

***Milwaukee Junction Redevelopment Opportunity***  
***Approx. 61,000 sq. ft. Warehouse Buildings on 2.59 ac.***



***222/224/234 Piquette***  
***Detroit, Michigan 48202***



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# Property Overview

In partnership with the Detroit Building Authority, (“DBA”), the City of Detroit’s Housing and Revitalization Department (“HRD”) and Planning and Development Department (“PDD”) seek a developer to design, rehab, and/or construct a commercial development in the heart of the Milwaukee Junction neighborhood. The site consists of approximately 61,000 sq. ft. of warehouse buildings on 2.59 acres at 222/224/234 Piquette. There are two buildings on the site. The eastern building formerly housed the Autocar Service Building and is approximately 41,729 sq. ft. The western building is approximately 19,149 sq. ft.

The property is generally bounded by Piquette to the north, Harper to the south, John R to the west, and Brush to the east. The site has access to major expressways, including M-10, I-75, and I-94. The area is also served by multiple transit options, including DDOT bus service, the Q Line streetcar, and a commuter rail station at Woodward and Baltimore. This development opportunity is located in close proximity to the Ford Piquette Plant, Wayne State University, Henry Ford Health System, College for Creative Studies, Tech Town, and the Q Line.

The City of Detroit seeks proposals for a development that will build upon the inherent strengths of the site and the history of Milwaukee Junction.

## **Background**

Located within Milwaukee Junction’s Piquette Avenue Industrial Historical District (on the National Register of Historic Places), the site was central to the automotive manufacturing industry in the early 1900s (see more details in Attachment B). The eastern building on the site was the Autocar Service Building, an early auto manufacturer, and is a contributing resource to the historic district. More recently, the two buildings on the site were used as warehouses.

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# Property Overview

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Rehabilitation work at the Autocar Service Building, if done in accordance with National Park Service standards, may be eligible for Federal Historic Tax Credits. The use of any federal or state funding sources to support the project will require approval by the State Historic Preservation Office.

Formerly an area with mostly industrial uses, the area now has a mix of creative enterprise, industrial, and residential uses, including new lofts, restaurants, design firms, art galleries, and offices. Recent and upcoming investment activity in the area includes the \$20M, 101,000 sq.ft. mixed use development by Method Development, the \$16M Chroma project, and the \$7.5M Baltimore Station project. The site is ideally located within walking distance of TechTown, and centrally located between Midtown and the New Center area.

## **Desired Development Program**

The intent of this marketing effort is to retain a developer for the acquisition and development of a high-quality and contextually appropriate commercial or mixed-use project.

The site is zoned M-2, Restricted Industrial District. Respondents are encouraged to propose creative development scenarios that are financially feasible, responsive to market conditions, and consider the adaptive reuse of historic structures.

The City requests submissions that create jobs and incorporate commercial programming such as a restaurant, office, event venue, retail space, or innovation hub. Mixed use proposals that include a residential component will also be considered. The City will work with the Developer to re-zone the site if needed.

*(Continued on Next Page)*



# Property Overview

## **Guiding Development and Design Principles**

The City of Detroit is committed to advancing design excellence in all projects, which will produce equity, sustainability, resilience, and healthy living for those who live, work, and play within and around project areas. Accordingly, proposals shall exhibit walkable urban design principles; and sustainable neighborhood development strategies that may include the incorporation of multiple uses through the adaptive reuse of existing historic buildings (Autocar Service Building) and/or new construction. Proposals for new construction shall be composed of building typologies that are appropriate for the neighborhood and are designed with a variety of architectural expressions. Whether adaptively reusing an existing structure or proposing new construction, project proposals shall be rooted in and considerate of the history and context of the surrounding neighborhood.

Successful proposals for the adaptive reuse of existing structures and/or new building construction will adhere to the following guiding design principles for redevelopment of the Property:

### **Reinforce the Public Realm**

1. Buildings should define the public space of a street or park in a meaningful way.
2. Mixed-use structures should be designed in such a way as to allow observation of the street.
3. Buildings generally should have minimal front lot line setbacks. Well-designed, varying setbacks (discontinuous with the lot frontage) will break up blocks and provide relief for the pedestrian.
4. The built environment should provide interesting building typologies with varied architectural expressions, and should be designed to complement the community.

*(Continued on Next Page)*



# Property Overview

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## **Sustainable and Equitable Development**

1. If proposing residential, provide a diverse residential stock and density at a variety of price points, ownership types (i.e., rent, own), housing types (i.e., lofts, flats, apartments), and a minimum balance of 80% market rate and 20% affordable units.
2. Densities shall support opportunities for neighborhood commercial investment and jobs creation, especially for Detroit-based and minority- and women-owned businesses, thereby stimulating and supporting growth in the local economy.
3. Design for environmental sustainability - both in the natural (i.e., wet lands, natural plant species) and built environment (i.e., reuse/retrofitting of existing structures, storm water mitigation, LED lighting, renewable energies).

## **Parking**

1. Minimize land surface area dedicated to parking in order to maximize the site for development.
2. Parking shall not be designed fronting a street without sufficient screening and buffering, subject to the approval of the Planning and Development Department. Furthermore, parking shall be buffered with screening, buildings, or landscape.
3. Parking lots shall be screened from upper unit views with trees or trellises.
4. Vehicular access should be located so as to minimize, if not avoid, conflicts with the pedestrian, utilizing alleys where possible.
5. Bicycle parking should be located so as to minimize, if not avoid, conflicts with pedestrians, utilizing alleys and adequate shelter where possible.



# Bid Information

## Submission Process and Timeline

### Key Dates:

January 15, 2020: Marketing open

January 22 (11am-12pm) and January 28 (10am-11am), 2020: Tours of site

March 20, 2020: Response deadline

## Response Requirements

Please include the following in the acquisition and development proposal:

1. Letter of intent, including a narrative of the respondent's approach to the development of the site and the overall programming.

2. Possible tenants and jobs created (construction and programming).

***\*Special consideration will be given to submissions that include Detroit-based businesses and minority- and women-owned businesses.***

3. Schematic site plan that clearly shows proposed rehabilitation, demolition, and/or new construction components.

4. Preliminary project schedule, including start and completion dates and other key dates such as milestones for community engagement and securing financing and any required entitlements.

5. Development sources and uses, including specific public sources, subsidies, abatements, or incentives required, and a bid price for the property.

***\*Special consideration will be given to submissions that include letters of interest, intent, commitment, etc. from lenders and financial institutions.***

6. History and overview of the respondent's business or organization, including examples of prior project experience, particularly those similar in size and characteristics to this opportunity.

7. Chart or table outlining members of the development team and their roles and responsibilities.

*(Continued on Next Page)*



# Bid Information

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## Directions for Submissions

To be considered, all proposals must be received by **5:00 P.M. EST on March 20, 2020**. Submissions may be made electronically in an 8.5x11 (plans no larger than 11x17) PDF format via email to [parker@summitcommercialllc.com](mailto:parker@summitcommercialllc.com). Submissions should not exceed 30 pages.

Once received by HRD, submissions will not be returned. Formal communication, such as requests for clarification and/or information concerning this solicitation shall be submitted by email to [parker@summitcommercialllc.com](mailto:parker@summitcommercialllc.com).





# Property Description

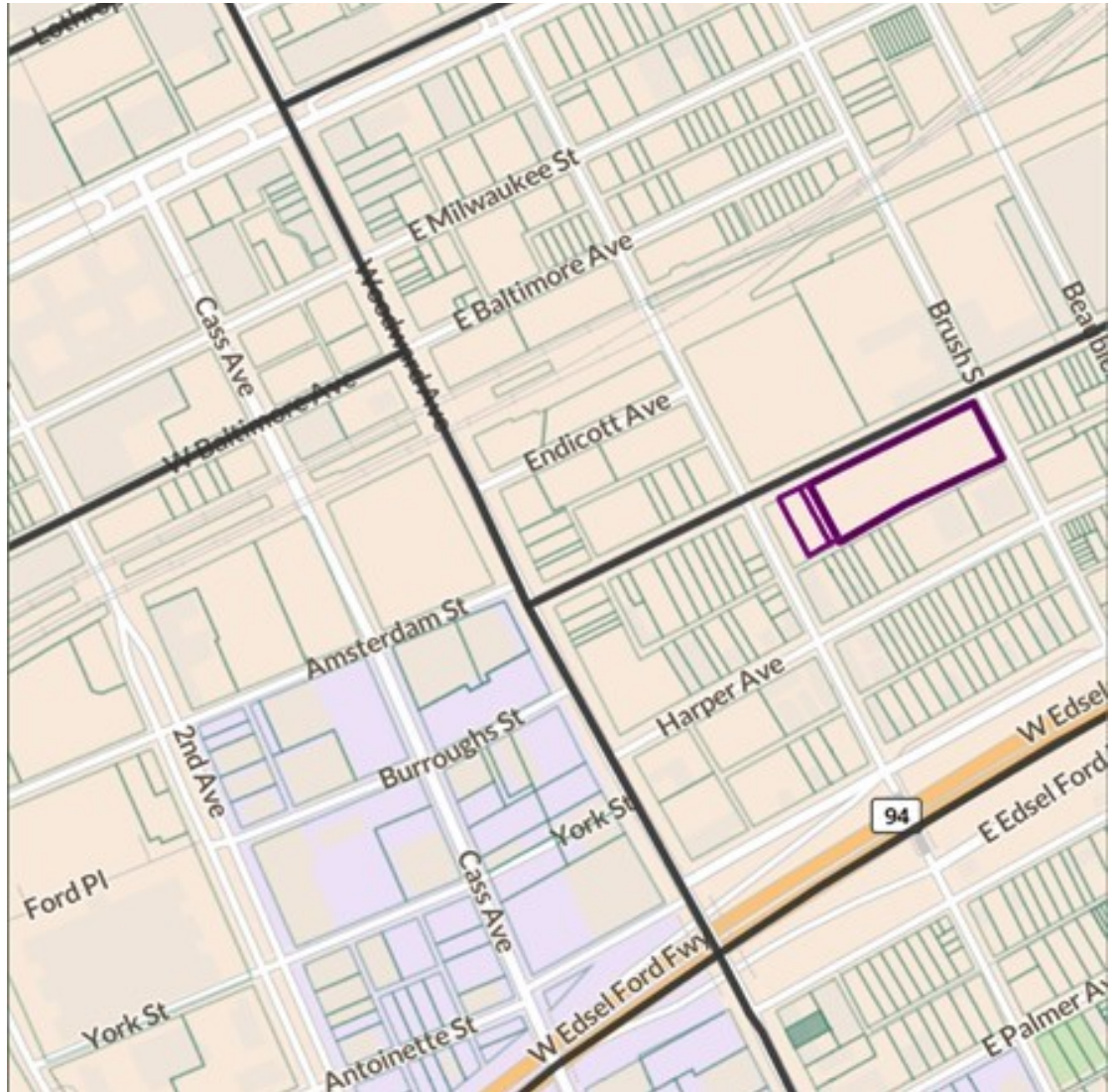
<b>Location:</b>	Piquette and Brush
<b>Address:</b>	222/224/234 Piquette
<b>County:</b>	Wayne
<b>Zoning:</b>	M2
<b>Warehouse Buildings:</b>	Approx. 61,000 sq. ft. (Approx. 41,729 sq. ft. and 19,149 sq. ft)
<b>Land:</b>	Approx. 112,820 sq. ft (2.59 acres)
<b>Asking Price:</b>	\$2.34 Million - Building 1 = \$30/sq.ft. - Building 2 = \$40/sq.ft. - Remaining Land = \$15/sq.ft.
<b>Offer Due Date:</b>	March 20, 2020

## Property Features:

- **Located on the Historic Piquette Street in Milwaukee Junction**
- **As is, Where is**
- **Close Proximity to M-10, I-75, and I-94**
- **Close Proximity to:**
  - TechTown
  - New Center
  - Midtown
  - QLine



# Parcel Map



# Aerial View



# Location Map



Source: Detroit Future City, 2019. Milwaukee Junction District Framework Study. Retrieved from: <https://detroitfuturecity.com/wp-content/uploads/2019/04/2019-05-Milwaukee-Junction-Framework-Study.pdf>



# Attachments

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- A. Zoning Guidelines**
- B. Information from National Registry of Historic Places**



# Attachment A

## DIVISION 3. - M2 RESTRICTED INDUSTRIAL DISTRICT

### Sec. 50-10-41. - Description.

The M2 Restricted Industrial District is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects. Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts. New residential construction is excluded from this district with the exception of loft conversions of existing buildings and of residential uses combined in structures with permitted commercial uses. These requirements are both to protect residences from an undesirable environment and to ensure reservation of adequate areas for industrial development.

(Code 1984, § 61-10-31; Ord. No. 11-05, § 1(61-10-31), eff. 5-28-2005)

### Sec. 50-10-42. - Site plan review.

Site plan review is required for all conditional uses and for certain by-right uses within the M2 Restricted Industrial District. See Article III, Division 5, of this chapter.

(Code 1984, § 61-10-32; Ord. No. 11-05, § 1(61-10-32), eff. 5-28-2005)

### Sec. 50-10-43. - By-right uses.

Uses permitted by right in the M2 Restricted Industrial District are delineated in Section 50-10-44 through Section 50-10-48 of this Code. See Article XII of this chapter for a complete listing of all use regulations and standards, Article III, Division 5, of this chapter to determine when site plan review is required for by-right uses, and Article XII, Division 5, of this chapter for accessory uses, including home occupations.

(Code 1984, § 61-10-33; Ord. No. 11-05, § 1(61-10-33), eff. 5-28-2005)

### Sec. 50-10-44. - By-right residential uses.

By-right residential uses within the M2 Restricted Industrial District are as follows: None.

(Code 1984, § 61-10-34; Ord. No. 11-05, § 1(61-10-34), eff. 5-28-2005)

### Sec. 50-10-45. - By-right public, civic, and institutional uses.

By-right public, civic, and institutional uses within the M2 Restricted Industrial District are as follows:

- (1) Armory.
- (2) Auditoriums, public.



# Attachment A

- (3) Electric transformer station.
- (4) Fire or police station, post office, courthouse, and similar public building.
- (5) Gas regulator station.
- (6) Governmental service agency.
- (7) Library.
- (8) Museum.
- (9) Neighborhood center, non-profit.
- (10) Outdoor entertainment facility.
- (11) Outdoor recreation facility.
- (12) Power or heating plant with fuel storage on site.
- (13) Religious institution.
- (14) Stadium or sports arena.
- (15) Substance abuse service facility.
- (16) Telephone exchange building.
- (17) Water works, reservoir, pumping station, or filtration plant.

(Code 1984, § 61-10-35; Ord. No. 11-05, § 1(61-10-35), eff. 5-28-2005)

Sec. 50-10-46. - By-right retail, service, and commercial uses.

By-right retail, service and commercial uses within the M2 Restricted Industrial District are as follows:

- (1) Animal-grooming shop.
- (2) Arcade.
- (3) Art gallery.
- (4) Assembly hall.
- (5) Automated teller machine not accessory to another use on the same zoning lot, which is stand-alone.
- (6) Bake shop, retail.
- (7) Bank.
- (8) Barber or beauty shop.
- (9) Body art facility.
- (10) Brewpub or microbrewery or small distillery or small winery, subject to Section 50-12-217(3) of this Code.
- (11) Business college or commercial trade school.
- (12) Commissary.



# Attachment A

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- (13) Customer service center.
- (14) Dry cleaning, laundry, or laundromat.
- (15) Employee recruitment center.
- (16) Financial services center.
- (17) Food stamp distribution center.
- (18) Go-cart track.
- (19) Golf course, miniature.
- (20) Kennel, commercial.
- (21) Medical or dental clinic, physical therapy clinic, or massage facility.
- (22) Mortuary or funeral home, including those containing a crematory.
- (23) Motor vehicle filling station as provided for in Section 50-12-252(2) of this Code.
- (24) Motor vehicle services, minor.
- (25) Motor vehicle washing and steam cleaning.
- (26) Motor vehicles, new or used, salesroom or sales lot.
- (27) Motor vehicles, new, storage lot accessory to a salesroom or sales lot for new motor vehicles.
- (28) Motorcycles, retail sales, rental or service.
- (29) Nail salon.
- (30) Office, business or professional.
- (31) Parking lots or parking areas for operable private passenger vehicles.
- (32) Parking structure.
- (33) Pet shop.
- (34) Pool hall.
- (35) Precious metal and gem dealer.
- (36) Printing or engraving shops.
- (37) Private club, lodge, or similar use.
- (38) Produce or food markets, wholesale.
- (39) Radio or television station.
- (40) Radio, television, or household appliance repair shop.
- (41) Rebound tumbling center.
- (42) Recording studio or photo studio or video studio, no assembly hall.
- (43) Recreation, indoor commercial and health club.
- (44) Rental hall or banquet facility.
- (45) Restaurant, carry-out or fast-food with or without drive-up or drive-through facilities.





# Attachment A

- (46) Restaurant, standard.
- (47) Retail sales and personal service in business and professional offices.
- (48) School or studio of dance, gymnastics, music, art, or cooking.
- (49) Shoe repair shop.
- (50) Stores of a generally recognized retail nature whose primary business is the sale of new merchandise, with or without drive-up or drive-through facilities.
- (51) Taxicab dispatch and/or storage facility.
- (52) Theater and concert café, excluding drive-in theaters.
- (53) Trailer coaches or boat sale or rental, open air display.
- (54) Trailers, utility—sales, rental, or service; moving truck/trailer rental lots.
- (55) Used goods dealer.
- (56) Veterinary clinic for small animals.

(Code 1984, § 61-10-36; Ord. No. 11-05, § 1(61-10-36), eff. 5-28-2005; Ord. No. 34-05, § 1(61-10-36), eff. 12-6-2005; Ord. No. 13-11, § 1(61-10-36), eff. 8-23-2011; Ord. No. 21-12, § 1(61-10-36), eff. 11-2-2012; Ord. No. 10-13, § 1(61-10-36), eff. 4-16-2013; Ord. No. 38-14, § 1(61-10-36), eff. 10-16-2014; Ord. No. 37-17, § 1(61-10-36), eff. 2-6-2018)

Sec. 50-10-47. - By-right manufacturing and industrial uses.

By-right residential uses within the M2 Restricted Industrial District are as follows:

- (1) Baling of waste paper or rags.
- (2) Blueprinting shop.
- (3) Boiler repairing.
- (4) Cold storage plant.
- (5) Confection manufacture.
- (6) Contractor yard, landscape or construction.
- (7) Dental products, surgical, or optical goods manufacture.
- (8) Food catering establishment.
- (9) Ice manufacture.
- (10) Jewelry manufacture.
- (11) Laundry, industrial.
- (12) Lithographing and sign shops.
- (13) Low/medium-impact manufacturing or processing.
- (14) Low-impact manufacturing or processing.



# Attachment A

- (15) Lumber yard.
- (16) Newspaper, daily, publishing or printing.
- (17) Pet crematory.
- (18) Railroad transfer or storage tracks.
- (19) Research or testing laboratory.
- (20) Storage or killing of poultry or small game for direct, retail sale on the premises or for wholesale trade.
- (21) Tank storage of bulk oil or gasoline.
- (22) Toiletries or cosmetic manufacturing.
- (23) Tool sharpening or grinding.
- (24) Tool, die, and gauge manufacturing, small items.
- (25) Trade services, general.
- (26) Trucking terminals, transfer buildings, truck garages, recreational vehicle storage lots, and open areas for the parking of semi-trailers, buses, and other operable commercial vehicles, not including limousines and taxicabs.
- (27) Vending machine commissary.
- (28) Wearing apparel manufacturing.
- (29) Wholesaling, warehousing, storage buildings, or public storage facilities.

(Code 1984, § 61-10-37; Ord. No. 11-05, § 1(61-10-37), eff. 5-28-2005; Ord. No. 10-13, § 1(61-10-37), eff. 4-16-2013; Ord. No. 37-17, § 1(61-10-37), eff. 2-6-2018)

Sec. 50-10-48. - By-right other uses.

By-right residential uses within the M2 Restricted Industrial District are as follows:

- (1) Aircraft landing areas for winged aircraft.
- (2) Antennas as provided for in Article XII, Division 3, Subdivision G, of this chapter.
- (3) Aquaculture as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (4) Aquaponics as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (5) Farmers markets as defined in Article XVI, Division 2, Subdivision G, of this chapter.
- (6) Greenhouses as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (7) Hoophouses as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (8) Hydroponics as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (9) Passenger transportation terminals.
- (10) Railroad rights-of-way, not including storage tracks, yards, or buildings.



# Attachment A

- (11) Signs as provided for in Article VI of this chapter.
- (12) Telecommunications buildings, private.

(Code 1984, § 61-10-38; Ord. No. 11-05, § 1(61-10-38), eff. 5-28-2005; Ord. No. 10-13, § 1(61-10-38), eff. 4-16-2013)

## Sec. 50-10-49. - Conditional uses.

Uses permitted conditionally in the M2 Restricted Industrial District are delineated in Section 50-10-50 through Section 50-10-54 of this Code. See Article XII of this chapter for a complete listing of all use regulations and standards, and Article XII, Division 5, of this chapter for accessory uses, including home occupations.

(Code 1984, § 61-10-39; Ord. No. 11-05, § 1(61-10-39), eff. 5-28-2005)

## Sec. 50-10-50. - Conditional residential uses.

Conditional residential uses within the M2 Restricted Industrial District are as follows:

- (1) Lofts.
- (2) Residential use combined in structures with permitted commercial uses.

(Code 1984, § 61-10-40; Ord. No. 11-05, § 1(61-10-40), eff. 5-28-2005)

## Sec. 50-10-51. - Conditional public, civic, and institutional uses.

Conditional public, civic, and institutional uses within the M2 Restricted Industrial District are as follows:  
None.

(Code 1984, § 61-10-41; Ord. No. 11-05, § 1(61-10-41), eff. 5-28-2005)

## Sec. 50-10-52. - Conditional retail, service, and commercial uses.

Conditional retail, service, and commercial uses within the M2 Restricted Industrial District are as follows:

- (1) Amusement park.
- (2) Brewpub or microbrewery or small distillery or small winery, subject to Section 50-12-217(3) of this Code.
- (3) Cabaret.
- (4) Dance hall, public.
- (5) Establishment for the sale of beer or alcoholic liquor for consumption on the premises.



# Attachment A

- (6) Firearms dealership.
- (7) Firearms target practice range, indoor.
- (8) Hotel.
- (9) Motel.
- (10) Motor vehicle filling station other than as provided for in Section 50-12-252(2) of this Code.
- (11) Motor vehicle services, major.
- (12) Motor vehicles, used, storage lot accessory to salesroom or sales lot for used motor vehicles.
- (13) Outdoor commercial recreation, not otherwise specified.
- (14) Pawnshop.
- (15) Plasma donation center.
- (16) Specially designated distributor's (SDD) or specially designated merchant's (SDM) establishment.

(Code 1984, § 61-10-42; Ord. No. 11-05, § 1(61-10-42), eff. 5-28-2005; Ord. No. 13-11, § 1(61-10-42), eff. 8-23-2011; Ord. No. 38-14, § 1(61-10-42), eff. 10-16-2014; Ord. No. 37-17, § 1(61-10-42), eff. 2-6-2018)

Sec. 50-10-53. - Conditional manufacturing and industrial uses.

Conditional manufacturing and industrial uses within the M2 Restricted Industrial District are as follows:

- (1) Chemical materials blending or compounding but not involving chemicals manufacturing.
- (2) Construction equipment, agricultural implements, and other heavy equipment repair or service.
- (3) Containerized freight yard.
- (4) Machine shop.
- (5) Steel warehousing.
- (6) Tires, used, sales and/or service.
- (7) Towing service storage yard.
- (8) Welding shops.

(Code 1984, § 61-10-43; Ord. No. 11-05, § 1(61-10-43), eff. 5-28-2005; Ord. No. 04-12, § 1(61-10-43), eff. 3-30-2012; Ord. No. 37-17, § 1(61-10-43), eff. 2-6-2018)

Sec. 50-10-54. - Conditional other uses.



# Attachment A

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Conditional other uses within the M2 Restricted Industrial District are as follows:

- (1) Ferry terminals.
- (2) Heliports.
- (3) Medical marihuana caregiver centers as provided for in Article III, Division 12, of this chapter.
- (4) Signs as provided for in Article VI of this chapter.
- (5) Urban farms as provided for in Article XII, Division 3, Subdivision H, of this chapter.
- (6) Urban gardens as provided for in Article XII, Division 3, Subdivision H, of this chapter.

(Code 1984, § 61-10-44; Ord. No. 11-05, § 1(61-10-44), eff. 5-28-2005; Ord. No. 10-13, § 1(61-10-44), eff. 4-16-2013; Ord. No. 31-15, § 1(61-10-44), eff. 3-1-2016)

Sec. 50-10-55. - Intensity and dimensional standards.

Development in the M2 Restricted Industrial District shall comply with the intensity and dimensional standards provided for in Article XIII, Division 1, Subdivisions E and F, of this chapter.

(Code 1984, § 61-10-45; Ord. No. 11-05, § 1(61-10-45), eff. 5-28-2005)

Secs. 50-10-56—50-10-70. - Reserved.



# Attachment B

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 36 Piquette Avenue Industrial Historic District  
name of property  
Wayne County, Michigan  
county and State

310 Piquette Avenue. Autocar Sales and Service (1929); Rex Sales and Service (1921); Jack Frost, Electrical Contractor (1946)

Currently two separate buildings are associated with the same property, all under the ownership of the Detroit Recreation Department. In reality, at least four structures comprise the complex. They were erected between 1921 and 1946 (Polk, 1929:403; Sanborn Map Company 1991:90). The complex comprises buildings with addresses from 234 to 320 Piquette.

The earliest and perhaps most interesting building in the eastern portion of the complex is the former Autocar Sales and Service building, located at 290 Piquette. This one-story building was constructed in 1929, and first occupied by the firm on January 1, 1930 (Polk 1929:403). Charles N. Agree, who designed a number of Art Deco style buildings in Detroit, including the National Register listed Vanity Ballroom (1929) pulled the permit for his clients, the Autocar Company (Eckert 1993:112).

Autocar was a "direct factory branch of the Autocar Co., established in 1897 in Ardmore, PA." The Autocar Company was best known for the production of large trucks, having produced a one-ton electric truck (Model XVIII) in 1909 and the one-ton XX-IRO the following year (Lenzke 2001:829). Other vehicles offered by the Autocar firm were of much heavier capacity. Among these was a one and one-half ton panel delivery truck that boasted a much more "light-duty" appearance than their other vehicles (Lenzke 2001:829). The Detroit branch dealer was clearly proud of their product and their service, asserting "a motor truck is only as good as the service behind it" (Polk 1929:403).



# Attachment B

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8

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Piquette Avenue Industrial Historic  
District

name of property

Wayne County, Michigan

county and State

Although not the logo of the Autocar firm, a distinctive emblem is located above the front entry to this portion of the building. The logo may have been associated with the dealership, and includes a compass forming an "A" with each point flanking an image of a truck.

Since the mid-1950s, the structure has been occupied by the Dearborn Beer Distributorship and has served as a garage for the Michigan Bell Telephone Company (Polk 1957:415; 1967:342).

Also forming a portion of the eastern building complex is the structure at 320 Piquette Avenue. The two main portions of the building were separated by a single family residence into the 1940s, with the first indication that the structures were joined not occurring until 1949, by which time the large rear element was added (Sanborn Map Company 1949:90). The building had then still not gained its full size, with the corner lot retaining its residential function into the mid-1950s (Polk 1957:415).

The original portion of the building at 320 Piquette appears to have been erected c. 1921 by Rex Sales and Service (Polk 1921:2422). Rex Sales and Service was established by Nathan A. Crawford, Jr., who had come to Detroit in 1917 as a salesman for the American Distributing Co., a parts firm (Detroit News 1960). By 1921 Crawford had founded the firm which stated their business alternatively as "auto tops" and "auto trailers" (Polk 1921:1617; 1925:2356). Rex Sales and Service occupied the building until 1929, when the property was being utilized as a garage by Jacoby's French Cleaner (Polk 1929:2595). The cleaner's main location was at 41-53 Piquette Avenue (no longer extant), and



# Attachment B

NPS Form 10-900-a  
(8-86)

OMB No. 1024-0018

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section 8

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Piquette Avenue Industrial Historic  
District

name of property

Wayne County, Michigan

county and State

offered complete cleaning and dyeing service. The cleaner stayed just one year, with the Carlson Brothers Co., a sheet metal firm, holding the property from 1931 to 1935 (Polk 1931:442; 1934:2149). Carlson Brothers, branch of a firm from Superior, Wisconsin, was replaced by Schmiege Sheet Metal Workers in 1936 (Polk 1936:2647). Schmiege operated from the building through the 1940s. By the mid-1950s, the building was occupied by a pair of firms, Mural Stone Inc. and Sidall Wholesale Stone Co. (Polk 1957:415). The structure once again was returned to metal fabrication in the mid-1960s, when the owner was Stainless Equipment Manufacturing Co., makers of steel equipment (Polk 1967:342).

The buildings occupying the western portion of the property have a much shorter history than the others in the complex. Constructed in 1957, the building served as the office for Jack Frost, an electrical contractor (Polk 1957:415). Another portion of the same building included offices for Donald Droll, a manufacturers agent, and the electrical firm of Triangle Conduit and Cable Company (Polk 1957:415). The western structure in the complex continued to function as an electrical supplies warehouse into the early 1990s.

**401-411 Piquette Avenue. Ford Piquette Avenue Plant (1904); Studebaker Sales and Service (1920)**

The building was constructed in two major sections. The easternmost portion, known as the Ford Piquette plant, was designed by Field, Hinchman & Smith and constructed in 1904. The original portion of the building was the first plant constructed by Ford for the production of automobiles. During the brief





# Attachment B

