

APPENDIX:

Supplemental Existing Conditions and Observations



Socio-Economic Portrait

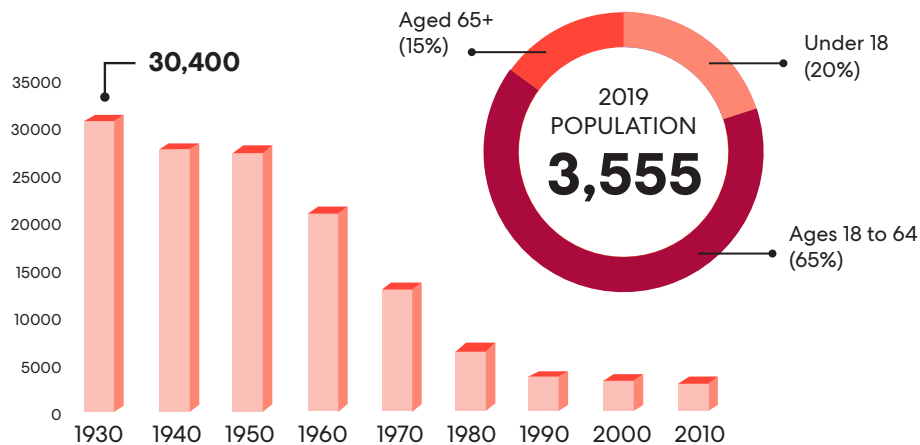
POPULATION

Census records indicate that in 2019, Greater Corktown has a total population of approximately **3,555** people. Greater Corktown experienced its population peak during the 1930s, with approximately **30,400** residents. Since then, the neighborhood has experienced significant population decline until 2010.

However, demographics vary across Greater Corktown; since 2010-2017, North Corktown has continued to experience **population decline (-5%)**, whereas Historic Corktown has seen significant **population growth (+10%)**. In comparison to the City of Detroit overall, which has been experiencing population decline (-5%), Greater Corktown has the potential to reintroduce a critical mass of people from Ford investments in the area.

Greater Corktown's population is dominated by middle-aged residents, with an **average household size of 1.9** across **1,707 households**. The neighborhood is currently not well positioned to support an aging in place population.

Population Today and Trends

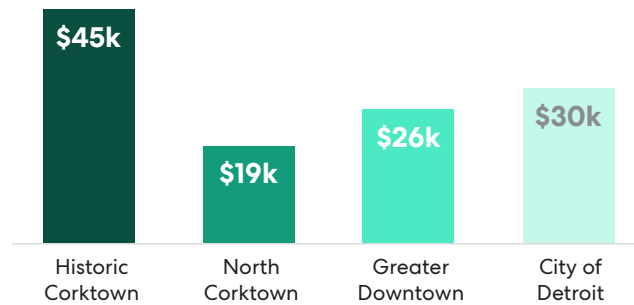


INCOME

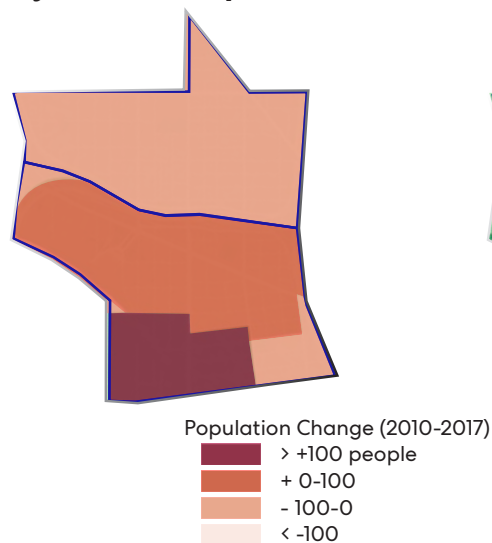
Similarly, Historic Corktown has seen significant income growth and higher median household incomes than North Corktown and the City of Detroit overall. In 2018, the median household income for Greater Corktown residents was **\$30,000**, and a median net worth of **\$12,279**.

Median Household Income

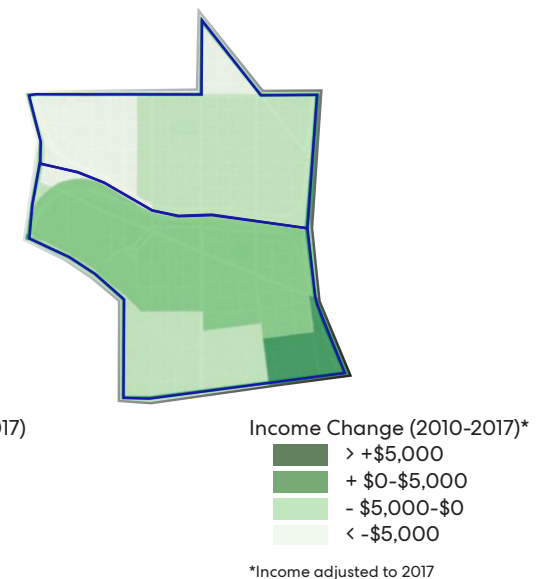
Neighborhood-Wide, 2019



Population Change by Block Group



Change in Median Household Income



EDUCATION

Historic Corktown residents share similar levels of educational achievement as Greater Downtown, while North Corktown has lower levels of education, trending toward the city average.

HOUSING

In contrast to the City of Detroit, the majority of Greater Corktown's housing stock is multi-family and renter-occupied; with Historic Corktown sharing a greater portion of single family homes and home ownership patterns than North Corktown.

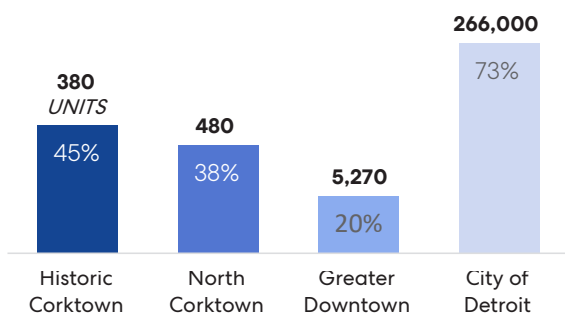
AGE

Since 2000, Greater Corktown's young adult population (25-34) has grown, while the remaining population has skewed older. While North Corktown's age composition has stayed consistent, Historic Corktown has seen over 150 new residents in the 25-34 age bracket.

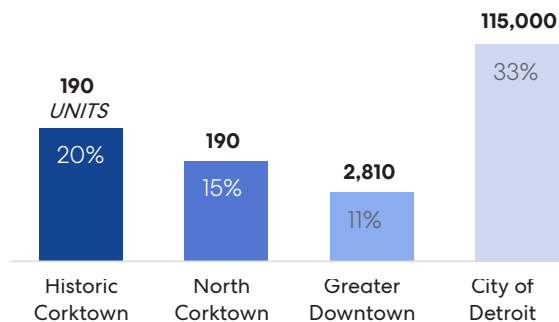
EMPLOYMENT

Greater Corktown residents work primarily in Downtown, Midtown, New Center/North End and in Greater Corktown, primarily in food services, sales, and administrative/office support. In 2019, the unemployment rate was **6.9%**, which has the potential to decrease with investments from Ford.

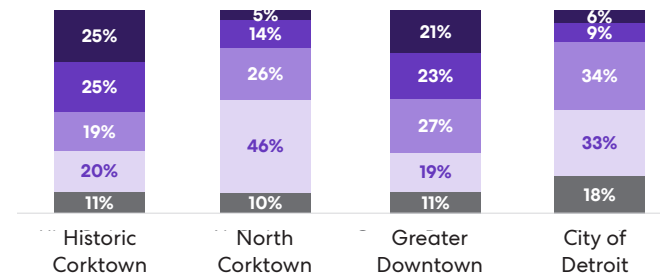
Single Family Homes as % of Total Units
2017



Percentage Units Owner-Occupied
2019

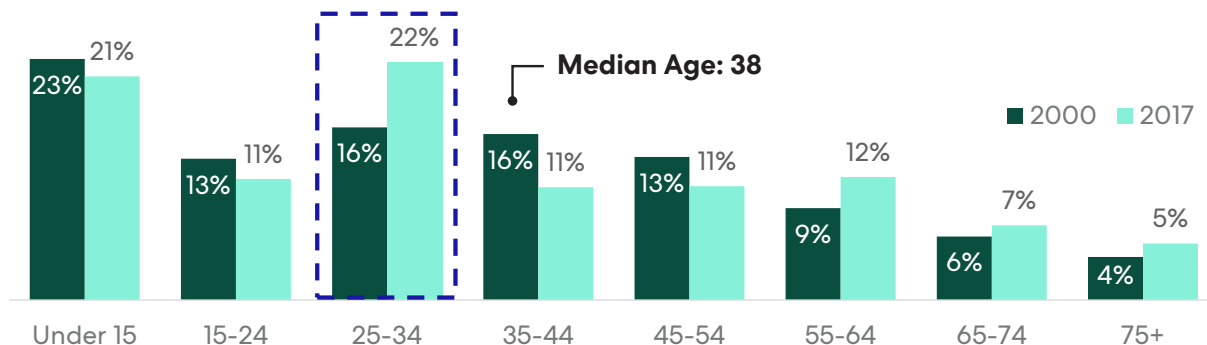


Educational Achievement of Residents
2019



Population Breakdown by Age

Greater Corktown (2000-2017)



- Graduate/Professional Degree
- Bachelor's Degree
- Some College or Associate Degree
- High School Graduate or GED
- College or Associate Degree
- No HS Diploma

Major Shifts Over Time

DRIVERS OF DEVELOPMENT

Greater Corktown development recently has increased in response to market optimism and changing housing preferences and has been supported by major private and public investments and policy initiatives. Key among these investments is the **\$350M Ford plan** which plans to rehabilitate three existing buildings, including the Michigan Central Station, Book Depository and Factory, and build two new accessory buildings. Combined, the the Ford plan will achieve a **1.2 million sq.ft. campus for 5,000 workers**; 2,500 Ford workers, and an additional 2,500 workers in related industries. The revitalization of the abandoned train station would turn the narrative of the city's decline into a beacon of resurgence.

Furthermore, City investments in the **Roosevelt Park** reconfiguration has the potential to serve as a catalyst for further neighborhood growth. Investments to adjacent parks, including Wilson Centennial Park and Joe Louis Greenway, will strengthen the desirability of the neighborhood through a connected park and open space network.

Prior to Ford's promised investment, the neighborhood also has a long history of grassroots efforts from small business owners and residents to building the neighborhood and driving development along Michigan Ave. Continued retail investments along Michigan Ave and Trumbull Ave will encourage residential development in the surrounding areas.

MARKET GROWTH

From 2010-2018, the number of residential buildings in Corktown grew more slowly than market churn would suggest, with substantially more rehabilitation projects than new construction. In 2019, the situation reversed, with many more units built than annual neighborhood demand alone required. Recently, a 111 unit, 4-storey apartment complex, a youth athletic facility and banquet hall opened on the lot where the Detroit Tigers' baseball stadium once stood. This suggests that recent and upcoming market rate deliveries are responding to and anticipate outside demand to support absorption.



Looking Toward the Future

FORD INVESTMENT

RESIDENTIAL

The Ford investment will bring an influx of 5,000 new employees, a portion of which may choose to live in Greater Corktown. New workers employed in Corktown are expected to represent tech and advanced manufacturing occupations. Some of these new workers will likely seek to live in Corktown, for the same reason that Midtown and Downtown has seen an uptick in residential demand.

Residential preferences have shifted toward walkable environments in amenity-filled neighborhoods near employment hubs.

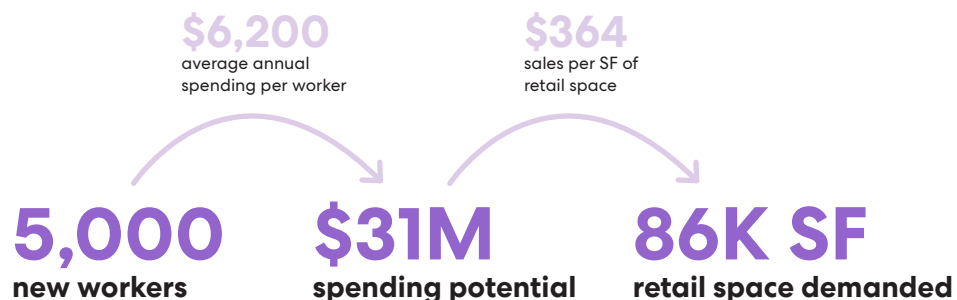
RETAIL

The walkable areas around the new Ford campus will benefit substantially from workers spending money during business hours and early evenings. Dependent on where new workers choose to live, the 5,000 new workers in Corktown will help activate retail corridors outside of business hours as well. Assuming 5,000 net new jobs for the area, that will result in approximately 86,000 square footage of additional retail demand.

COMMERCIAL

About 700,000 square feet of commercial space will be produced on the Ford-owned parcels of land, including a key node at Rosa Parks Boulevard and Michigan Avenue. With this space, the creation of a new mobility-focused campus will house 5,000 new workers in Greater Corktown. Although the surplus demand may not affect the Greater Corktown office market, one may anticipate future increased demand for auxiliary businesses that can support the new campus.

Ford's investment will have an unprecedented impact on the growth of Corktown. This investment needs to be strategically leveraged to serve the existing and future communities:



Ford announcement at Michigan Central Station (City of Detroit)

Real Estate Market Assessment

RESIDENTIAL MARKET

Greater Corktown has a variety of housing types, ranging from new multi-family construction, historic single-family homes, to large areas of vacant land. Given the low housing stock, North Corktown is currently one of Detroit's leading neighborhoods for housing stability; **less than 10%** of households moved in within the last year (2016-2017). Historic Corktown on the other hand, has experienced an influx of new residents, with **more than 10-20%** of households moving in within the last year (2016-2017).

In comparison to the City of Detroit overall, both Historic and North Corktown have notably higher median sale prices and average rents.

SINGLE-FAMILY HOUSING

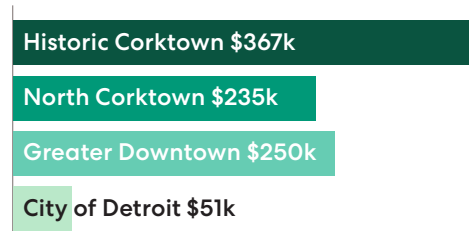
Many recent home sales have been located near Michigan Ave, with comparable prices to Greater Downtown, as well as activity in North Corktown between Rosa Parks Blvd and Trumbull Ave.

Location and housing conditions are key and significant factors in driving value for single-family housing in Greater Corktown. Housing in proximity to Michigan Ave and the commercial core trend towards a higher price point, whereas adjacency to vacant properties tend to suggest lower housing prices. Well-maintained homes are able to sell for over \$300 PSF (6x the City average), whereas homes in need of rehabilitation or demolition sell for below \$80 PSF.

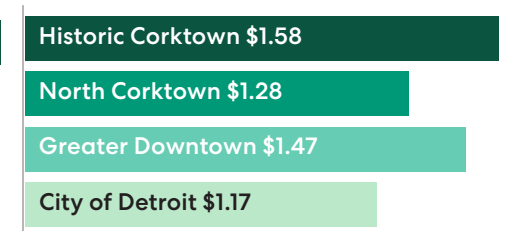
Currently, Historic Corktown has a strong market for rehabilitated single-family detached homes due to its existing historic housing stock; however, new construction is somewhat limited.

In contrast, North Corktown is experiencing less rehabilitations and more new construction through traditional financing. However, neighborhood enterprise zone designations are important element for this new construction. Furthermore, key factors for new construction in North Corktown include smaller footprints to maintain lower price points, land purchase through the DLBA, and homeowner driven construction.

Median Home Sale Prices (2017-2019)*

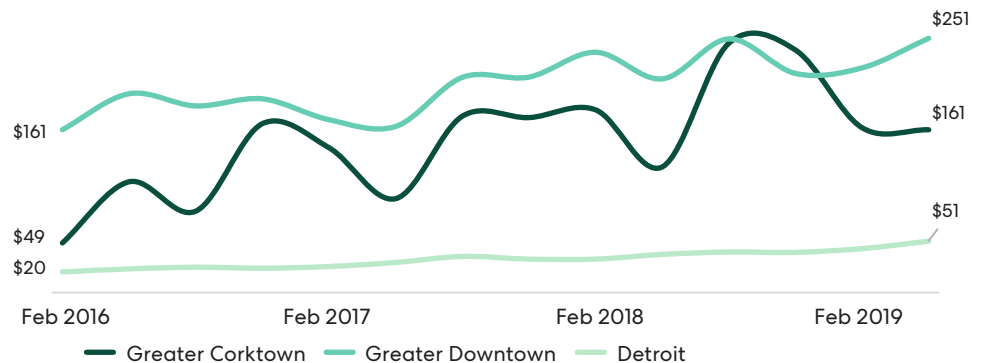


Average Multifamily Rent PSF (2019)*



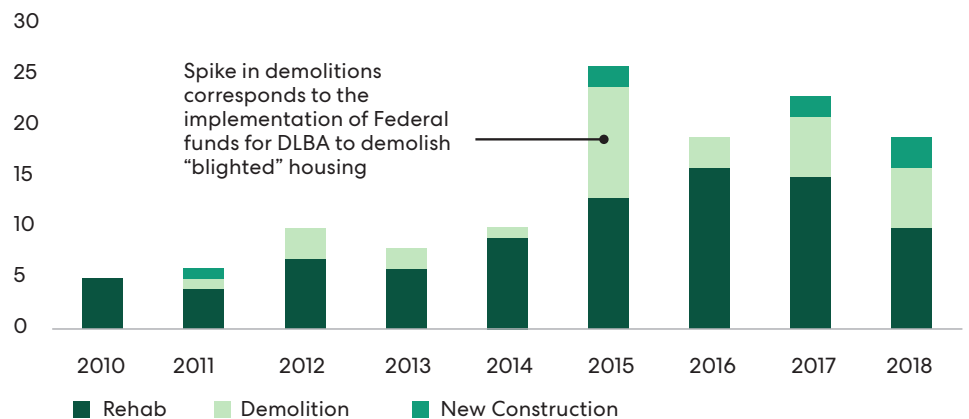
*Residential sales prices and multifamily rents represent the median and average, respectively, of recent transactions across all residential product types.

Median Single-Family Home Sales Price PSF



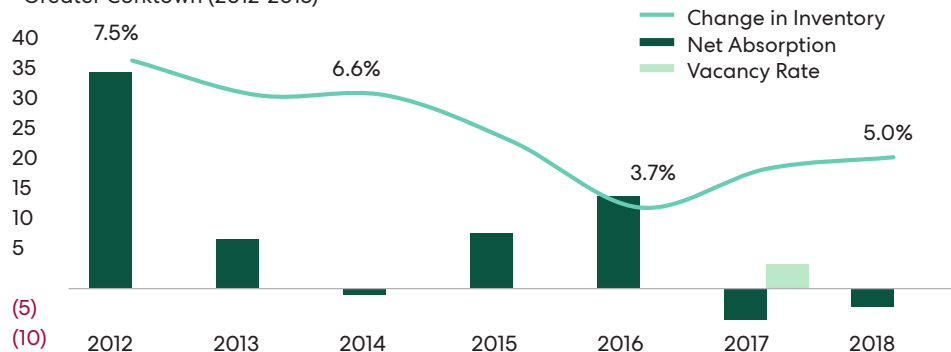
Single Family Building Permits by Year Issued

Greater Corktown (2010-2018)



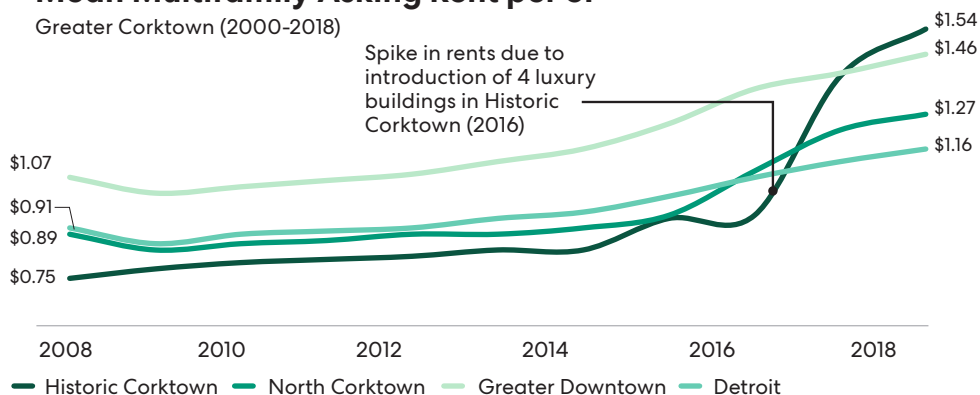
Deliveries, Absorption & Vacancy

Greater Corktown (2012-2018)



Mean Multifamily Asking Rent per SF

Greater Corktown (2000-2018)



MULTIFAMILY HOUSING

Multifamily rents in Historic Corktown have risen 103% since 2009, far outpacing the median household income growth (+21%) over the same period, which suggests increasing housing inaffordability for multifamily units. Although the multifamily market has been somewhat stagnant until recently, developments currently in the pipeline are poised to take advantage of stable vacancy rates.

Similar to single-family housing, **location and date of construction** are key factors driving market value for multifamily housing. Among market-rate properties, new construction multifamily housing commands the highest rents adjacent to Michigan Avenue; with older properties leasing for ~35%-45% less.

AFFORDABILITY

As Ford moves in and market momentum intensifies, demand for housing will increase, intensifying the need to preserve and grow affordable housing. Public subsidy, including loans, grants and land, will remain the primary source of funding for new affordable housing, as market rents are insufficient to fully cross-subsidize development in mixed-income developments.

OPPORTUNITIES

- Close and quality access to downtown jobs
- Developer willingness to construct for sale projects indicate market strength and neighborhood stability
- Large assemblages of land owned by public entities
- Future Ford employees will increase demand for a wide range of housing typologies.

MARKET CHALLENGES

- Construction costs are rising faster than rents/sales prices
- Land and historic property speculation prevent development of key parcels in the near term
- New construction requires subsidy, such as loans, grants, tax abatements, or land

POLICY CHALLENGES

- Corktown is not part of the Strategic Neighborhood Fund, limiting access to some funding streams
- Limited as of right development can lead to higher overall development costs.
- Current zoning and setback requirements affect the buildable floorplate, especially on narrow lots
- Significant delays going through the city approval process, even for single family homes on DLBA land.
- Parking requirements increase development costs

RETAIL MARKET

Michigan Avenue serves as the main retail corridor in Greater Corktown; more than half of the retail businesses are restaurants and bars, making Michigan Ave the food and beverage destination in Detroit. However, many community members have voiced a desire for more basic neighborhood amenity retailers, such as affordable groceries, in addition to more locally-owned businesses.

RETAIL RENTS

New developments in Historic Corktown command the highest rents, as they are located in well-known destinations and have high-quality, Class A spaces. Outside of new developments along Michigan and Trumbull which average **\$20-\$24 PSF**, retail rents reflect citywide averages of **\$12-\$14 PSF**.

As new and renovated retail spaces have come online, average rents in Greater Corktown grew 14% in 3 years and are nearly on-par with Greater Downtown, which hints at growth of Greater Corktown's emerging retail market.



RETAIL DEVELOPMENT

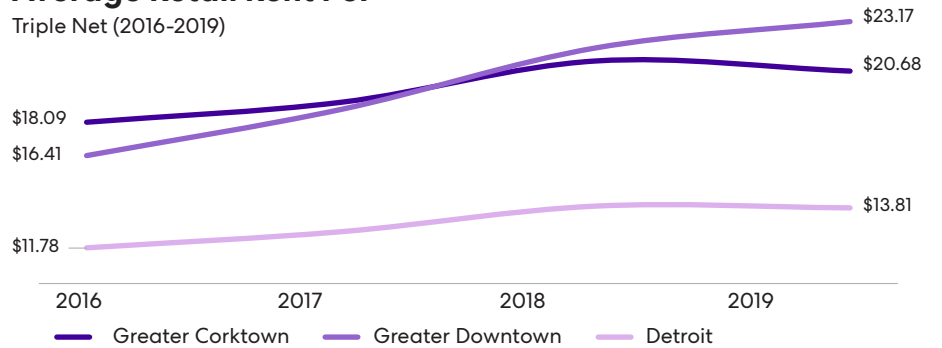
In the past, Greater Corktown has seen a net loss in retail spaces due to obsolescence. Currently, the retail market has ample Class C spaces, but few available Class A and B options. However, new mixed-use projects are introducing high-quality Class A spaces, generally along Michigan Avenue, are shifting market inventory. Two main typologies for new retail development include:

New Development - Retail space subdivided due to limited interest from big box retailers and community requests for smaller retail spaces

Historic Rehab - Smaller unique retail spaces appealing to niche and new local businesses and restaurants as a destination for the district and broader metro area

Average Retail Rent PSF

Triple Net (2016-2019)



OPPORTUNITIES

- Continued residential development will increase demand for groceries and general merchandise, potentially attracting larger grocery stores and retailers to meet residents' everyday needs.
- Michigan Avenue's strong, and growing, brand throughout the region will continue to attract visitors to the district.
- Future Ford employees will likely increase demand for fast casual and full service restaurants and bars.

MARKET CHALLENGES

- To date, there has been limited interest from national retailers and mid big box stores that can afford higher rents.
- Leasing to new retail establishments at below market rates places added risk on developer.
- Perception that parking is challenging in Corktown can discourage visitors from outside the district.
- Ford's development of retail in Corktown may absorb much of the near term retail demand in the district.

POLICY CHALLENGES

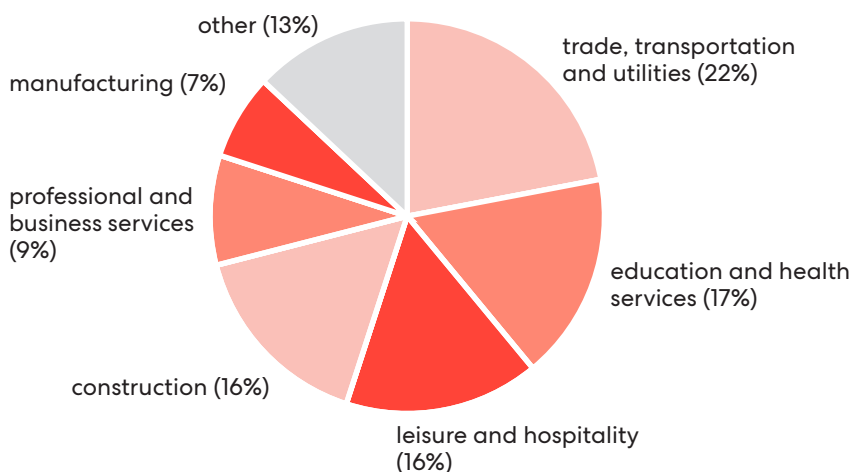
- Limited as of right development for mixed use projects increases predevelopment and construction time, which increases overall development costs.
- Parking requirements increase development costs.

COMMERCIAL MARKET

Greater Corktown has a significant amount of existing office and industrial space, although with 48% and 4% vacancy respectively, its recent strength still lies in industrial leasing. Greater Corktown is currently comprised of 4,600 jobs, with most within the retail, wholesale, and logistics sectors, making up 22% of the area's employment. In recent years, there has been a contraction in Education and Health Care jobs.

Employment by Industry

Jobs based in Greater Corktown (2018)



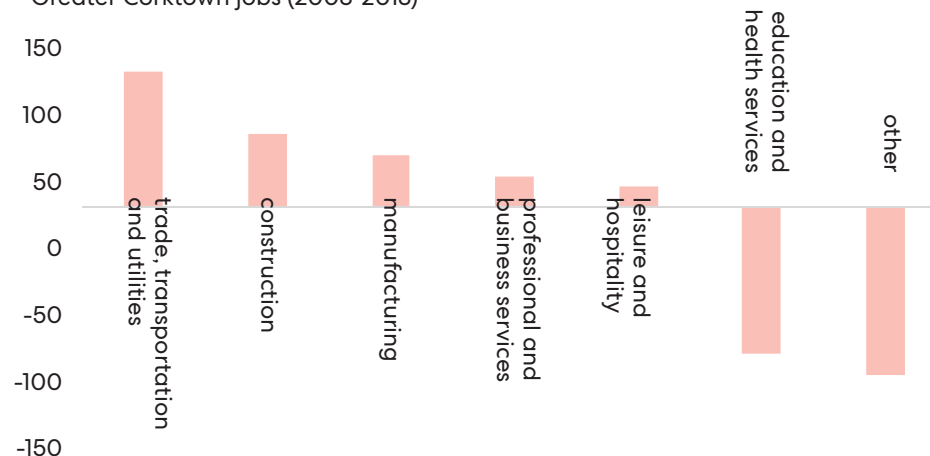
COMMERCIAL MARKET TRENDS

Notable trends are occurring in Historic Corktown, along and south of Michigan Avenue, with many office and industrial developments:

- **Michigan Central Station** – Ford – *Pre-Development*
- **1800 18th Street** – Bedrock – *Pre-Development*
- **MyLocker.com Expansion** – MyLocker – *Pre-Development*
- **The Assembly** – Bedrock – *Completed 2019*
- **The Factory** – Buhl Family and Britt Greene – *Completed 2018*
- **Office/Data Center** – Bedrock – *Completed 2015*

Change in Jobs

Greater Corktown jobs (2008-2018)



OPPORTUNITIES

- Businesses requiring skilled labor, such as MyLocker, benefit from proximity to the Southwest Detroit worker population.
- Vibrant Michigan Ave retail corridor and future public realm improvements are attractive to prospective employers as they work to attract talent.
- Quick access to Interstates 75 and 96.
- Lower rents than Greater Downtown, which may be attractive for smaller office users and industrial space.
- The presence of Ford may help bolster Greater Corktown's reputation as a desirable office and industrial destination and create opportunities for collaboration and innovation.
- Growing residential population to support a live/work environment and reduce reliance on auto based commuting.

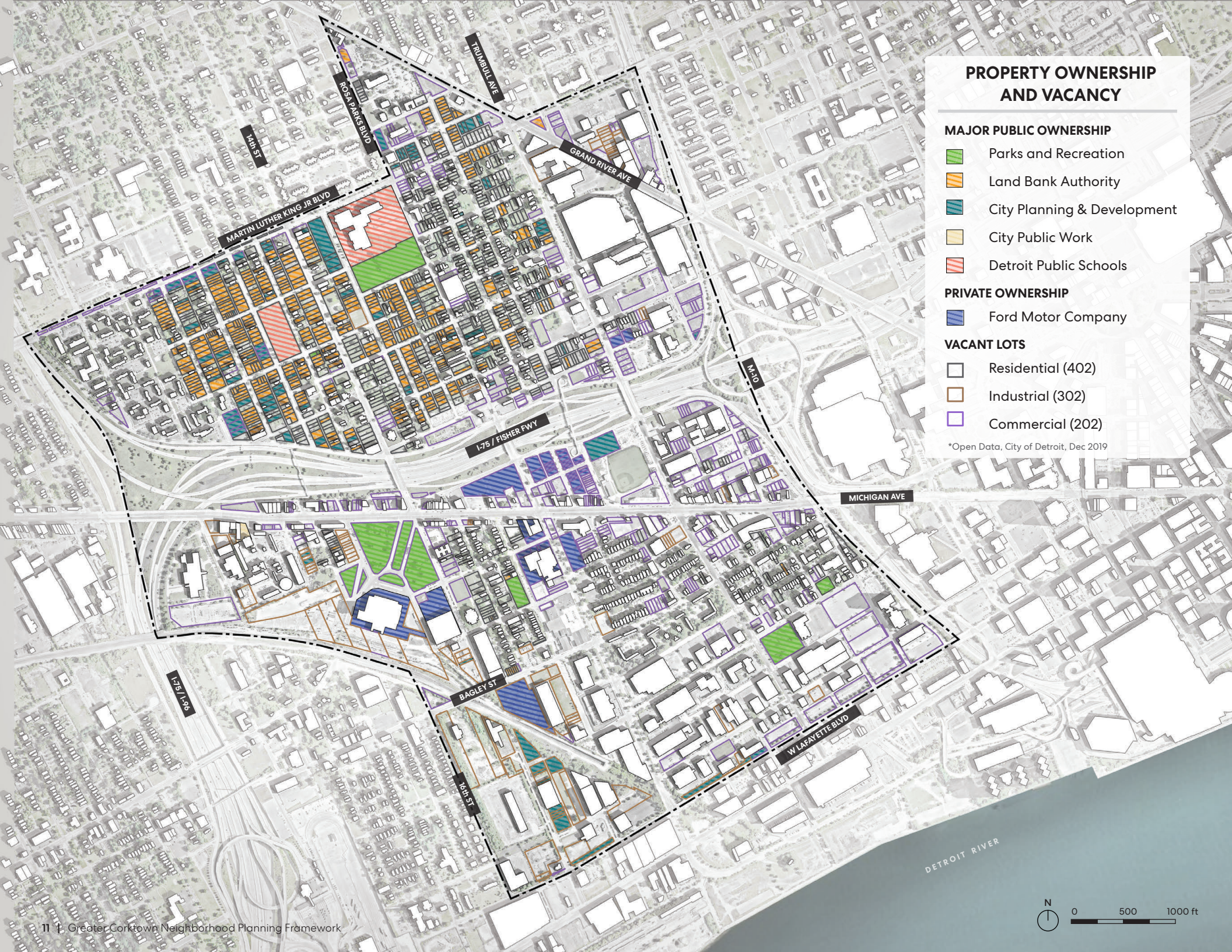
MARKET CHALLENGES

- Limited as of right development for mixed use projects increases predevelopment and construction time, which increases overall development costs.
- Parking requirements increase development costs.

PROPERTY OWNERSHIP AND VACANCY

- MAJOR PUBLIC OWNERSHIP**
-  Parks and Recreation
 -  Land Bank Authority
 -  City Planning & Development
 -  City Public Work
 -  Detroit Public Schools
- PRIVATE OWNERSHIP**
-  Ford Motor Company
- VACANT LOTS**
-  Residential (402)
 -  Industrial (302)
 -  Commercial (202)

*Open Data, City of Detroit, Dec 2019



Property Ownership and Vacancy



PUBLIC LAND OWNERSHIP

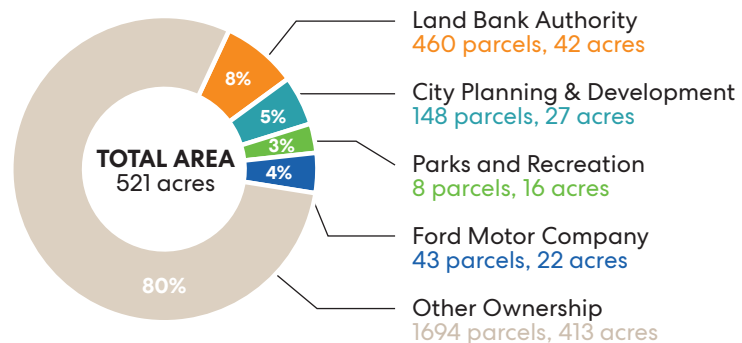
Publicly-owned and Land Bank controlled land present near- and long-term opportunities for inclusive housing development in Greater Corktown. The Detroit Land Bank Authority (DLBA) controls ~40 acres of land in North Corktown, but almost no land assets in Historic Corktown. The Planning and Development Department (PDD) and the City own a few large land assemblies in Historic Corktown and a few scattered sites in North Corktown.

A majority of the publicly owned land parcels are located primarily in North Corktown, along 14th Street. The location and cluster of publicly owned land parcels present significant opportunity for community improvements and development through a phased approach. Across Greater Corktown, 16% of the total parcel area is publicly owned and 84% is privately owned.

PRIVATE LAND OWNERSHIP

Ford Motor Company is the largest private landowner in Greater Corktown, owning over 21 acres of land, largely across Historic Corktown. A majority of Ford's owned parcels are centrally located around the Michigan Central Train station, along Michigan Avenue and the I-75 freeway. Future redevelopment of these parcels are planned to support the influx of 5,000 workers in Greater Corktown over the next 10 years.

PARCEL OWNERSHIP BY AREA



PUBLICLY OWNED

16%

PRIVATELY OWNED

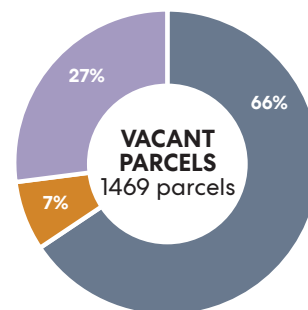
84%

VACANT LAND PARCELS

Approximately 48% of all parcel areas in Greater Corktown are identified as vacant - offering a variety of opportunities for infill development and open space network improvements. Of the total vacant area parcels, 40% are vacant residential, 40% are vacant commercial and 20% are vacant industrial lands.

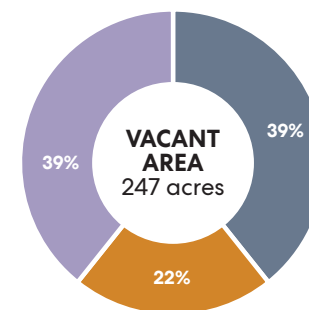
Within Greater Corktown, there are over 950 vacant residential parcels with a total area of 97 acres. 528 of those vacant residential parcels are publicly owned, which suggests that residential growth can occur without relying solely on private sector investment and interest. The existing vacant land parcels has the capacity to accommodate new residents with a mix of housing typologies in the next 10 years.

VACANT PARCELS



Residential Vacant
964 parcels, 97 acres

VACANT AREA

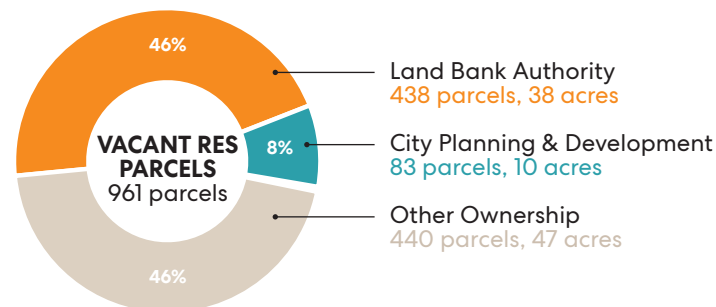


Commercial Vacant
397 parcels, 97 acres

Industrial Vacant
108 parcels, 53 acres

VACANT PARCELS
48%
OCCUPIED PARCELS
52%

VACANT RESIDENTIAL PARCELS











Land Bank Authority
438 parcels, 38 acres

City Planning & Development
83 parcels, 10 acres

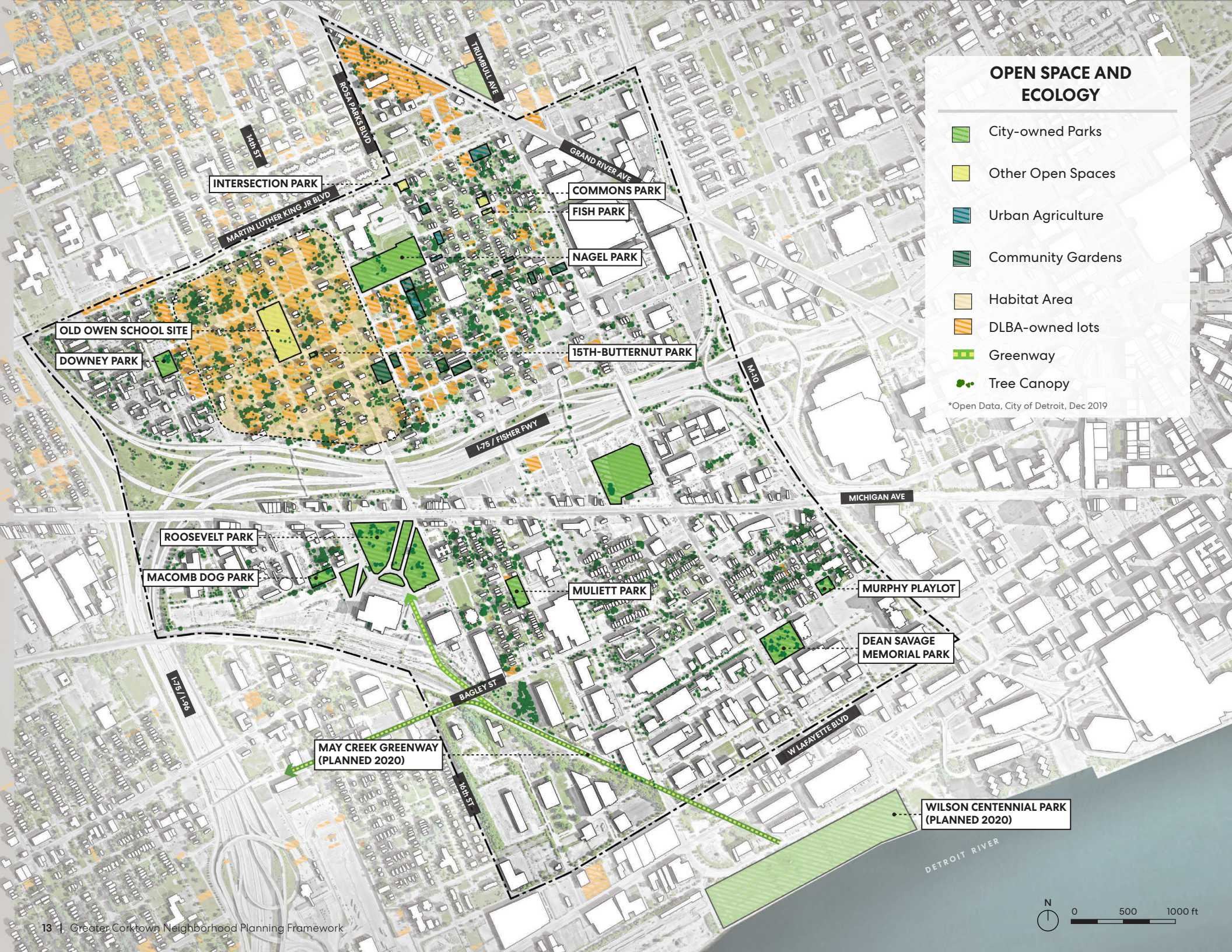
Other Ownership
440 parcels, 47 acres

VACANT RESIDENTIAL
950+
PARCELS

OPEN SPACE AND ECOLOGY

-  City-owned Parks
-  Other Open Spaces
-  Urban Agriculture
-  Community Gardens
-  Habitat Area
-  DLBA-owned lots
-  Greenway
-  Tree Canopy

*Open Data, City of Detroit, Dec 2019





Open Space and Ecology

Greater Corktown's open space network is comprised of a mix of city-owned parks and other active open spaces that are run and maintained by various neighborhood groups.

There are a variety of park scales, ranging from small parkettes (0.03 acres) to larger destination parks, such as Roosevelt Park (8 acres). Although the current park facilities offer some programmatic activities such as sports fields, dog parks and childrens' playgrounds, residents have expressed a strong desire for more programmatic activities within existing and new parks to encourage usage and sense of community.

Three large-scale open space assets are currently being planned within, and adjacent to Greater Corktown - Roosevelt Park, May Creek Greenway and West Riverfront Park. Centrally located, the redesign of Roosevelt Park will become a catalytic project for the growth of the neighborhood as well as serve incoming Ford employees. As the open space network continues to evolve, future connections to these adjacent parks will strengthen the neighborhood's desirability as a open space destination for residents.

Urban agriculture is an integral cultural component of the North Corktown neighborhood. Residents have expressed the desire to maintain the neighborhood's legacy of small-scale productive spaces and community gardens while prioritizing soil health, remediation and stormwater interventions. Furthermore, future open space improvements should be mindful of the existing pheasant and bird habitats to ensure that growth can occur harmoniously.



Community gardens and public art in North Corktown (City of Detroit)

WHAT WE HEARD

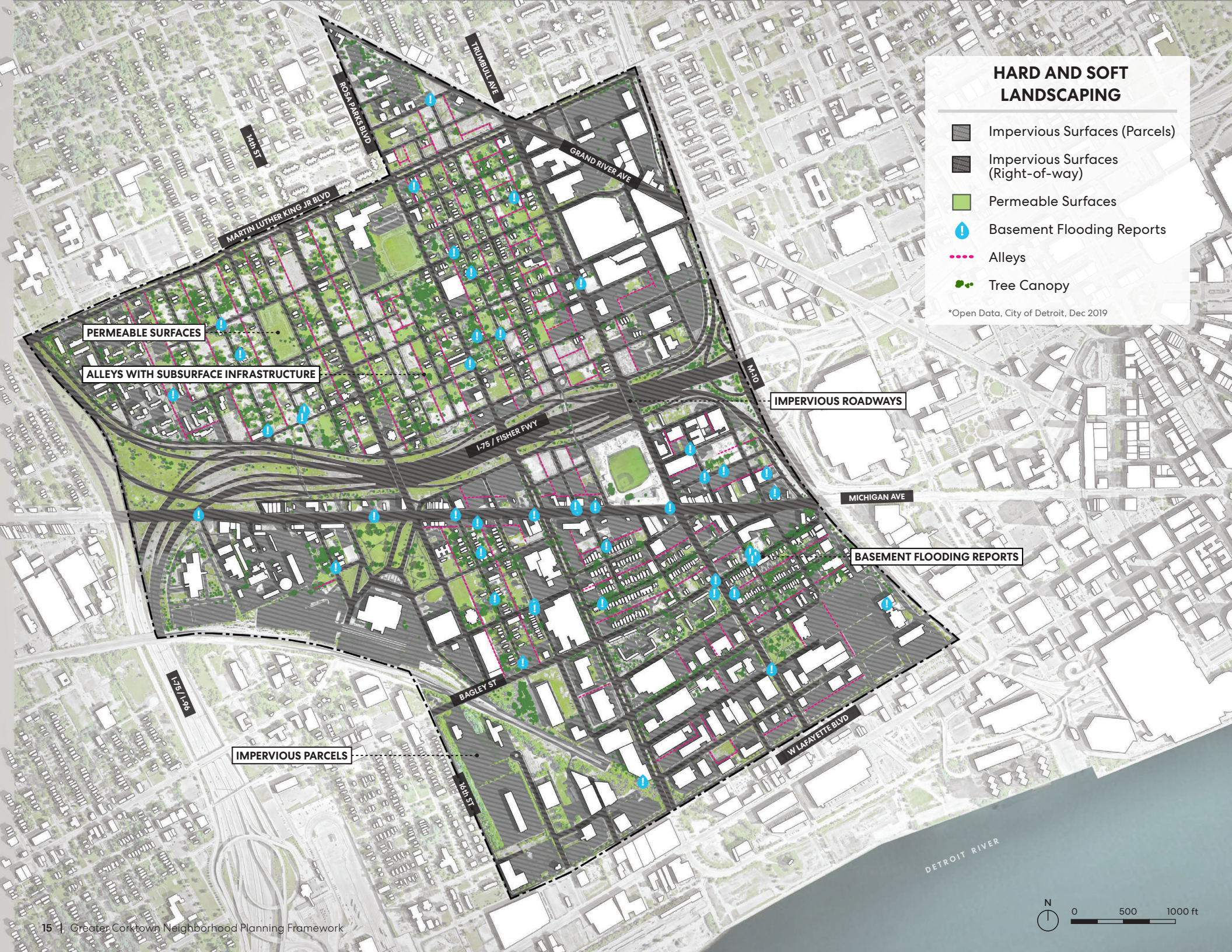
- Protect existing community managed open spaces that are publicly owned
- Create spaces for outdoor activities such as fitness, but also balanced with places to rest and reflect. Natural areas of explorations can be used both for human activities but also help enhance the local ecology.
- Introduce elements that introduce art, create active learning spaces that support kids and highlight the neighborhood's cultural history.



HARD AND SOFT LANDSCAPING

- Impervious Surfaces (Parcels)
- Impervious Surfaces (Right-of-way)
- Permeable Surfaces
- Basement Flooding Reports
- Alleys
- Tree Canopy

*Open Data, City of Detroit, Dec 2019



PERMEABLE SURFACES

ALLEYS WITH SUBSURFACE INFRASTRUCTURE

IMPERVIOUS ROADWAYS

MICHIGAN AVE

BASEMENT FLOODING REPORTS

IMPERVIOUS PARCELS





Hard and Soft Landscaping

Over half of the land coverage in Greater Corktown are impervious surfaces, including both parcels and right-of-ways. Historic Corktown is primarily characterized by impervious surfaces on public and private parcels, while North Corktown is characterized by vegetated and permeable areas. Practical, quality interventions that are connected, easily accessible, and support active leisure, urban gardening, public art, and stormwater management should be actively pursued within Greater Corktown.

STORMWATER

Alleys typically have subsurface stormwater infrastructure and could be considered key to addressing stormwater management within the neighborhood. The scattered location of basement flooding reports suggests that the neighborhood would benefit from a district wide stormwater management strategy and infrastructure.

TREE CANOPY

The existing urban tree canopy is an important asset to the health of the community, and should be measured and evaluated with realistic tree-planting goals. As the neighborhood continues to evolve and grow it is essential to prioritize planting areas, project long-term needs, and strengthen the neighborhood’s collective capacity for stewardship.



*Tree Canopy data from City of Detroit ArcGIS Online Dashboard (2019)



Stormwater management plantings (City of Detroit)











Semi-pervious road surface on Perry Street in North Corktown (Commonwealth)

WHAT WE HEARD

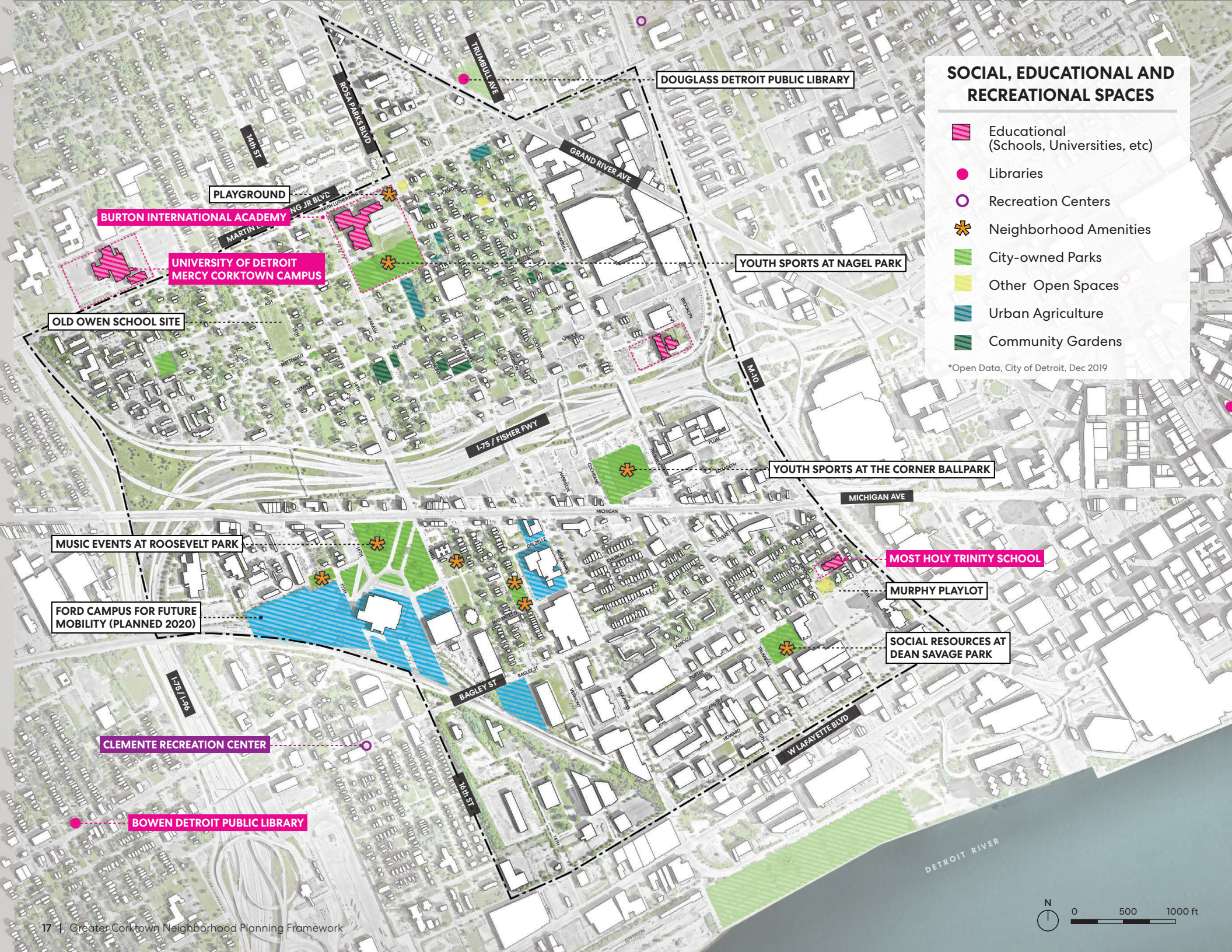
- Maintain the neighborhood’s heritage of productive landscapes, especially through smaller scale interventions like community gardens.
- Implement economical, low maintenance rainwater management strategies which offer opportunities for habitat while addressing and prioritizing soil health.



SOCIAL, EDUCATIONAL AND RECREATIONAL SPACES

-  Educational (Schools, Universities, etc)
-  Libraries
-  Recreation Centers
-  Neighborhood Amenities
-  City-owned Parks
-  Other Open Spaces
-  Urban Agriculture
-  Community Gardens

*Open Data, City of Detroit, Dec 2019



DOUGLASS DETROIT PUBLIC LIBRARY

PLAYGROUND

BURTON INTERNATIONAL ACADEMY

UNIVERSITY OF DETROIT
MERCY CORKTOWN CAMPUS

OLD OWEN SCHOOL SITE

YOUTH SPORTS AT NAGEL PARK

YOUTH SPORTS AT THE CORNER BALLPARK

MUSIC EVENTS AT ROOSEVELT PARK

FORD CAMPUS FOR FUTURE
MOBILITY (PLANNED 2020)

MOST HOLY TRINITY SCHOOL

MURPHY PLAYLOT

SOCIAL RESOURCES AT
DEAN SAVAGE PARK

CLEMENTE RECREATION CENTER

BOWEN DETROIT PUBLIC LIBRARY





Social, Education, and Recreational Spaces

COMMUNITY AMENITIES

The Greater Corktown neighborhood benefits from many existing physical structures such as schools, parks and churches that have the potential for revitalization and new use into the community. However, many of these community facilities are currently abandoned, underutilized or lack amenities tailored to residents' needs.

Following the decades of depopulation and rising unemployment rates, the neighborhood has faced difficulty in neighborhood stabilization; as a result, social and recreational spaces have not been at the forefront of government funding efforts. However, with the resurgence of a residential market and a stable population, efforts should be dedicated to reintroducing institutions that will inhabit these underutilized spaces once more.

Currently, there are a few city-owned parks and community gardens scattered throughout Greater Corktown. However, there are no libraries or built recreational facilities that serve the community. There are limited schools and educational facilities in the neighborhood; as a result, families with children often travel outside of the neighborhood to attend school. Future considerations for new or revitalized community amenities and facilities should serve the community in a meaningful capacity regardless of socio-economic background.



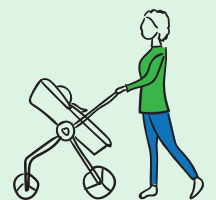
Navin Park children programming (City of Detroit)



Pink Flamingo Pop-Up Meeting and Community Gathering Space (City of Detroit)

WHAT WE HEARD




- Create a system of distributed pockets of parks and open spaces with various programming options that serves and is accessible to all members of the community.
- Integrate moments of intensity (grand entrances, key parks) to act as a bigger magnet or aggregator for the whole neighborhood, and announce or offer legibility of the whole system and showcase investment.



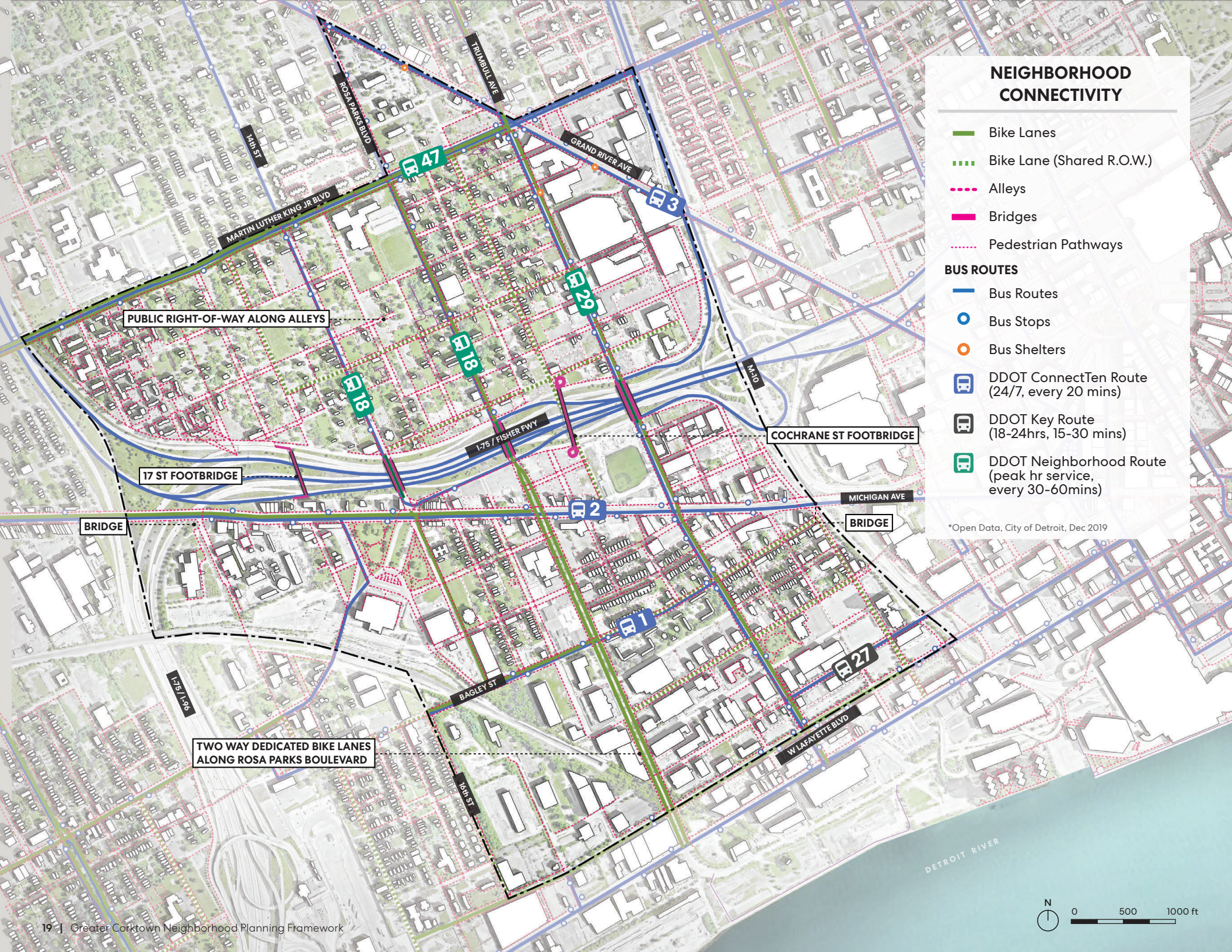
NEIGHBORHOOD CONNECTIVITY

- Bike Lanes
- - - Bike Lane (Shared R.O.W.)
- - - Alleys
- Bridges
- - - Pedestrian Pathways

BUS ROUTES

- Bus Routes
- Bus Stops
- Bus Shelters
-  DDOT ConnectTen Route (24/7, every 20 mins)
-  DDOT Key Route (18-24hrs, 15-30 mins)
-  DDOT Neighborhood Route (peak hr service, every 30-60mins)

*Open Data, City of Detroit, Dec 2019





Neighborhood Connectivity

Located just west of the City’s downtown, Greater Corktown is strategically positioned to improve network connectivity and public realm within and beyond the neighborhood. Michigan Avenue is the main connection to Downtown with buses running frequently and cycling infrastructure. Emphasis should be placed on connective paths that prioritize pedestrians and bikers, which are protected from the road but integrated into the rest of the streetscape.

BIKE LANES

The majority of existing bike routes in Greater Corktown are not protected from traffic, and share the right-of-way with vehicles. Where bike routes do exist, the network is discontinuous and does not meet best practices for safe infrastructure design. Future improvements to the cycling network include infrastructure (such as bollards, lighting, paint markings, etc) to improve safety and visibility.

BUS ROUTES

Greater Corktown is currently served by 7 DDOT bus routes that operate on major corridors; connecting east-west to downtown Detroit, and north-south between North and Historic Corktown. Michigan Avenue is the main connection to Downtown with buses running every 20 minutes on a 24/7 basis. North-south bus service is limited to only peak hour service, operating every 30-60 minutes. Connectivity throughout the neighborhood could be improved by increased service frequency and improved cycling infrastructure along north-south corridors.

NEIGHBORHOOD PRIORITIES

Key network priorities are connectivity to neighborhood amenities, the riverfront, and the Downtown. Within the neighborhood, north-south connections between North and Historic Corktown can be enhanced through vehicular and pedestrian bridges that include adequate lighting, signage and street furniture.



ConnectTen Bus (City of Detroit)






Cochrane St pedestrian bridge connection across I-75 (Perkins and Will)

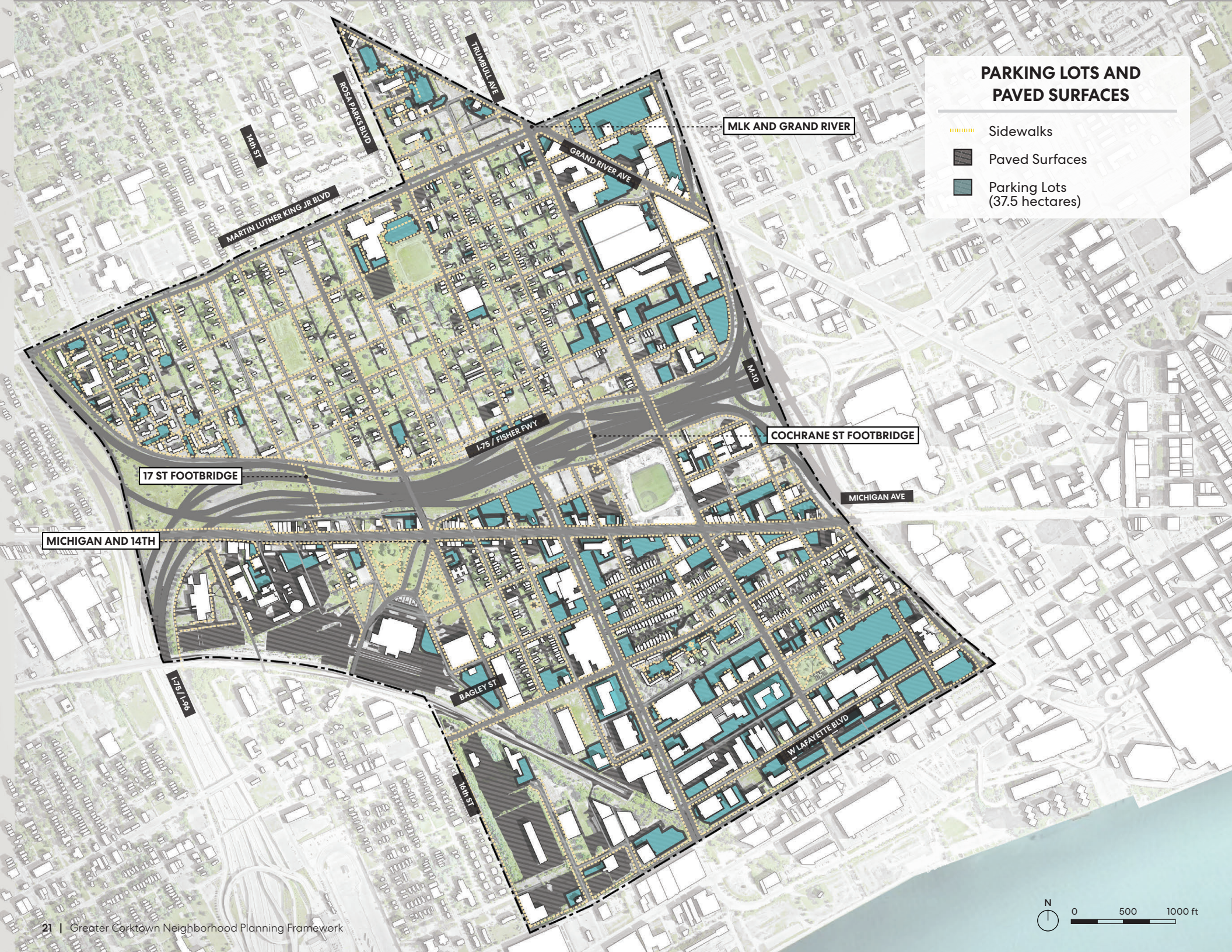
WHAT WE HEARD

- Residents expressed pedestrian experience and safety as the primary priority and concern within Corktown
- Increase pedestrian crossings and slow vehicular traffic along Michigan Ave to improve safety, especially for through-traffic



PARKING LOTS AND PAVED SURFACES

-  Sidewalks
-  Paved Surfaces
-  Parking Lots (37.5 hectares)





Walkability Patterns and Street Conditions

STREET GRID

The City of Detroit owns and maintains the majority of streets within the Greater Corktown area, and is working with MDOT to determine how its streets (Michigan Avenue, Grand River) could be modified to better integrate into the Greater Corktown framework. The local street grid is interrupted in several areas and is truncated at I-75, forcing travelers to use busier north-south arterials (Trumbull, Rosa Parks, 14th) or pedestrian bridges to connect from one neighborhood to the other. A majority of major roads within the neighborhood are in poor condition, and should be evaluated as traffic is anticipated to increase from Ford investments.

SIDEWALKS AND CROSSWALKS

The majority of streets, especially those within residential areas, have no marked crosswalks at intersecting streets or alleys. Over 80% of locations that should have marked crosswalks currently do not. Generally, sidewalks exist on most streets, but targeted investments should be made to address sidewalk gaps and improve physical conditions of existing sidewalks. Furthermore, the majority of intersections within residential areas are controlled by 2-way stop signs and yield signs; could residential intersections be made safer by creating more 4-way stop intersections. Targeted investments should be made to address sidewalk gaps and improve physical conditions of existing sidewalks.

PARKING

In addition to on-street parking, there are over 5750 total parking spots across Greater Corktown. However, over 60% of parking lots within the Greater Corktown area fenced, limiting access to residents and visitors; half of which are in poorly paved and maintained. Several parking lots are adjacent to vacant properties or are not in use, indicating an untapped supply of parking within the area. Parking lots within North Corktown account for approximately 25% of all lots within the study area, compared to over 75% in Historic Corktown.



Neighborhood street in Historic Corktown (Perkins and Will)



Road closure near Michigan Central Station (Perkins and Will)

WHAT WE HEARD

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