Proposed New Amsterdam Historic District

Final Report

By resolution dated June 28, 2001 the Detroit City Council charged the Historic Designation Advisory Board, a study committee, with the official study of the proposed New Amsterdam Historic District in accordance with Chapter 25 of the 1984 Detroit City Code and the Michigan Local Historic District Act.

The proposed New Amsterdam Historic District is a concentration of early twentieth-century industrial buildings. The proposed district is located approximately three miles north of downtown Detroit, and is bordered by the New Center's main business and retail district to the north and the campus of Wayne State University to the south. The proposed district is comprised of twenty-three buildings, twenty-two of which are contributing. Most of the buildings were centered around the automobile industry, as they were used for the manufacturing, distribution, and repair of automobiles. The proposed district also includes several factory/warehouse buildings, two Detroit Edison substations, and a Detroit fire station. The district is listed on the National Register of Historic Places.

The proposed New Amsterdam Historic District is roughly bounded by the Canadian National railroad tracks to the north, Woodward Avenue to the east, Antoinette Avenue to the south, and Second Avenue to the west. Cass Avenue is the main thoroughfare that runs north-south through the district with a width of eighty feet, while Burroughs, Antoinette, and Amsterdam run east-west, with widths of fifty feet.

Boundary Description: The somewhat irregular boundaries of the proposed district are the same as those of the National Register Historic District and were designed to include all the buildings in the area with ties to the automotive and industrial architectural history of the area. They are outlined in heavy black on the attached map, and are as follows:

> Beginning at a point, that point being the intersection of the centerline of Second Avenue with the southern boundary of the Grand Trunk Railroad right-of-way; thence easterly along the southern boundary of the Grand Trunk Railroad right-of-way to its intersection with the western boundary, extended southerly, of Out Lot 116, Sub of Part of Cass Farm (Liber 1, Page 175-6 Plats); thence southerly along the western boundary of said Out Lot 116, as extended to its intersection with the centerline of Amsterdam Avenue; thence

easterly along the centerline of Amsterdam Avenue to its intersection with the centerline of Woodward Avenue; thence southerly along the centerline of Woodward Avenue to its intersection with the southern boundary of Lot 4 of the Plat of Park Lots 47 and 48 (Liber 1, Page 64), extended easterly; thence westerly along the said southern boundary of Lot 4 as extended to its intersection with the centerline of Cass Avenue; thence southerly along the centerline of Cass Avenue to its intersection with the centerline of Antoinette Avenue; thence westerly along the centerline of Antoinette Avenue to its intersection with the centerline of the north/south alley lying parallel to and approximately one hundred fifty (150) feet west of Cass Avenue; thence northerly along the centerline of said alley to its intersection with the east/west alley lying in the center of the block bounded by Cass, Antoinette, York, and Second Avenues; thence westerly along the centerline of said alley to its intersection with the north/south alley lying approximately one hundred forty (140) feet east of Second Avenue; thence southerly along the centerline of said alley to its intersection with the centerline of Antoinette Avenue; thence westerly along the centerline of Antoinette Avenue to its intersection with the centerline of Second Avenue; thence northerly along the centerline of Second Avenue to its intersection with the centerline of York Avenue; thence easterly along the centerline of York Avenue to its intersection with the western boundary of the north/south alley, now partially vacated, lying parallel to and approximately 145 feet west of Cass Avenue; thence northerly along the said western boundary of the alley to its intersection with the centerline of Burroughs Avenue; thence westerly along the centerline of Burroughs Avenue to its intersection with the centerline of Second Avenue; thence northerly along the centerline of Second Avenue to the point of beginning.

Historical Significance:

In the early 1900s, Detroit=s population pushed well beyond the Grand Circus Park borders and plans were made by city officials to accommodate the city=s expanded population growth. Detroit had grown from a provincial town of 9,102 in 1840 to an industrial city of over 150,000 by 1905. The congestion in downtown Detroit caused development outside of the central business district. The New Amsterdam area was a popular location for commercial and industrial development because of the generous lot size available for such development, as well as its proximity to downtown and the New Center area.

The proposed New Amsterdam Historic District is important as a group of early twentieth-century buildings associated with Detroit=s booming manufacturing base and, in particular, the automobile industry. The most significant physical development of the proposed district occurred between the turn of the twentieth century and the 1930s. The proposed district has maintained its integrity, as few changes have been made to the buildings over the years. Once a thriving industrial and commercial district, the area included automobile factories, repair garages, as well as various other manufacturing businesses related to the automobile industry. The proposed district also contains the largest concentration of architecturally distinguished auto showrooms. Some of Detroit=s most prominent architects have designed buildings in the proposed district, they include: Albert Kahn, George D. Mason, Hans Gehrke, Louis Kamper, as well as the firms of Smith, Hinchman & Grylls and Murphy & Burns.

New Center is probably most notable as the location of the former corporate headquarters of General Motors, and of the Fisher Building, both designed by Albert Kahn. Completed in 1922, the GM Building was the second largest building in capacity in the world (Ferry: page 215). The GM site was selected because it was centrally located in the city yet removed from the congested downtown. The GM building introduced considerable business activity into the New Center area.

The Fisher Building was completed in 1928. It was commissioned by the seven Fisher brothers, who made their fortune in the thriving automobile industry by building automobile bodies. They envisioned a grand office and retail complex for the city. Unable to acquire contiguous parcels of land in the downtown area, they purchased a large piece of land on Grand Boulevard in New Center across the street from the GM Building, and constructed the Fisher Building.

The automobile industry had a significant impact on industrial engineering and the design of industrial buildings. With the increase of technology and production, a high demand was placed on factory construction. Detroit was in need of a new method of factory construction in order to improve productivity, as factories were often, dirty, confining and inefficient.

Albert Kahn learned about reinforced concrete building techniques in Europe, and was the first in Detroit to apply this method to his work. This method of construction resulted in buildings that were bright, sturdy, spacious and easy to maintain. Kahn•s designs offered efficient solutions to the growing industrial world. Kahn first used this method of construction for a factory building in 1905 for Packard building #10 in Detroit, which marked the beginning of his long, successful career as an industrial architect. By the late 1930s Kahn was responsible for nearly a fifth of the industrial buildings within the United States. Kahn also designed many commercial, public, and residential buildings throughout the country.

Albert Kahn partnered with his brother Julius, an engineer who founded the Trussed Concrete Steel Company of Michigan. Julius Kahn manufactured his own reinforcing bar design, patented as the ■Kahn Bar.• This bar was designed to resist tension along the bottom of a beam or girder. The Kahn Bar was used throughout Albert Kahn•s designs, which includes those within the proposed district.

Physical Description:

435 Amsterdam Avenue, Chevy Motor Car Company (1926), Albert Kahn, architect
This commercial style industrial building is three stories tall and constructed of reinforced concrete. The Amsterdam Avenue facade is comprised of eleven vertical bays extending the full height of the structure, separated by concrete pilasters. According to City of Detroit building records, in 1988 the front facade was faced with new concrete, which is continued on the east and west elevations through one window bay. Buff brick facing is punctured by steel casement windows on each floor of the Amsterdam facade and the first bays of the side elevations. The original windows throughout the building are multi-panel, metal, industrial pivot windows, all sills are of concrete. The first-floor windows are covered with protective steel grating. Both of

the fourth and ninth bays contain garage doors, which are not original. A concrete ramp runs from the first to the third floor on the interior. The west elevation indicates that an adjoining building once ran the length of the building; the outline remains today. Attached was a building erected around 1921. It housed White W.J. & Company (card manufacturers), Amsterdam Press Printers, and Detroit Commercial Artists. It was demolished in 1973.

435 Amsterdam was built as a garage and automobile service station for Chevy Motor Car Company. The structure later housed the Buick Pontiac Sales and Service Station. Through the years it was also used a s a warehouse and for automobile storage. The building is still in operation today as a parking structure, and is owned by General Motors.

450 Amsterdam Avenue, Cadillac Motor Car Company Assembly Plant (1905), George D. Mason, architect (Trussed Concrete Steel Company, engineers)
This building was the main assembly plant for the Cadillac Motor Car Company, which was founded by Henry Leland in 1902. The original Cadillac plant (located on the same site) had been destroyed by fire just prior to the construction of this building. George D. Mason, who designed this building, was a prominent Detroit architect whose commissions included the Detroit Masonic Temple and the Grand Hotel on Mackinac Island, both of which are listed on the National Register of Historic Places. Mason•s use of reinforced concrete provided protection from fire, provided more floor and window space, and protected against damage from vibration. It should be noted that the Palms Apartments of 1901 was Detroit•s first building to use reinforced concrete, and was designed by the brief partnership of Mason and Kahn; in this case, Kahn•s Trussed Steel firm was involved. The Cadillac Motor Car Company was completed in sixty-seven days, in the same year that Albert Kahn completed the first reinforced concrete industrial structure in Detroit- the Packard Motor Car Company Building Number 10. Both structures were pioneers in the use of reinforced concrete for industrial buildings.

Cadillac occupied the building until 1920, when a new facility was built in another area of the city. The building was then purchased by Louis Rose of Rose Realty Company in 1954. Westcott Paper Products was a tenant in the building. In 1965, Westcott purchased the building, which still served as Westcott•s headquarters at the turn of the century.

This three-story commercial building was constructed with reinforced concrete and faced brick. The Amsterdam Avenue facade is six bays wide, with original steel multi-paned awning window. Some of the window openings have been infilled and replaced with smaller windows. The pedestrian entrance with a green awning over it is located within the fourth bay. The windows, both original and infilled, are repeated on every elevation of the building and concrete bands are exposed on all elevations.

41- 47 Burroughs Avenue, Graphic Arts Building (1926), Murphy & Burns, architects
Designed in the Italian Romanesque style this four-story building was constructed with reinforced concrete. The Burroughs Avenue facade is faced with cream-colored terra cotta, which extends over the first bay of the east and west elevations. The Burroughs facade is divided into five bays of double-hung windows separated by terra cotta engaged Byzantine

columns with composite capitals. The fourth-floor windows terminate in Romanesque arches infilled with verdigris marble, while verdigris marble spandrels separate the second-,third-, and fourth-story windows. Four, diamond-shaped verdigris marble insets are located above the arches of the fourth story windows on the end bays of the Burroughs facade and the first bays of the east and west elevations. Several of the windows have been removed and replaced with glass block. The pedestrian entrance is located within the west corner, where two carved terra cotta details have been removed. The construction method is defined on the exterior, as the bands of concrete are exposed on the other facades. Several original steel sash windows are still intact.

The building was dedicated to the graphic arts. It was home for many years to the Wayne Color Plate Company (photo engravers), Henry Thomas Plate Company (lithography company), Brown Art Studio, and Michigan Electroplate and Stereotype Company. An article from the *Detroiter* describes the building as ■complete, especially designed and constructed to meet the needs of those services identified with the graphic arts. With every study and thought given to ideal conditions for ventilation, lighting, and location, it is extremely desirable as a home for artists and kindred services to advertisers.• A step from Woodward, the Graphic Arts Building is close to the heart of Detroit•s advertising. The Farbman Group currently owns the building.

440 Burroughs Avenue, Richards-Oakland Motor Company (1927), Albert Kahn, architect
This commercial building was constructed for George A. Richards to house his automobile dealership which was one of the world•s largest distributors of Pontiac and Oakland automobiles. Richards was a prominent Detroit auto dealer, who later became involved in radio and broadcasting. One of WJR radio station•s first advertisers, Richards purchased the station in 1926. He also owned stations in Cleveland and Los Angeles. Richards was known for controversy with the FCC over forcing his employees to voice his views over the radio. Richards was owner of the Detroit Lions Football Team from 1934 - 1940.

Built of reinforced concrete, this commercial building stands five stories tall. The Burroughs facade is comprised of nine bays of original, multi-paned, steel sash awning windows, separated by piers. Originally, there were ten bays of windows on the front facade. One bay of windows, the only bay that extends one window beyond the fifth floor, has been filled in and a vertical sign, displaying the words ■Chevrolet Creative Services,• is attached to the bay, running from the second floor to the window above the fifth floor. The side elevations are seven bays wide. The ground floor has been altered; it originally contained two paneled garage doors and two pedestrian doors. The garage doors have been replaced with metal doors, and one of the pedestrian doors has been filled in. All but three windows have also been filled in. The interior has a concrete ramp that runs from the first floor t the fifth.

This building was also used as a Super Chevy auto repair shop, housed Chevy Creative Services, which built displays for auto shows around the country. The building is still owned by General Motors and has been vacant for two years.

5911 Cass Avenue, Firestone Tire Service (1930), architect unknown
The Carney Brothers (Albert, Charles & Leo), who previously occupied a building on this site, had this building constructed in 1930. Firestone garage and service station occupied the building

until 1990, when it was sold and converted into a used bookstore that is still in business today.

The Cass Avenue facade of this two story reinforced concrete commercial building contains seven bays of original coupled, steel sash awning windows; the sills are of concrete. Each bay is separate from the one to either side by a brick pilaster, which contains a limestone base and a decorative pilaster capital. A brick pier marks each end of the Cass facade and is capped with limestone. The street level portion of the facade has been altered where two large openings that either contained windows or garage doors now contains a pedestrian door, window, one garage door, with the remainder of the space filled in. Two metal emblems containing the letter ■F• were located on the frieze; one has been removed. A brick chimney shaft sits on the flat roof. The south elevation contains five bays separated by brick pilasters. The street level originally contained five large openings for windows or vehicle entrances. Four of these spaces have been filled in with brick and glass block, and one garage door is located in the end bay. Both Cass Avenue and the south elevation contain a limestone cornice with simple design elements. The west elevation contains three coupled windows, two of which have been filled in with concrete brick and glass block. The remaining window is an original steel sash awning window wit a brick sill. The elevation also contains a pedestrian door. Located on the south end of the elevation is a brick and limestone pilaster identical to the others. The north facade is brick with exposed concrete band.

5919 Cass Avenue, General Tire and Rubber Company (1928)
This two-story building has been severely altered, having undergone several additions and partial demolitions, and as a result has lost most of its historic character. A one-story cement block addition is the only part of the building that extends to Cass Avenue. The original facade window openings have been changed, and the facade is painted red, white and blue. This building is still used as a tire repair shop.

6001 Cass Avenue, Cadillac Sales and Service (1927)
This building was the Detroit Branch of General Motors Sales Corporation. It housed the Cadillac Motor Car Division for automobile sales and service. The building is currently owned by Wayne State University, and is vacant.

This six-story building was constructed with reinforced concrete. The Cass Avenue facade is faced with limestone and is five bays wide, eventually descending to one story in height, and is three showroom windows wide. The six-story facade is comprised of four showroom windows on the first floor, and a pedestrian entrance is located within the center bay. The showroom windows have been filled in. A Wayne State University sign is located above the pedestrian door. The bays are separated by pilasters, and contain original sash windows. The second-floor original double-hung windows with transoms are separated by Doric columns. The remaining windows in the facade are original. Below the third-floor windows in an ornamental balustrade. Rosettes and cartouches lie below the sixth-floor windows. A row of paterae rest below the denticulate cornice. A decorative balustrade sits atop the building. Incorporated into the balustrades a Cadillac emblem. An identical Cadillac emblem is located in the one-story facade over the center window. The southern elevation is also faced with limestone, is five bays wide,

mirrors many of the decorative elements of the Cass Avenue facade. One original, wooden garage door exists in an interior bay. The northern and eastern elevations are faced with brick, contain original steel sash windows, and are devoid of ornamentation. Several of the windows have been filled in with brick.

6050 Cass Avenue, Stewart Warner Speedometer (1925)
This building was constructed of reinforced concrete for the Stewart Warner Speedometer Company in 1925. It was later occupied by various wheel and brake repair stations, and housed several different automobile related companies until the mid-1960s when it was converted into the Burroughs Detroit Employee Credit Union. Currently the building is owned by Wayne State University and is used for university offices.

This two-story building is situated on the corner of Cass and Burroughs Avenues. The building displays a limestone exterior, whose design borrows many classical elements. Two-story, Ionic, fluted pilasters separate each of six bays on the Cass Avenue facade, while three pilasters separate two bays on the side elevations. A denticulate cornice is capped with copper. The balustrade at the top of the building is elaborate with four design elements in each bay. The frieze on the Cass Avenue facade has been covered by Wayne State University signage, aside from the end pilasters, which contain bronze circular medallions with a floral motif. The original cast-ion storefront detailing has been painted over in a brown hue. Centered over the main pedestrian entrance way are griffins holding cornucopias on each side of a plaque. This motif is repeated in a frieze on the first-story level, including griffins holding a classical urn. A marble relief centered above each door displays the address, while a cast iron grapevine motif frames the door on each side. The first floor contains showcase windows that have been filled in. The second-story windows remain at full height. The Burroughs Avenue elevation contains a denticulate cornice capped with copper, although the pilasters are brick. This elevation also contains four original garage doors and a pedestrian entrance.

6100 Cass Avenue, American Electrical Heater Company (1908), Albert Kahn architect
This building, known as today the American Beauty Iron Works, was described as the most completely equipped plant for the manufacturing of electrical heating devices in the world. Albert Kahn use of reinforced concrete was ideal in that it provided a fireproof, strong, and inexpensive factory for this use. The American Electric Heater Company was founded in 1894 and was one of the most important interests of Detroit, due to the demand for electrical devices for household conveniences. Prominent Detroit entrepreneur, Frank Kuhn, established the business with his brother, Robert. They produced quality heating devices, which were sent out under the trademark of American Beauty. According th the *Book of Detroiters*, the plant stood as ■a monument to the progressiveness, business spirit, and powers of organization of the Kuhn Brothers.•
This two-story structure extends the entire length of Burroughs Avenue between Woodward and Cass Avenues, although originally the building had a Woodward Avenue address, and did not extend to Cass. Two major changes altered the footprint of the building. According to City of Detroit building permits, the front forty -six feet was demolished for the widening of Woodward Avenue. Then in 1934, an addition was completed to the west of the building, extending to Cass

Avenue.

Today, the main facade fronts Cass Avenue, and is comprised of five bays of double-hung, sash ribbon windows on the second floor. The first floor contains coupled multi-paned sash windows, and the pedestrian entrance is centered between two bays. Bands of concrete are exposed on all elevations of the building. The eastern and southern elevations contain decorative brickwork. The Woodward elevation is comprised of nine bays of multi-paned, steel sash windows. The windows contain keystones centered in the arches. The southern elevation at Woodward Avenue has a canopy overhang that shelters two doorways. Original metal signs spelling ■American Beauty• are attached to the roof of the building on Woodward and Cass elevations.

6160 Cass Avenue, Buick-Pontiac Dealership (1927), Albert Kahn architect
Constructed of reinforced concrete, this commercial building stands three stories tall. The first floor of the Cass Avenue facade is faced with limestone blocks, and contains the original showroom windows. The second and third floors contain eight bays of windows divided by yellow brick columns. Cast concrete panels separate the second- and third-story windows. The second story contains double-hung windows, and the third story windows are five-over-four, steel casement pivot windows. The corner bays are faced with yellow brick on the second and third floors, and are capped with cast concrete parapets. Two chevron columns are formed in the brick above the arched, third-story windows. The southernmost bay on the first floor contains a steel door entrance with limestone pilasters and dentil surround, and a blind oculus over the door. A door of the same style is repeated on the Amsterdam Avenue elevation, as are many of the design elements of the Cass Avenue facade. Both the Cass and Amsterdam Avenue elevations have a blue awning displaying th company name of the building♠s current owner, Dalgleish Cadillac, and address over the showroom windows.

The building housed the Detroit Branch of the Buick Division, a Buick dealership and showroom and in 1972, Dalgleish Cadillac purchased the building .

5914 Second Avenue, Singer Sewing Machine Company (1949), Smith, Hinchman, & Grylls, architect
The Singer Manufacturing Company has been manufacturing sewing machines since 1851, when Isaac Merritt Singer invented the modern sewing machine and founded the Singer Manufacturing Company. The three original manufacturing plants were located in New York until 1867, when Singer began manufacturing sewing machines in Glasgow, Scotland. Additional factories were built, and in 1872 two plants were located in Detroit on Woodward and Jefferson Avenues. In 1904, the Singer Sewing Machine Company was formed to handle sales and distribution of the sewing machines. The Second Avenue location was constructed as a sales and distribution office for Singer sewing machines. The building is currently owned and occupied by Wayne State University.

This two-story, reinforced concrete building is faced with brick and has a flat roof. On the Second Avenue facade, the first floor contains a pedestrian entry and row of nine, steel sash, awning windows, with a concrete spandrel located between the fifth and sixth windows.

Concrete molding surrounds the windows. The second story contains three groups of steel sash, awning windows, separated by two concrete spandrels. The group in the center contains five windows, while the groups on either end contain four windows. Concrete molding also surrounds these windows. The cornice in concrete, capped with a metal crest. The Antoinette Street elevation imitates the Second Avenue facade design, terminates with a flat roof. The tower contains a pedestrian entry at street level, and three steel sash windows, stacked on top of each other. All of the windows are original.

5920 Second Avenue, Henderson Tire Company (1921),
The Henderson Tire Company is a two-story concrete building painted dark brown. It was originally a one story until 1957, when an additional story was built. The first floor of the Second Avenue contains two large picture windows separated by a metal mullion with concrete sills. Two pedestrian entries sit on either side of the windows. A metal light fixture rests above the windows, running the length of the windows. The front of the fixture has been removed, exposing horizontal lights. The second facade contains steel sash, awning windows that have been painted brown.

This building housed the Henderson Tire Company until 1934. Subsequent to Henderson Tire, many businesses, including Louis Bielfield Tires and Martin-Gibson Company (manufacturers of tile and electric light fixtures), occupied the building. In 1944, Dunn Blue Print Company moved in and the building was occupied by print shops and are studios for forth years. Workers♣s World Bookstore then occupied the building until 2000. The building is currently vacant.

5924 Second Avenue, American Equipment Company (1925)
Originally this building had two addresses, 5924 and 5928 Second Avenue, each of which housed various manufacturing businesses. The American Equipment Company, manufacturers of air compressors, had the structure built and occupied the 5928 address for over thirty years. Other businesses that shared the 5928 address included Landis Tool Company, Rotor Air Tool Company, and Warner & Swasey, manufacturers of machinery. In the 1950s, Advanced Litho Plate Service, Incorporated moved in the building. The last industry to occupy this address was Dove Ministries from 1997-2000. The 5924 address was occupied by machine manufacturing companies, including Kearney & Trecker Corporation (milling machinery), Westerlin & Campbell (ice machinery), and York Corporation (air conditioning). Total Diagnostics was the last business to use this space in 1997. The building is currently vacant.

This commercial style two-story brick building is faced with limestone. The first floor contains a showroom window with cable molding. The window has been filled in, and there is a granite base on each side of the window. Pedestrian entries are located on either side of the window. Above the doors and windows is a wood panel that has been painted blue. Black letters spelling•University City ♣A♣ Citizens District Council• are displayed above the panel. The second story contains four, original, double-hung windows. The stone sills contain rosettes at each corner of the windows. A decorative limestone embellishment lies above the windows and contains a row of decorative leaves over a row of rosettes. A decorative stone crest exhibits a

floral motif. The northern facade of the building has exposed brick and the name ▪American Equipment Co.• painted on.

5940 Second Avenue, Detroit Vault Company (1914)
This building served as a factory for the Detroit Vault Company from 1914-1920. It was then converted to an automobile service station. Several other businesses were located in the building including F.W. Smith Company, manufacturers of rubber products, and H & H Wheel Service. The building has also been used as storage for the Detroit Safety Furnace Company and an office furniture warehouse.

Build of concrete block, this small one-story building has a flat roof. The Second Avenue facade contains an original, wood paneled garage door, the bottom row of panels has been replaced with plywood. The facade also contains a pedestrian entry with transom, and two large windows that have been covered with wood. The building carries a stone cornice. The northern facade contains sixteen original, two-over-two double-hung windows and a pedestrian entry. Some of the windows have been boarded over. The entire building has been painted cream. The building is currently vacant.

5960 Second Avenue, Safety Furnace Pipe Company (1910)
This three-story brick building is located on the southeast corner of Second Avenue and York Street. The Second Avenue facade contains four groups of six-over-six, double-hung, ribbon windows on the second and third floors. The first floor contains three groups of three-over-three, double-hung, ribbon windows, and a porch containing a pedestrian entry. The other three facades also have double-hung windows, with a similar fenestration. All of the windows in the building are new. The cornice consists of corbeled brickwork.

Thomas and George Bradbeer, two prominent Detroit businessmen, founded the Safety Furnace Pipe Company, manufacturers of hot-air pipes, in 1886. The company prided itself on its design of hot-air pipes, where a current of cold air is consistently passing between the heated portion of the pipe and the flooring beams, etc., which is passes near. There was a very high demand for these hot-air pipes. They provided a safe heating alternative, as pipes often caused fires by overheating. The original Safety Furnace Pipe Company location was on Atwater Street in Detroit. The company moved to the Second Avenue facility in 1910, and still owned and occupy the building today.

6100 Second Avenue, Ladder Company No. 7, Engine Company No. 17 (1922), Hans Gehrke, architect
Detroit▪s Fire Station Engine Company #17 is a two-story hipped roof brick building. The Second Avenue facade contains two fire engine vehicle doors surrounded by limestone moldings that displays the name of the fire station. According to City of Detroit building records, one of the original vehicle doors was replaced in 1977 with a metal garage door. Above each door are two, double-hung windows. Limestone quoins decorate the corners of the building. At the corner of Second and Amsterdam Avenues, the building forms a V-shape, with a one-story vestibule containing the main pedestrian door. Above the door is red, yellow, and blue Detroit

Fire Department emblem. The first-floor Amsterdam Avenue facade contains six rows of double-hung windows, with the same design elements as the Second Avenue facade. Burroughs facade also contains an original wood vehicle door.

Engine Company #17 was built in 1922 to replace the fire department headquarters that was located on the corners of Cass and Amsterdam Avenues. According to a 1923 *Detroit Free Press* newspaper article, ■the new station is in the heart on one of the busiest districts in the City.• The architect, Hans Gehrke, designed fourteen Detroit fire stations between 1918 and 1931.

6134 Second Avenue, The Detroit Edison Company Substation (1904)
According to City of Detroit building permits, this building was constructed in stages with various additions to the building from 1904 to 1916. A brick passageway, once connecting the two substations (6134 and 6126), was removed in 1963.

This two-story building, constructed of steel and reinforced concrete, is faced with brick. The Second Avenue facade is six bays wide, and contains original windows. Above each window is a flat arch with decorative stone springers and keystones, and stone sills. A pedestrian entry is located on the facade, which was replaced in 1975. The building was erected over a raised basement, which contains five half-windows. A horizontal stone string course runs at the top of the base course and runs the length of the facade. Two bands of limestone-one at the top, and one at the base delineate the parapet. Decorative masonry corbels are located below the parapet. Decorative brick quoins line the edges of the Second Avenue facade. A brick ventilation tower is located on the roof of the building.

The Edison Illumination Company, the second producer of electricity in Detroit, was established in1886 for the purpose of operating the Edison system of direct current lighting and power. It began in that year to deliver current through an underground network of tubes to restricted area of services, an approximate one-mile radius in the central business district. In 1890, the service was extended northward with the construction of the electric light works on West Willis, and served a larger area. The expansions of service was due to te movement of business farther north. Soon after, Detroit Edison was constructing substations throughout the city in order to provide services to businesses and families that moved out of the central city.

The Amsterdam Avenue Substation (6126 Second Avenue) is still occupied by Detroit Edison, while the Detroit Edison Company Substation (6134 Second Avenue) is currently vacant and owned by the Farbman Group.

6150 Second Avenue, Automotive Engine Parts Company (1921)
This one-story brick building is rectangular in shape wit a flat roof. The Second Avenue facade contains a pedestrian door, and the large storefront windows have been covered with wood. A concrete band runs below the cornice along the length of the facade and southern elevation, where a window has been boarded up. The northern elevation is void of any windows or decoration. The entire building has been painted white and is used for storage.

6200 Second Avenue, Caille Brothers Company (c.1900)
According to the City of Detroit=s building permit records this building was constructed in various stages from 1900 to 1930. It extends along Second Avenue between Amsterdam Avenue and the railroad tracks, CN Railroad and Conrail shared assets. The northern portion of the building, just south of the railroad tracks, was made of timber circa 1900. It is faced with red brick, and the exterior walls have been painted white. The Second Avenue facade and each bay contains three windows on the first and second floors, with half-windows below the first floor. A three-story addition was constructed in 1913, which was attached to the southern end of the original building. The addition is also faced with brick and painted white. The facade is two bays wide, and the second and third stories have two windows in each bay. The third floor has segmental arches above the windows. On the first floor, one bay contains a pedestrian entrance with a green awning above it, and two, single-paned windows. The second bay contains single-paned ribbon windows. All of the bays have corbeled work at the frieze.

The most recent addition to the building was constructed in 1929. The steel addition is faced with rust-colored brick and extends to Amsterdam Avenue. The Second Avenue facade is comprised of seven bays divided by brick pilasters with limestone caps. Each bay has three double-hung windows on the second floor, and large storefront windows on the first level, all of which have been filled in. Decorative limestone insets are located above the fourth-story windows. The same design elements continue on the Amsterdam elevation. The building was originally called the ■Caille Building• according to the city=s Sanborn Maps. Arthur Caille was a Detroit entrepreneur who, along with his brother Adolph, invented the cash conveyor for stores. He also invented the penny slot machines. According to an article in the *Detroit News*, Caille=s invention was said to have ■given rise to the number of penny arcades and similar amusement places in cities throughout the country.• The Caille Perfection Motor Company, which manufactured marine motors and small motor parts, was also housed in the Caille Building. Besides being an inventor, Arthur Caille also built and operated Detroit=s first motion picture theater, the Casino, located on Monroe Avenue. He also owned the Majestic, Norwood, Fine Arts, and Maxine theaters, all located in Detroit.

Century Floral Supply Company owned and occupied the building for over forty year. The building is vacant for the first time since its construction. The building is currently owned by the Farbman Group.

425 York Street, Olds Motor Works (1924)
This four-stories reinforced concrete commercial building is situated on the northwest corner of Cass Avenue and York Street. The Cass Avenue facade is faced with brick and limestone. The first floor, which is faced entirely with limestone, originally contained three showroom windows that have been bricked in. Above each window is a denticulate band. A pedestrian door is also included on the first floor. The original door has been replaced with a metal door. The second through fourth floors contain four bays of original steel sash windows, which are three-over-five awning windows with concrete sills. The York Street elevation contains six bays of original ribbon windows. The street level encompasses six, large openings that once contained windows and garage doors. Most of these openings have been filled in with the exception of one

pedestrian door and one garage door. The west facade is faced with brick and exposed concrete bands and four bays of original, steel sash awning windows. The southern elevation is brick and has exposed concrete bands.

This building was built as an automobile repair station for the Oldsmobile Division of General Motors, then later housed the Chief Pontiac Company, which sold new and used cars. Wayne State University owns the building, which is currently used as a warehouse.

445 York Street, Chevrolet Motor Car Service Station (1919) Louis Kamper, architect
This one-story steel-frame commercial style building is faced with light brown brick, and has a metal, saw tooth roof. The York Street facade is symmetrical and originally contained four windows and tow wood garage doors. One of the doors has been replaced with a steel sash window. The remaining original wood garage door contains a nine-light window and is painted white. The opening to the right of the door was originally a picture window, which has been filled in with brick. , and contains a glass and metal door and a steel sash window. The remainders of the original window openings have been filled in with cinder block, and contain glass block windows in the center. The building carries a metal cornice that runs the length of the building. Below the cornice is a painted metal sign that reads, ■The Typographic Co., Printers, Publishers.•

The building was built as a garage and service station for the Chevrolet Motor Car Company. In subsequent years it housed the Oldsmobile Service Station, Wolfe Bodies, Inc., and Republic Products Corporation, manufacturers of airplane engine parts. The Typographic Company moved into the building in the early 1950s and occupied it until the late 1990s. The building is currently vacant and owned by Woodward Parking.

463 York Street, Peninsular Brass Works (1915)
The Peninsular Brass Works building is a two-story commercial style brown brick building. The York Street facade contains three pilasters, one at each end of the building, and one slightly off-centered, that runs the full height of the building. The first floor contains a metal pedestrian entry, and eight steel sash, awning windows on each side of the door. The door contains two windows, with the name ■Allen Engineering Company• displayed on one window, with the address located above it. The second floor contains eleven, steel sash awning windows to the right of the center pilaster, and eight windows to the left of the same pilaster. All of the windows are original to the building.
Throughout the years, many businesses have resided at this address, including the Furnace Engineering Company, Superior Motor Products, Paul-Marsh Company (catalogue compilers), Acme Printing Incorporated, and Allen Engineering Company (tool designers). The building is currently vacant.

Criteria: The proposed historic district meets the first, second, third and fourth of the criteria contained in Section 25-2-2: (1) Sites, buildings, structures or archaeological 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; (3) Buildings or structures which embody the distinguishing the characteristics of an architectural specimen, inherently valuable as a representation of a period, style or method of construction; (4) Notable work(s) of a master designer or architect whose individual genius influenced his or her age.

Recommendation: The Historic Designation Advisory Board recommend that City Council adopt an ordinance of designation for the proposed New Amsterdam Historic District with the design treatment level of ■conservation.• A draft ordinance is attached for Council•s consideration