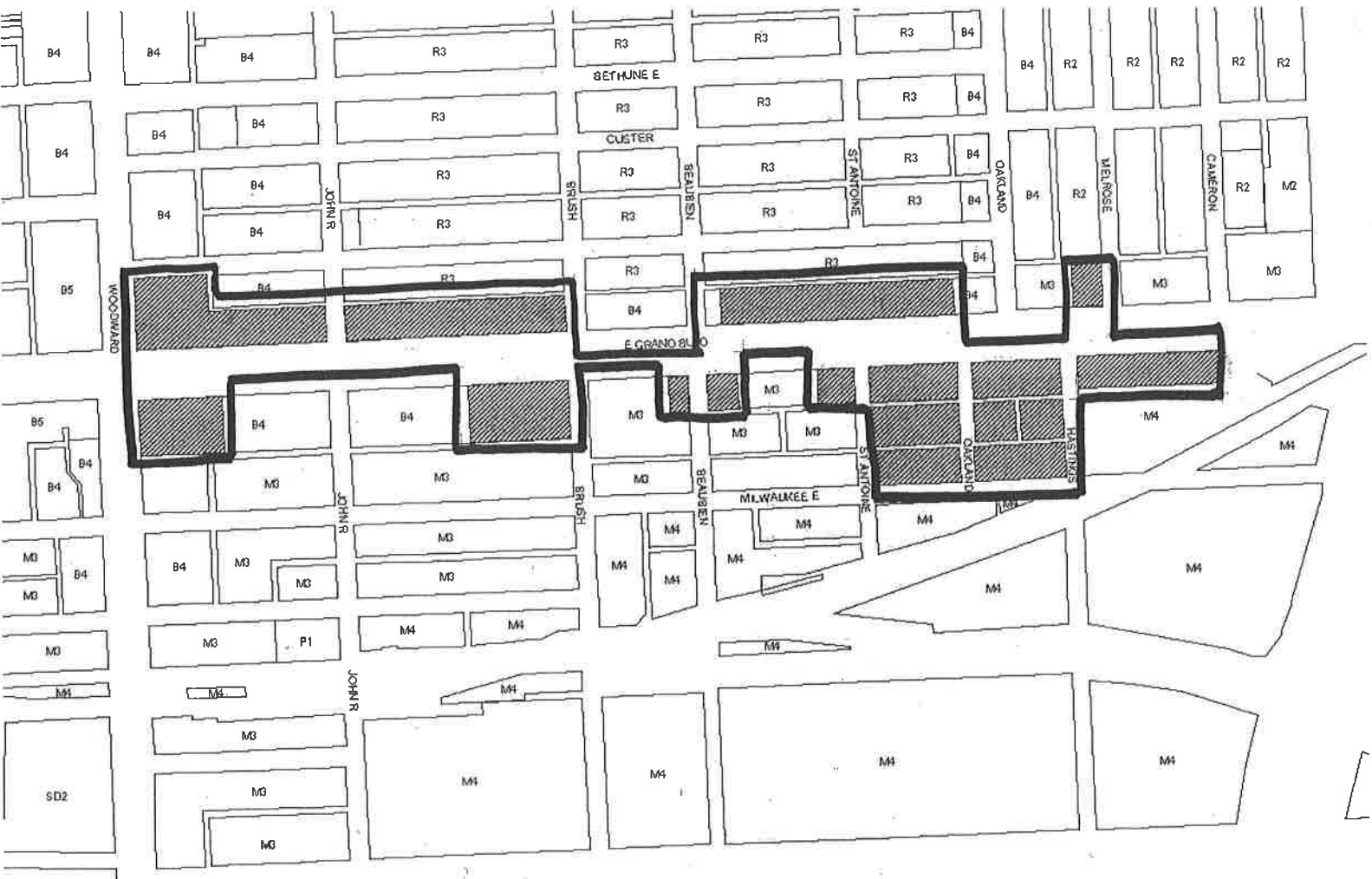
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**Proposed Jam Handy/North End-East
Grand Boulevard Historic District
Detroit, Michigan**
Boundaries indicated by bold lines

