

What is the Greater Corktown Neighborhood Planning Framework?



The City of Detroit launched the Greater Corktown Planning Framework study in Spring 2019. The Planning Framework study is an initiative that engages residents in creating a **plan that promotes inclusive growth of Detroit's oldest established neighborhood, while preserving the community's unique character, cultural heritage and integrity.**

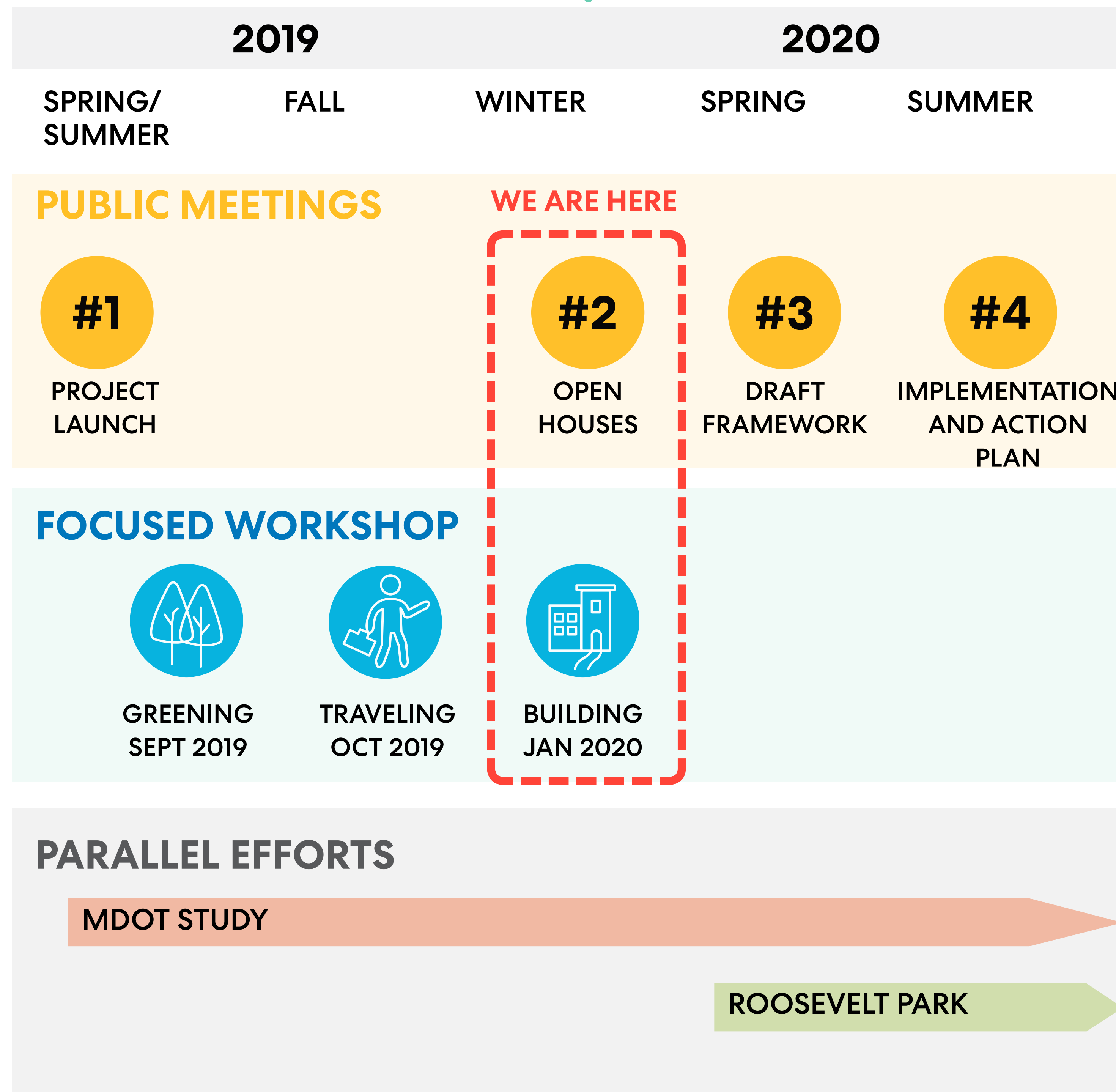
Join us for the **Building Workshop tomorrow to discuss the impact of future development within your neighborhood!**

When: Wednesday, January 29th
6:00pm - 8:00pm

Where: IBEW Hall
1358 Abbott St

Visit our website at:
www.detroitmi.gov/greatercorktown

The Schedule



Get Involved!

Contact the project team to learn more about the Planning Framework process and to receive information on upcoming events.

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Planning and Development Department
Coleman A. Young Municipal Center



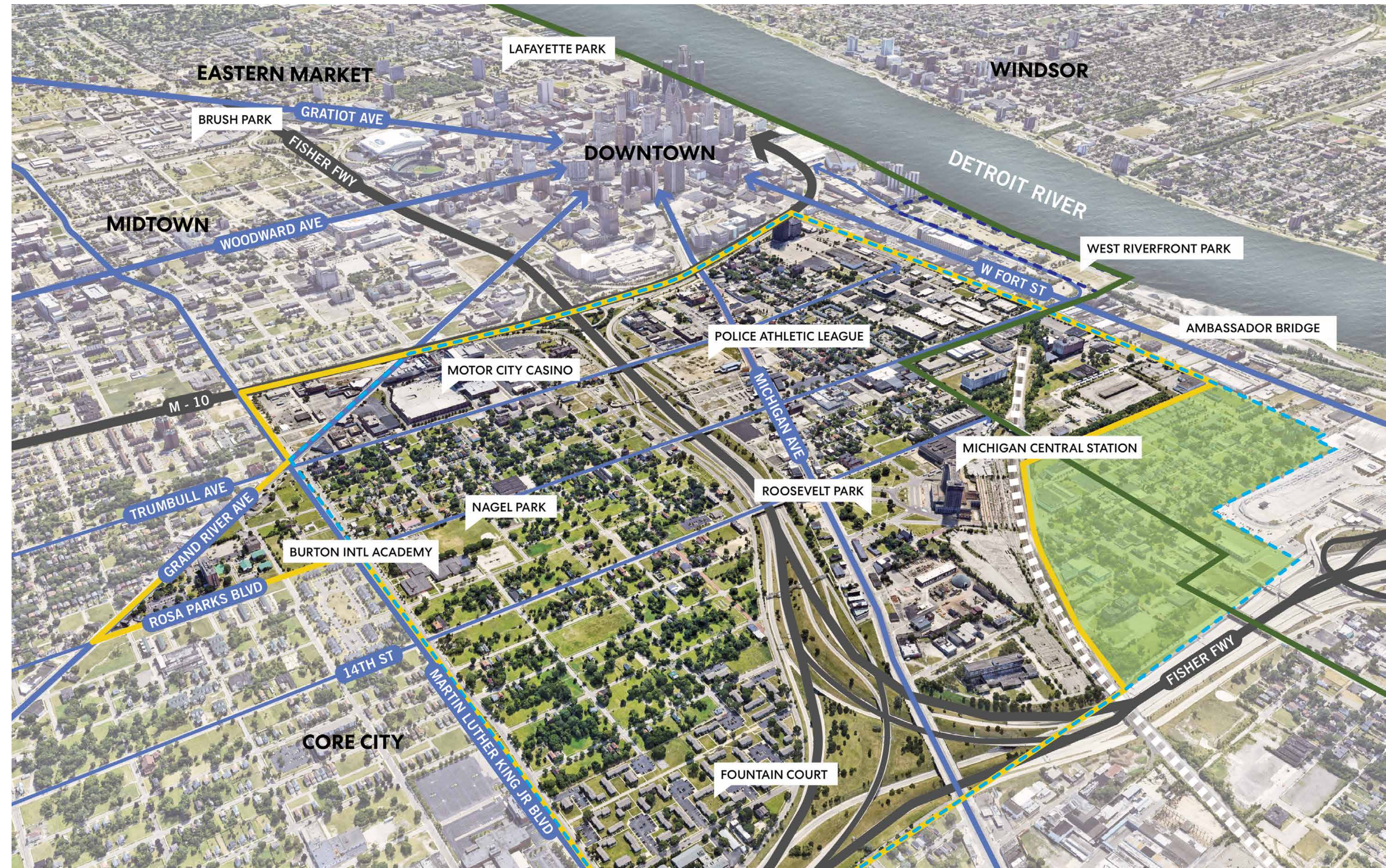
What is Greater Corktown?

Greater Corktown is the name of the planning study area. It represents several different neighborhoods, including North Corktown, Historic Corktown, Core City, and a small piece of Hubbard Richard. The planning process will identify the challenges and opportunities across these areas and develop practical strategies around:

- Urban design and landscape;
- Development and zoning;
- Streetscapes and connectivity;
- Historic preservation; and
- Housing development and rehabilitation.



Study Area



Discussion Themes

Building on topics discussed initially during the Michigan Central Station CBO process, the Planning Framework will explore key neighborhood issues across the Greater Corktown study area, including issues around:

- BUILDING**
 - Historic preservation
 - Public land
 - Housing & business activity
 - Mixed use development
 - Zoning & phasing
- GREENING**
 - Open spaces
 - Landscape
 - Urban agriculture
 - Stormwater & sustainability
- TRAVELING**
 - Connections
 - Street improvements
 - Mobility & transit
 - Driving & parking



Community Engagement

COMMUNITY POP-UPS



FOCUSED WORKSHOPS



Key Findings

Building on the existing conditions analysis completed in Phase 1, the key findings strategically set up the Phase 2 Planning Framework within the respective Building, Greening and Traveling themes.

The Study's key findings are informed feedback from community engagement during pop-up meetings, existing/ongoing community-led initiatives, focused workshops, online surveys and open house meetings starting from spring 2019.

The key findings begin to hint at an emerging planning framework that aims to serve as a foundation for ongoing economic development that recognizes the potential for inclusive growth, while preserving the neighborhood's unique integrity, character and heritage.

As the Study continues to grow and evolve, the community's voice will continue to serve as a guiding beacon towards a strategic and inclusive planning framework.

GREENING



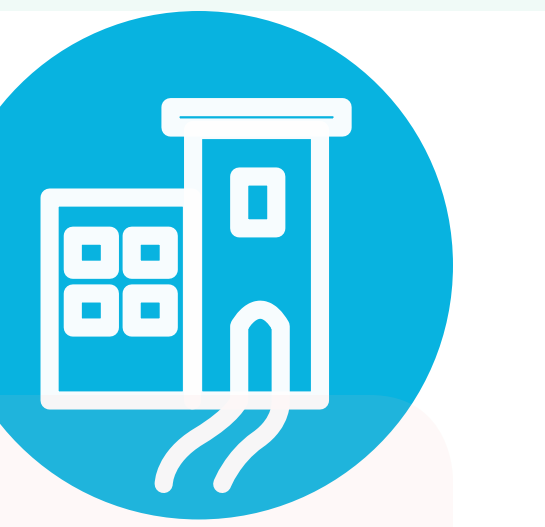
- Prioritize basic improvements to sidewalks and lighting.
- Build on existing network of community gardens.
- Utilize publicly-owned land to complete open space network.
- Connect parks and open spaces to major amenities like West Riverfront Park, Roosevelt Park and Joe Louis Greenway.
- Program open spaces for recreation, urban gardening, public art and stormwater management so that parks are 'worth visiting'.

TRAVELING



- Corktown's existing street grid provides a great foundation for a walkable neighborhood.
- Connections to the river and across Interstate 75 need to be improved.
- Basic improvements to pedestrian safety at intersections and crosswalks should be prioritized.
- Rosa Parks and 14th Street operate as a pair, and converting them to two-way streets could improve safety for pedestrians and cycling.
- A comprehensive parking strategy should help manage offsite parking along with new development.

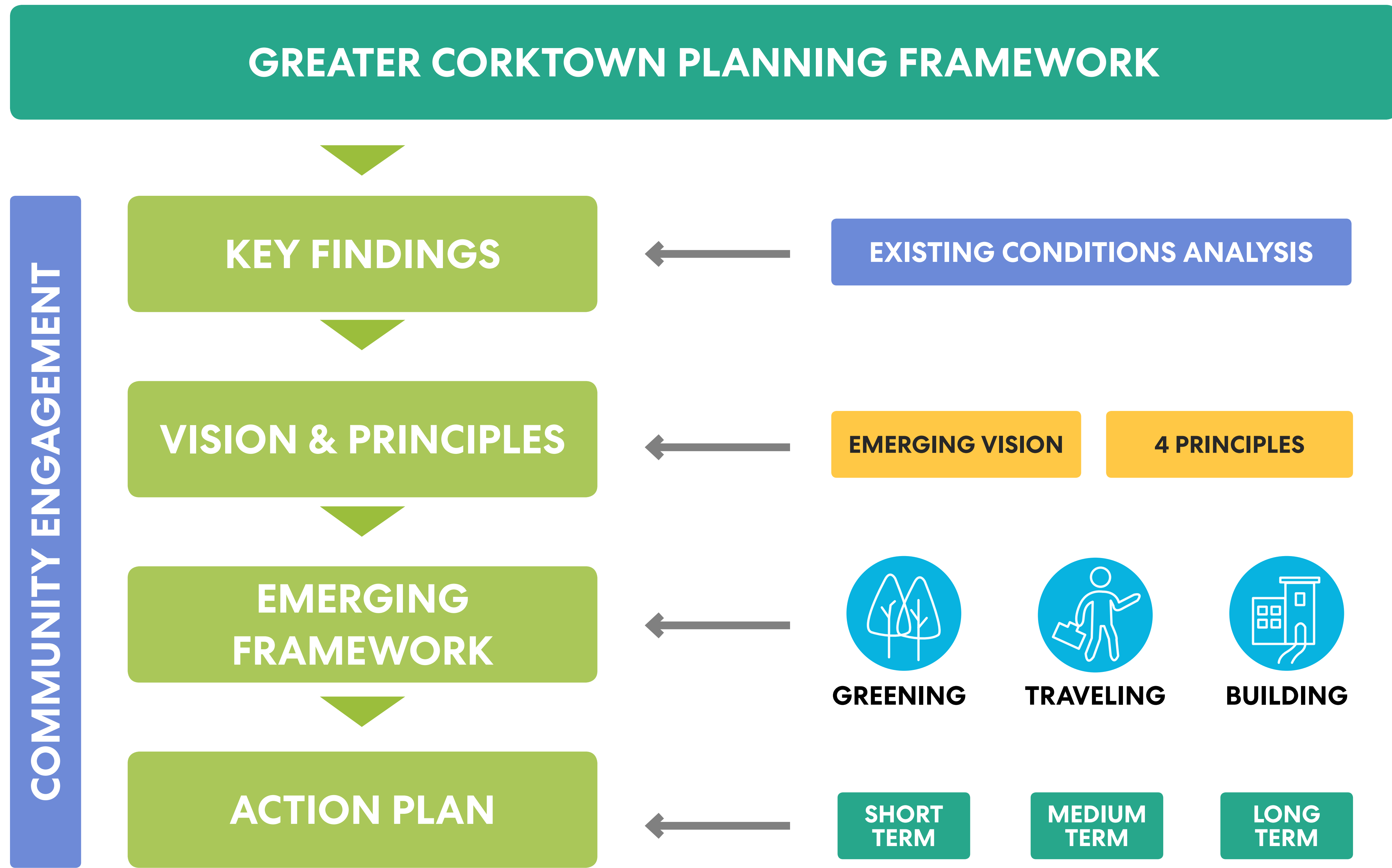
BUILDING



- Publicly-owned land is an opportunity for affordable housing.
- Michigan and Trumbull Avenues are established retail strips that attract residents people form the community and across Detroit.
- Many residents seek neighborhood-serving retailers (groceries and pharmacies).
- Ford's investment will likely saturate short-term demand for office space, but may spur additional, long-term investments.
- Redevelopment should be prioritized near existing residential nodes and deliver a mix of housing types.
- The market strength of Historic Corktown could be leveraged for a broader inclusive growth strategy for Greater Corktown.



Framework Organization



Neighborhood Precedent Imagery



4 Principles



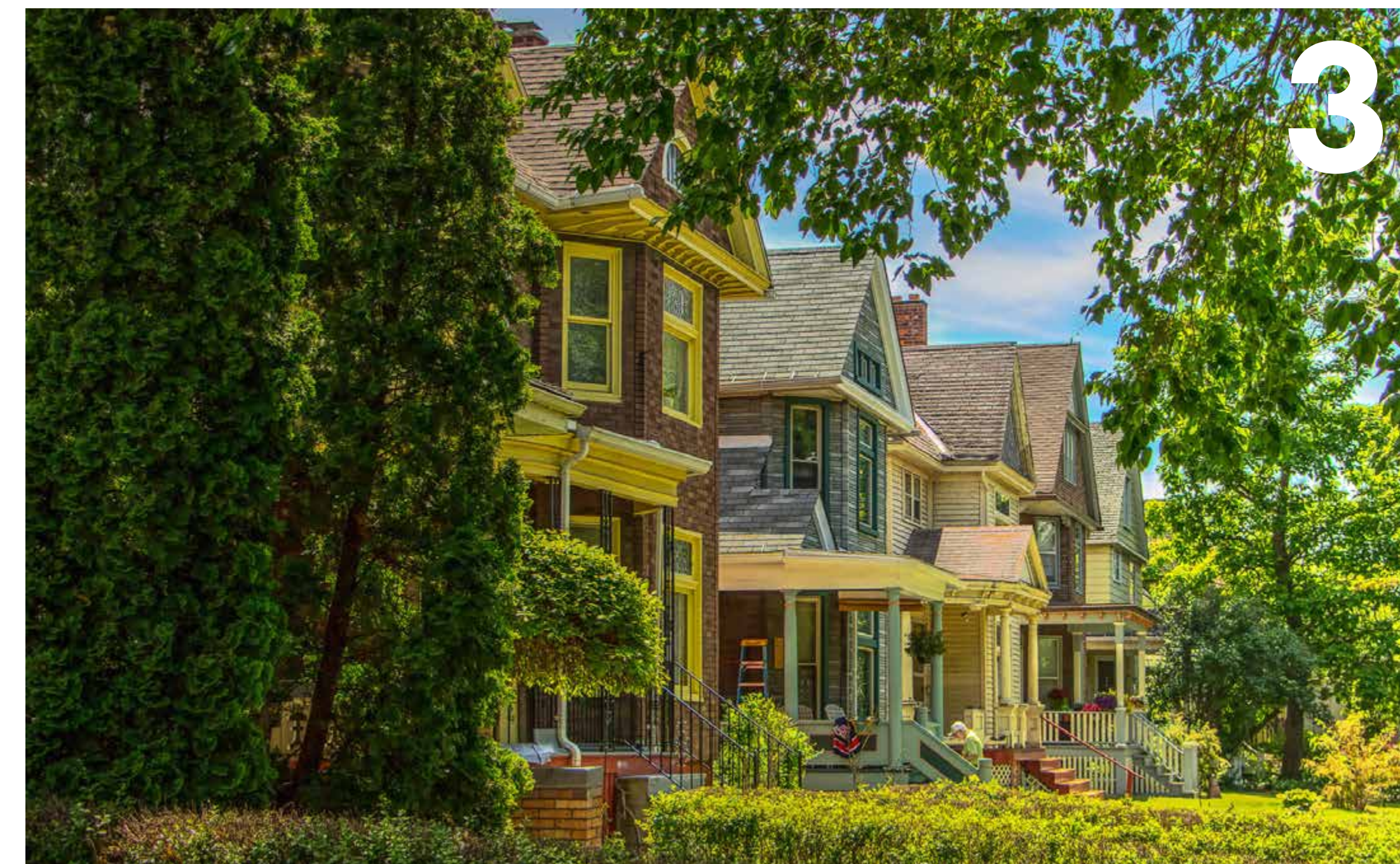
Corktown for Everyone

Affordable Housing, No Displacement of Existing Residents, Inclusive Community, Opportunities for All Income and Age Groups



History and Heritage

Respect and Honor the rich history of the Corktown neighborhood, Preserve heritage buildings, Build off of the existing legacy



Sustainable and Resilient

Green infrastructure, Stormwater management, Community gardens and urban agriculture, Urban green canopy and street trees



Safe Streets

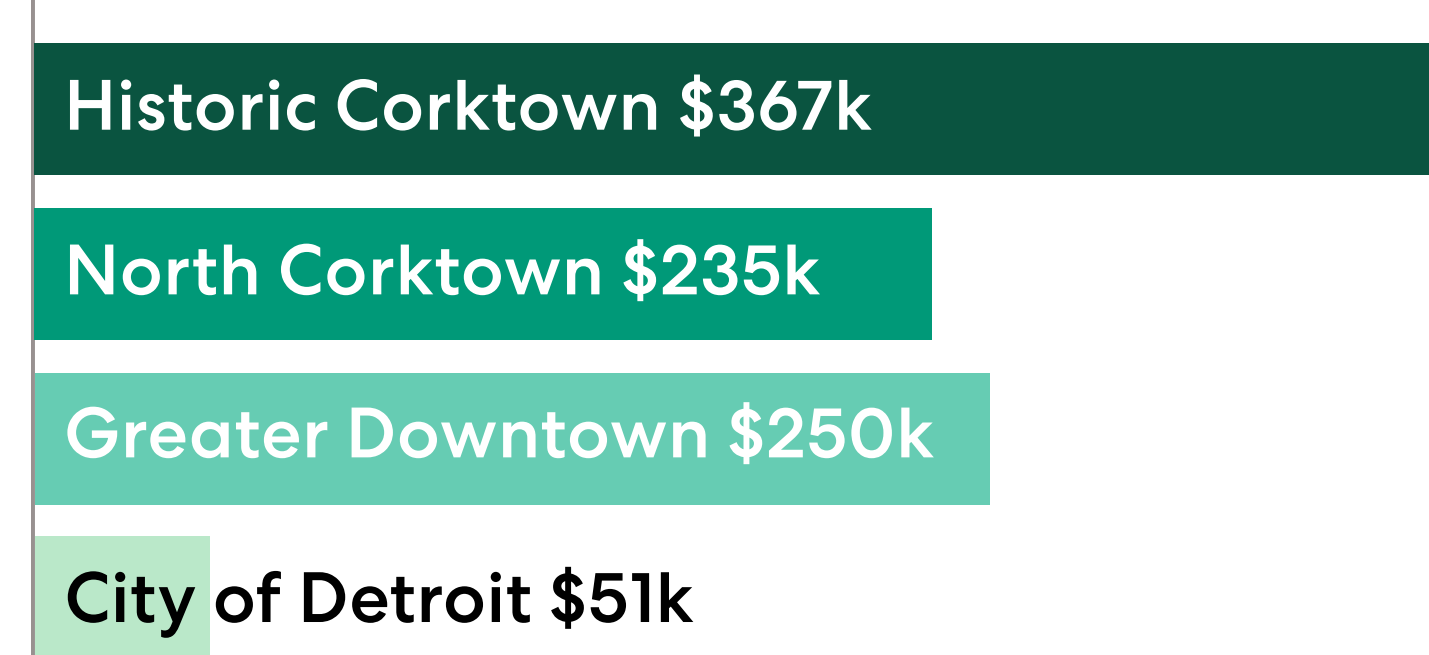
Active transportation, Safety for Pedestrians at major intersections and streets, Separated bike lanes, Accessible for all abilities



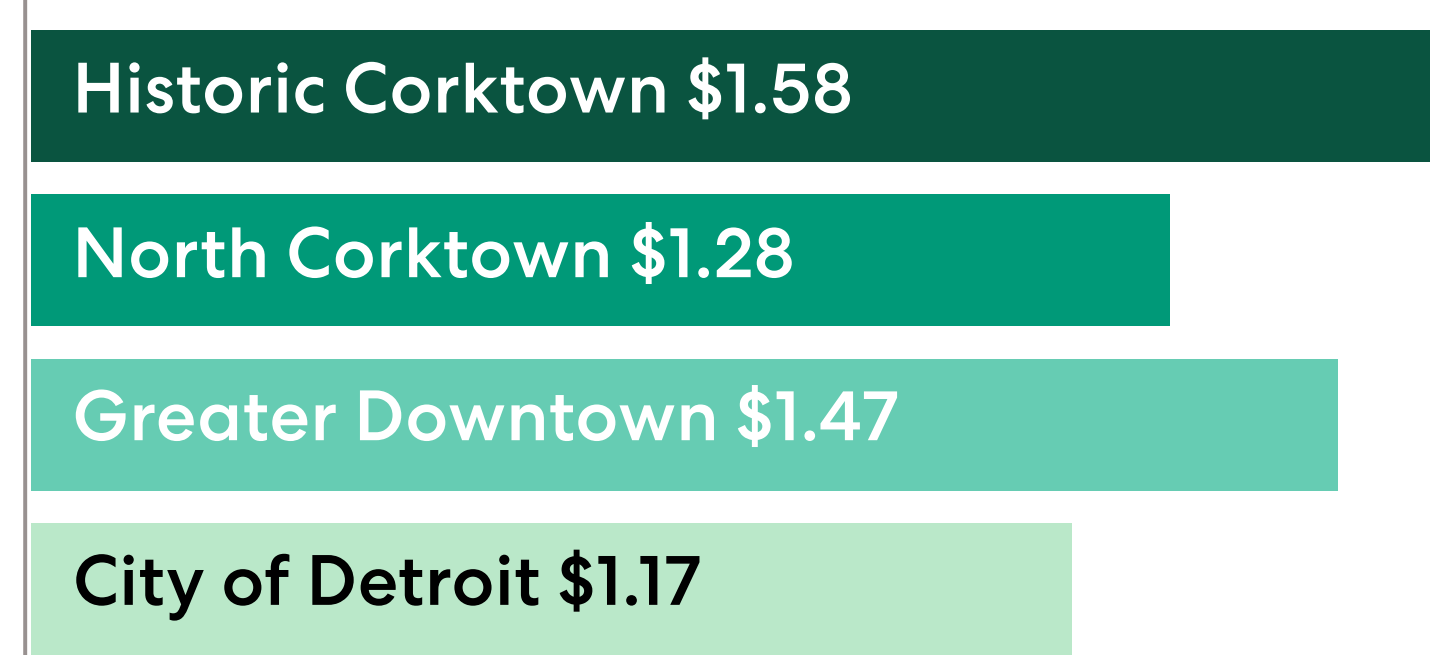
Residential Market

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

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.

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).

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
- 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)
- Homes in need of rehabilitation or demolition sell for below \$80 PSF



Historic Corktown

- Strong market for rehabilitated single-family detached homes (due to its existing historic housing stock).
- New construction is concentrated along Michigan Avenue, and somewhat limited in the interior neighborhood.



North Corktown

- Experiencing less rehabilitations and more new construction through traditional financing.
- 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.

Multifamily Housing

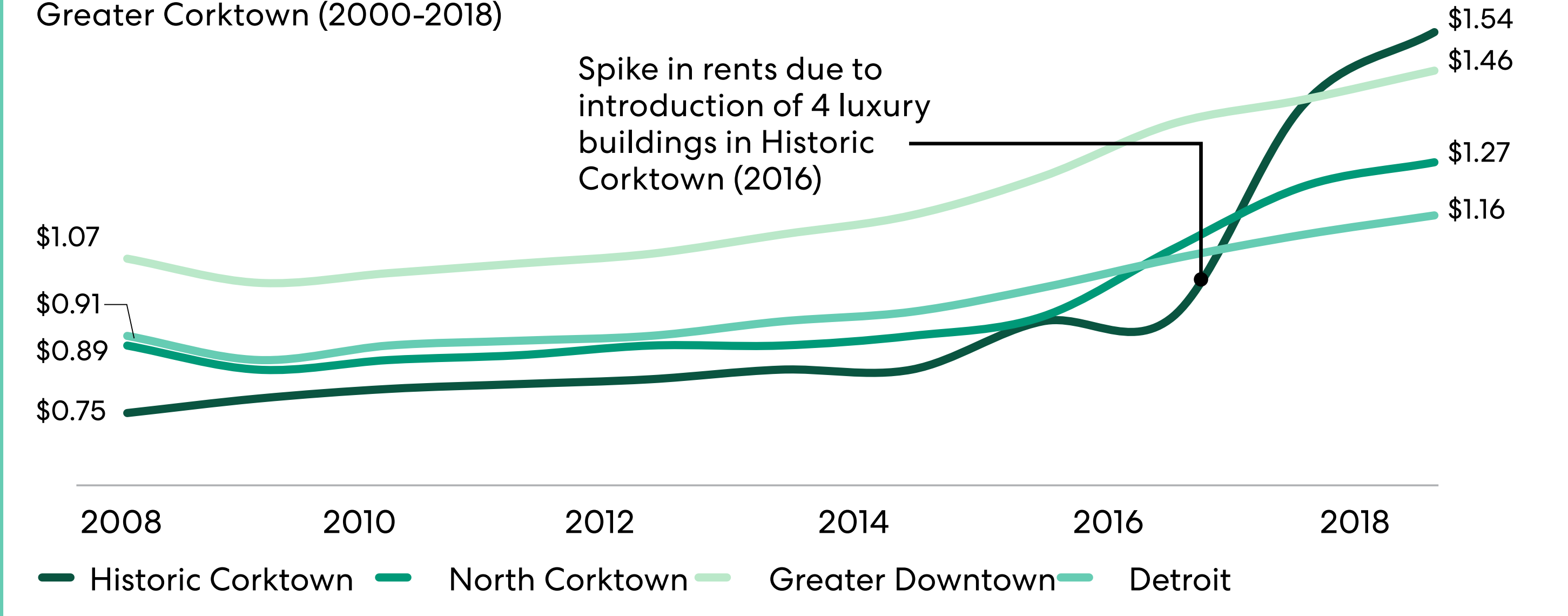
Similar to single-family housing, location and date of construction are key factors driving market value for multifamily housing.

- Among market-rate properties, new construction multifamily housing commands the highest rents adjacent to Michigan Avenue; with older properties leasing for ~35%-45% less.

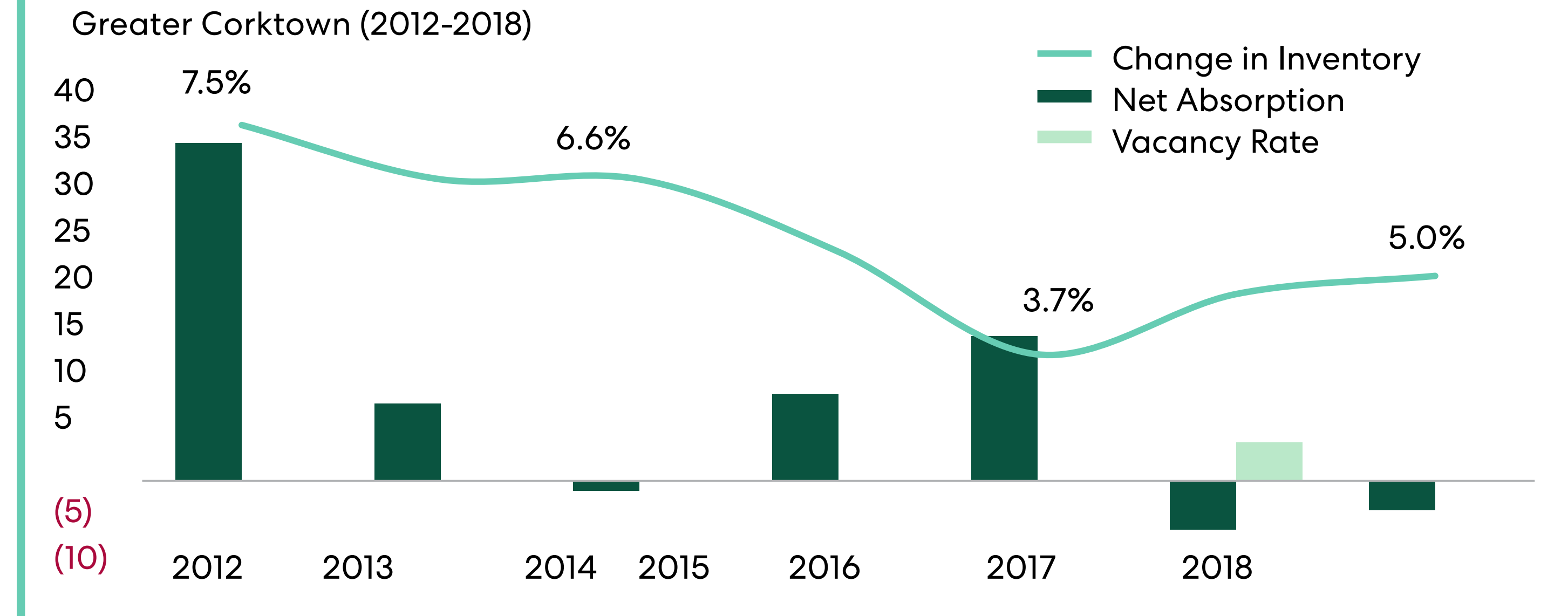
Affordability

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.

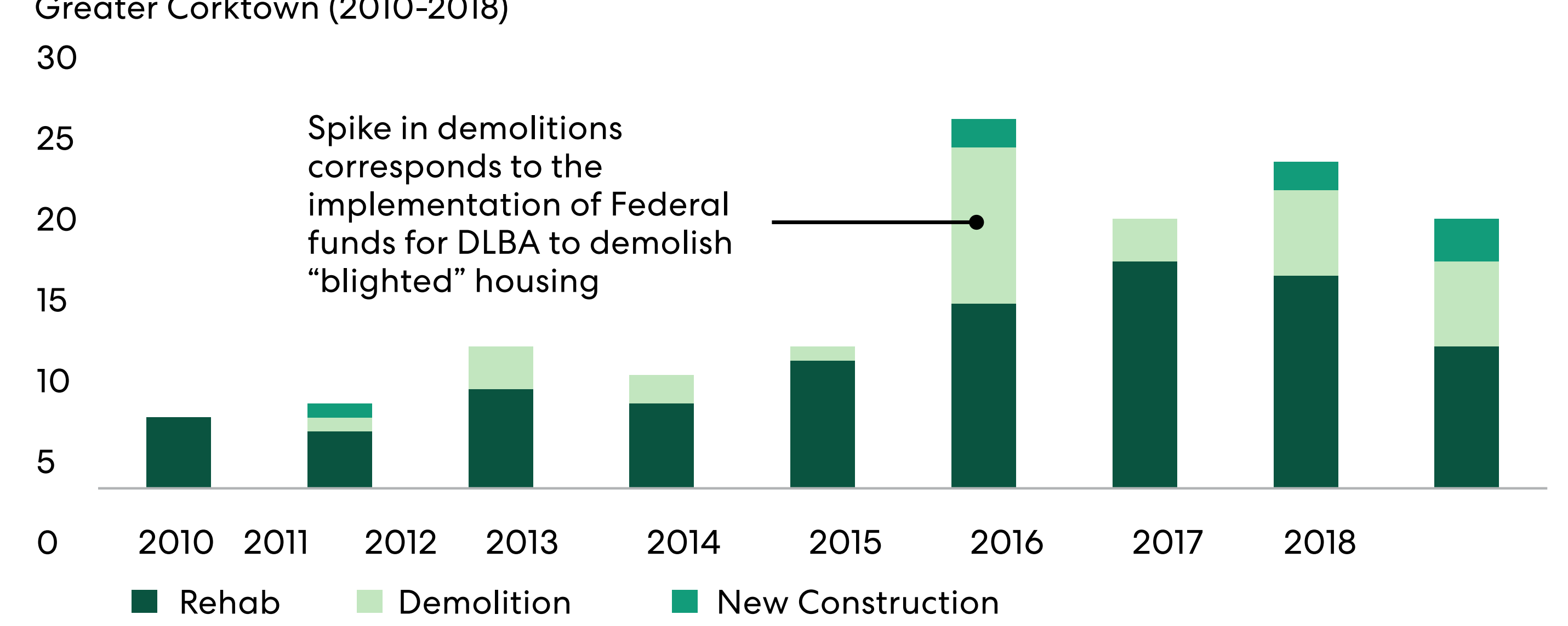
Mean Multifamily Asking Rent per SF



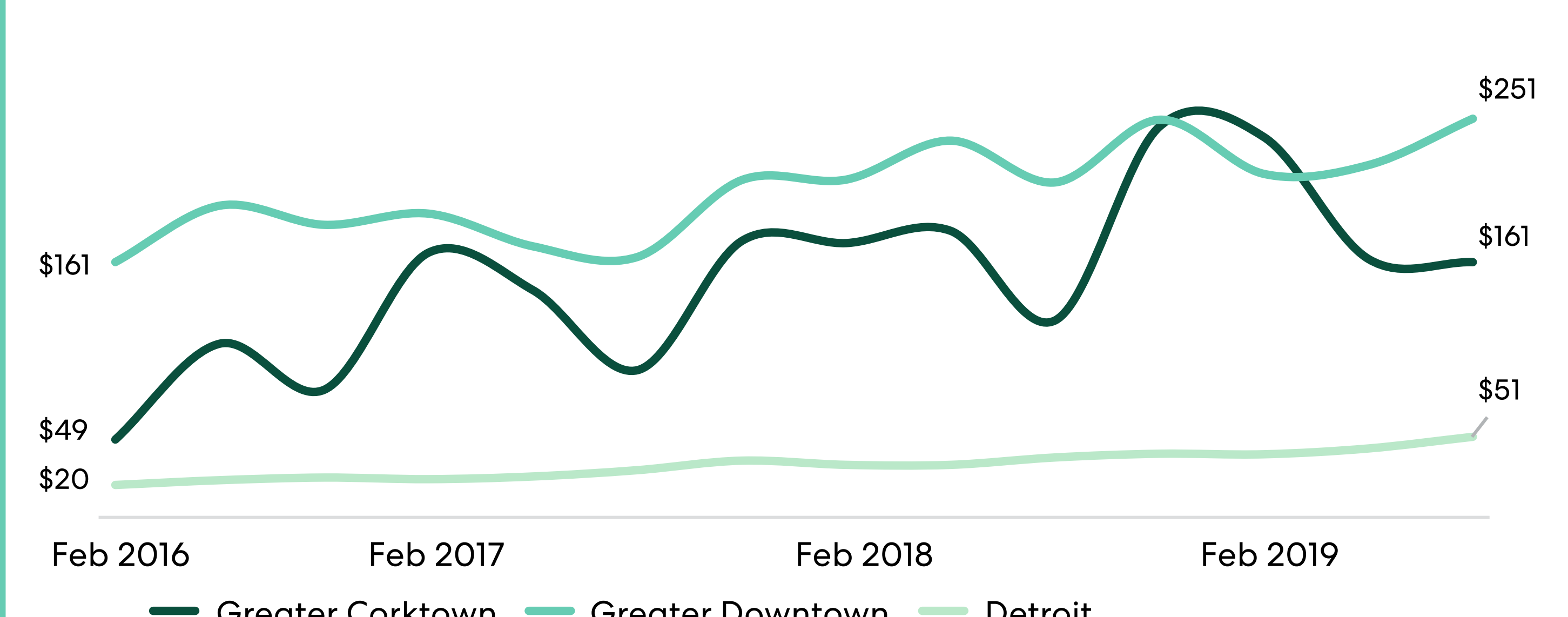
Deliveries, Absorption & Vacancy



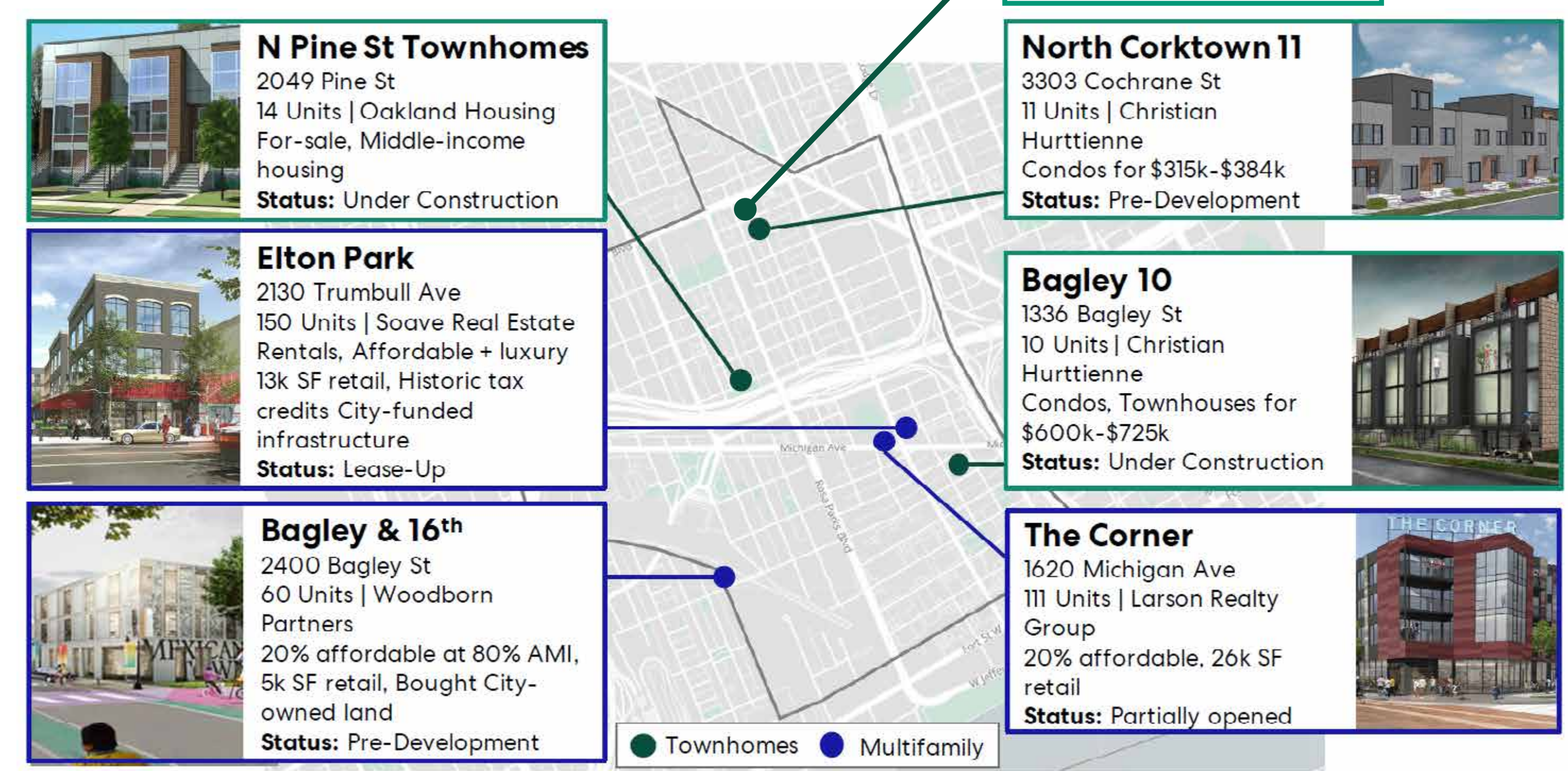
Single Family Building Permits by Year Issued



Median Single-Family Home Sales Price PSF



Development Pipeline



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

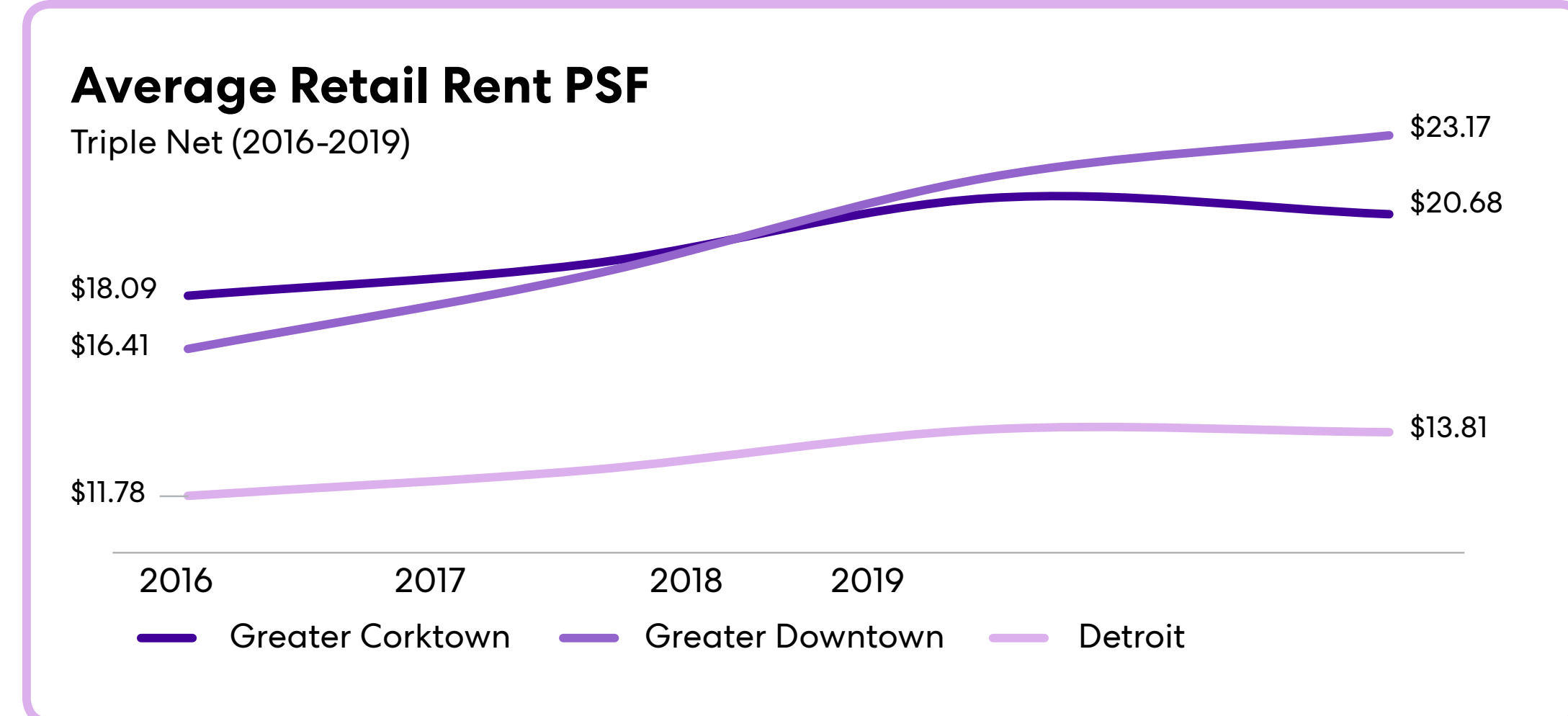
Michigan Avenue serves as the main retail corridor in the Corktown neighborhood; more than half of the retail businesses are restaurants and bars, making Michigan Ave the food and beverage destination in Detroit. However, many community members have voiced a desire for more basic neighborhood amenity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

Retail Rents

New developments in Historic Corktown command the highest rent: well known destinations, 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 the Greater Corktown study area grew 14% in 3 years and are nearly on-par with Greater Downtown, which hints at growth of the neighborhood's emerging retail market.



Retail Development

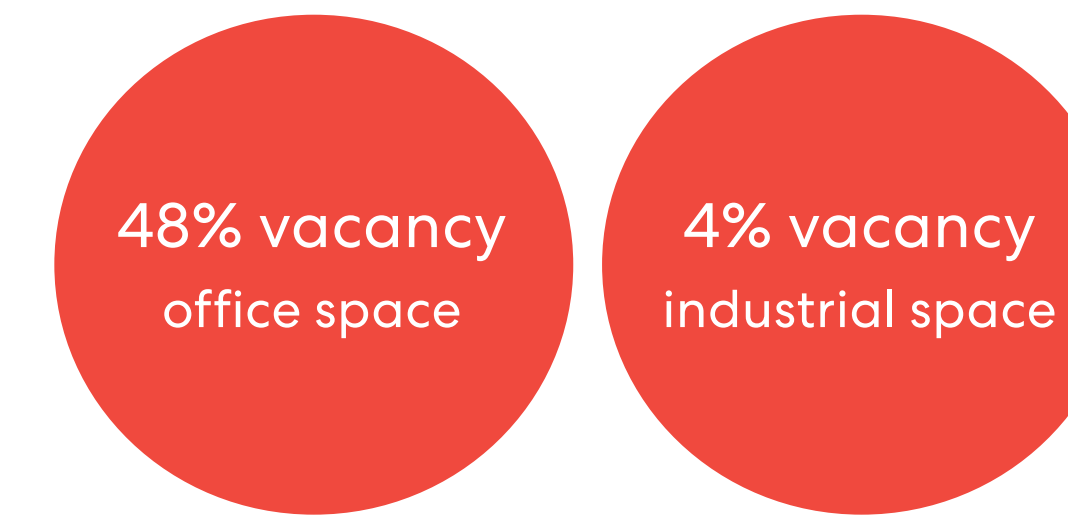
In the past, the Greater Corktown study area has seen a net loss in retail spaces due to obsolescence. The current retail market has:

- Ample Class C spaces, but few available Class A and B options
- New mixed-use projects are introducing high-quality Class A spaces, generally along Michigan Avenue and 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.



Commercial Market

The Greater Corktown study area has a significant amount of existing office and industrial space although with vacancies:



Commercial Market Trends

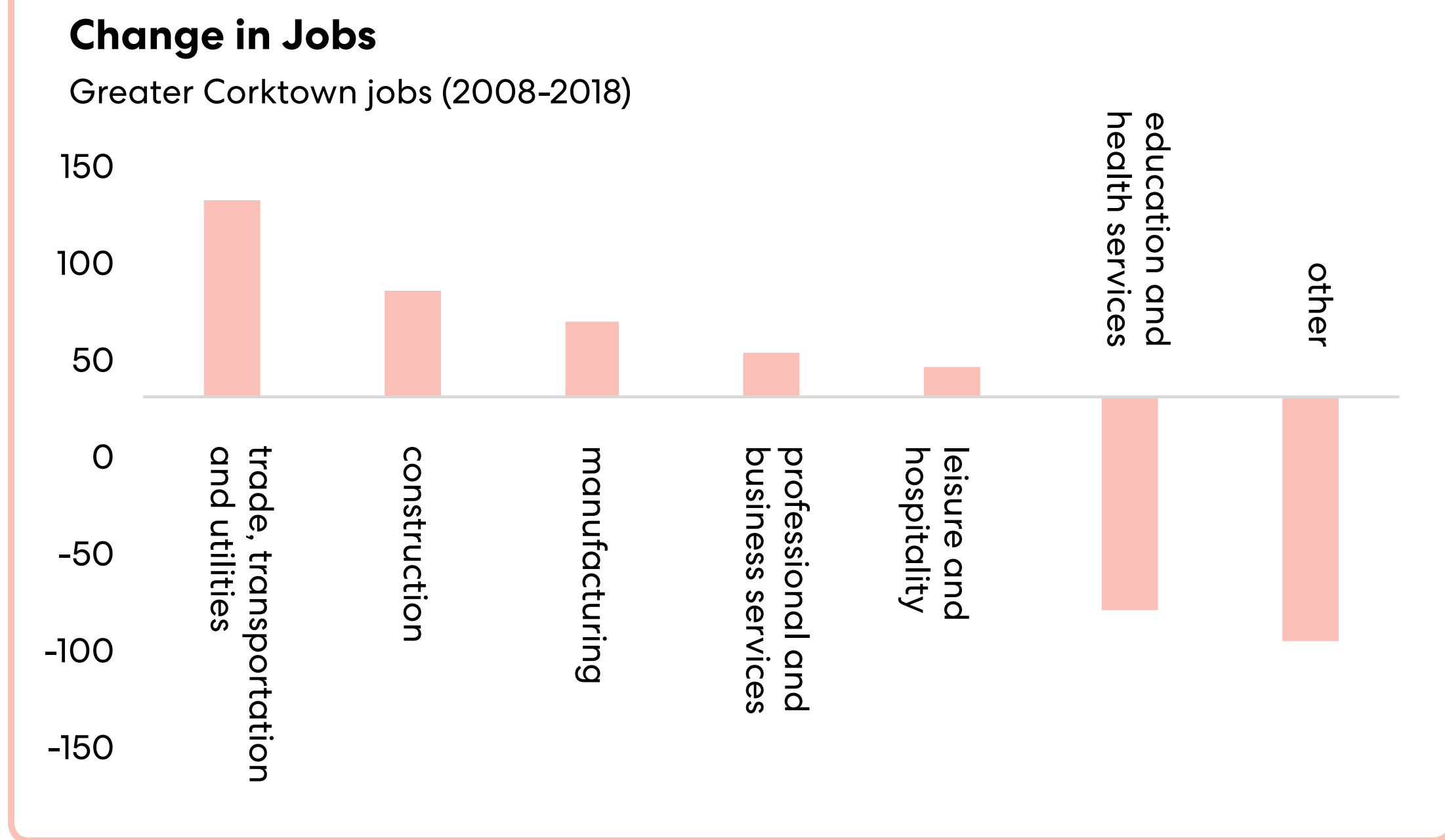
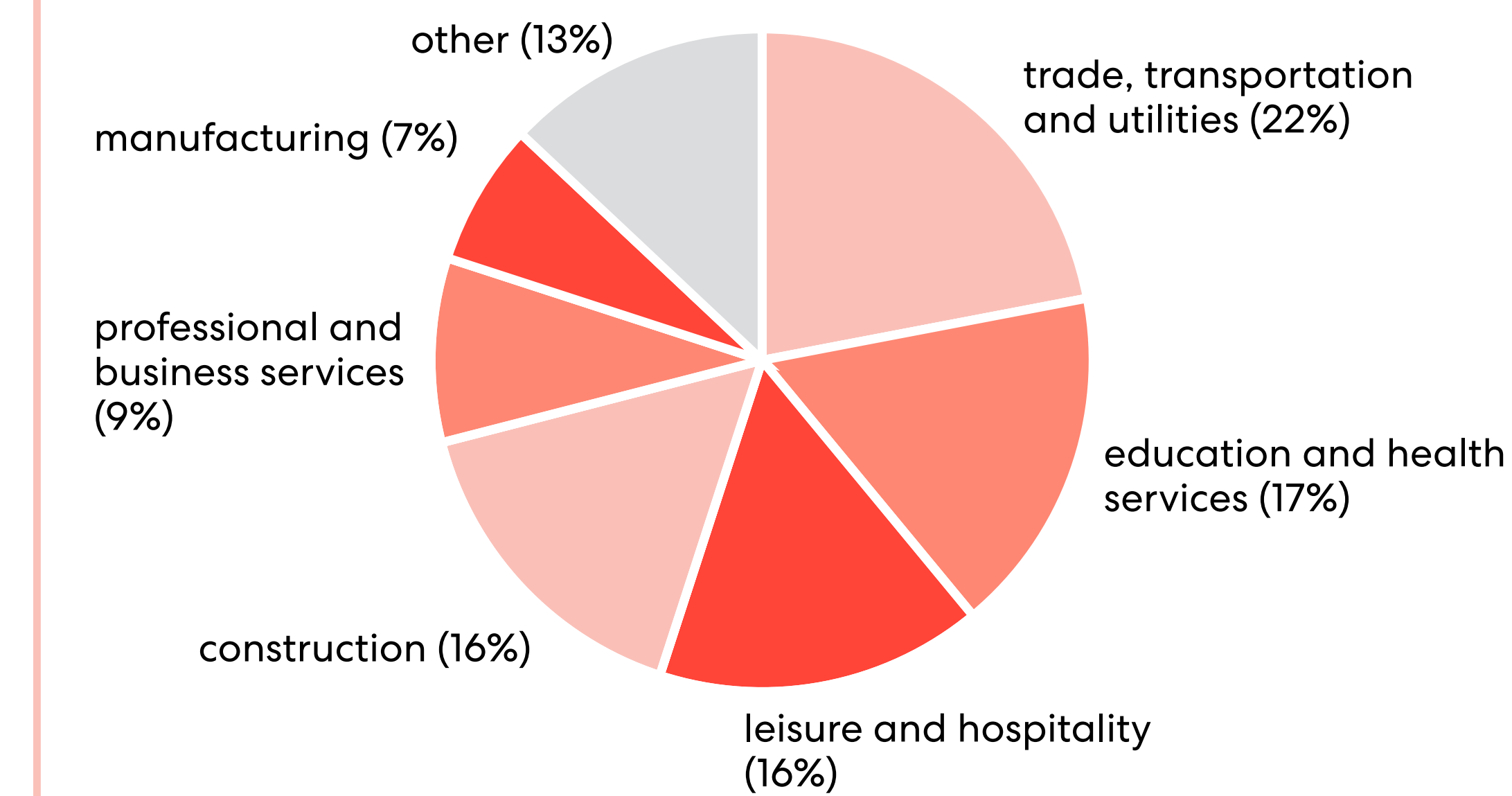
Notable trends are occurring in Historic Corktown, along and south of Michigan Avenue, with many office and industrial developments:

- 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*

In recent years, there has been a contraction in Education and Health Care jobs.

Employment by Industry

Jobs based in Greater Corktown (2018)



The Greater Corktown study area is currently comprised of 4,600 jobs, with most within the retail, wholesale, and logistics sectors, making up 22% of the area's employment.



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

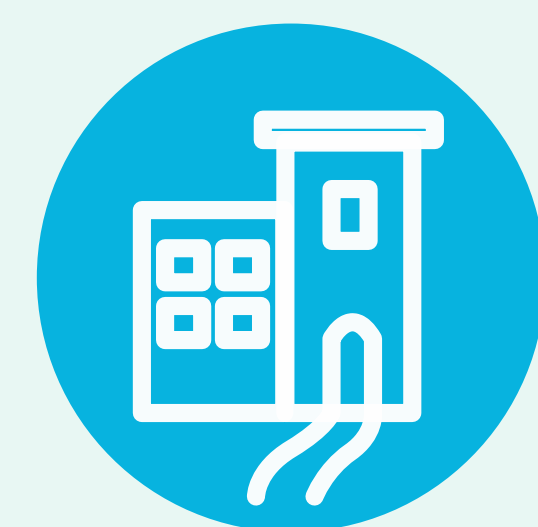
- Limited as of right development for mixed use projects increases predevelopment and construction time, which increases overall development costs.
- Parking requirements increase development costs.

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.
- The presence of Ford may help bolster Corktown's reputation as a desirable office destination and create opportunities for collaboration and innovation.
- Growing residential population to support a live/work environment and reduce reliance on auto based commuting.

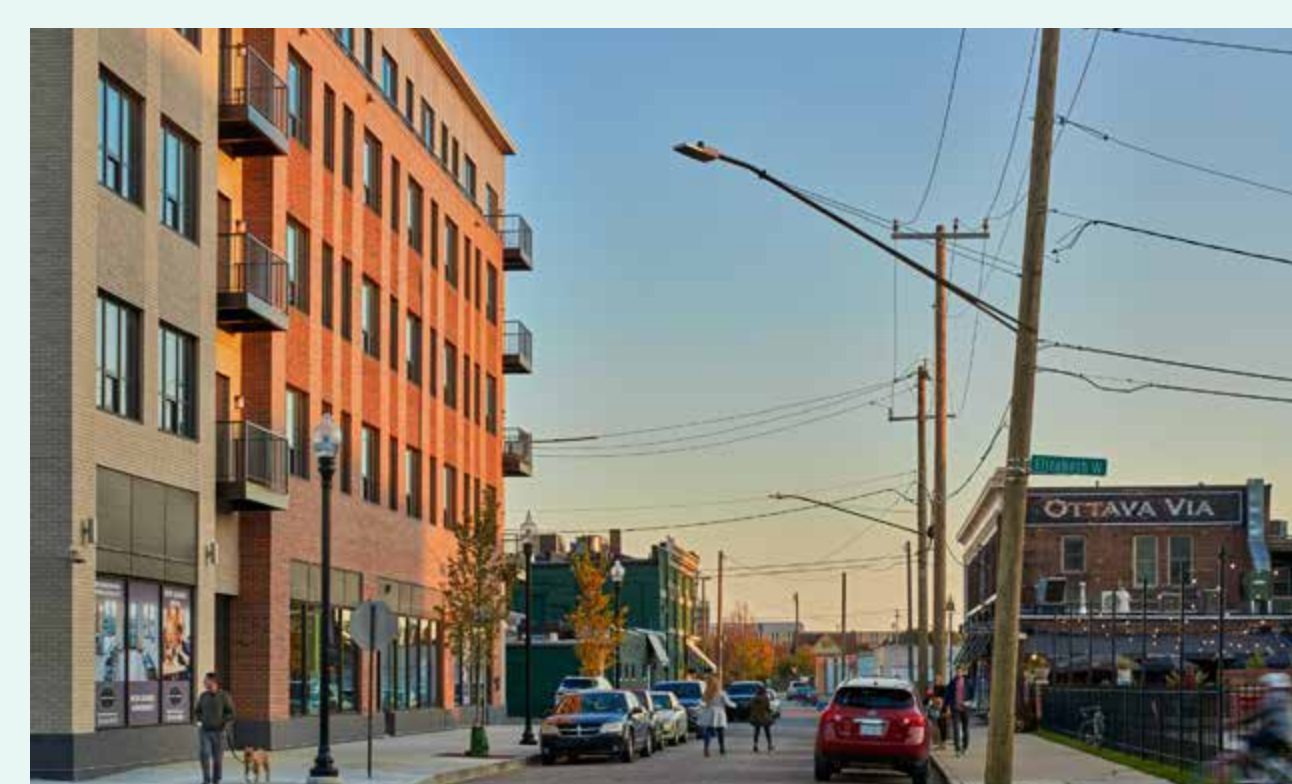
MARKET CHALLENGES

- Limited as of right development for mixed use projects increases predevelopment and construction time, which increases overall development costs.
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This theme is about current buildings, land use, affordability, public land ownership, as well as future development, zoning, and preservation.

By understanding the state of vacancy and ownership, as well as the real estate market, this can inform how Greater Corktown can continue to be a great place to live, work, and play.



Residential



Retail



Office



Low Rise Residential

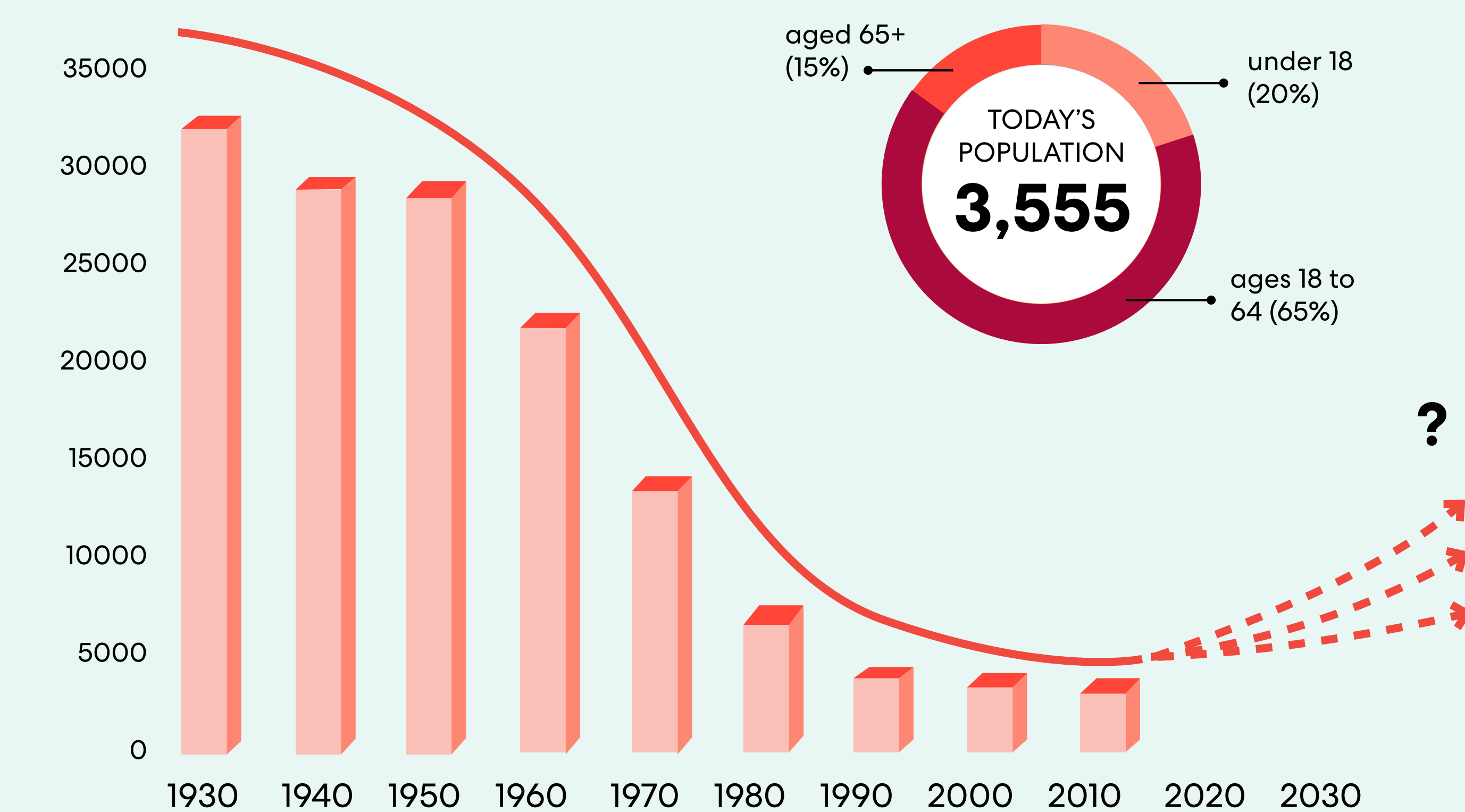


Outdoor Amenity

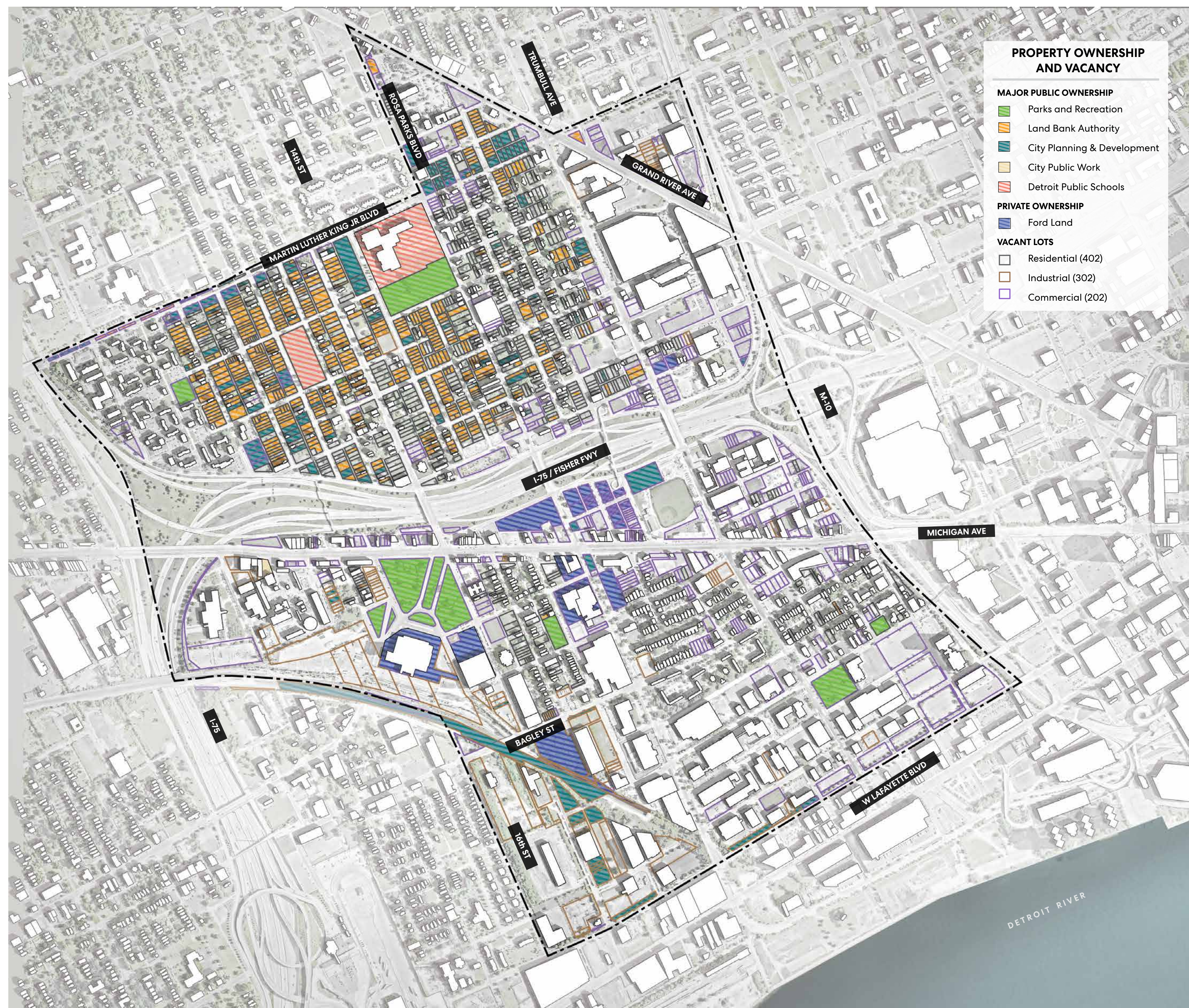


Transit station

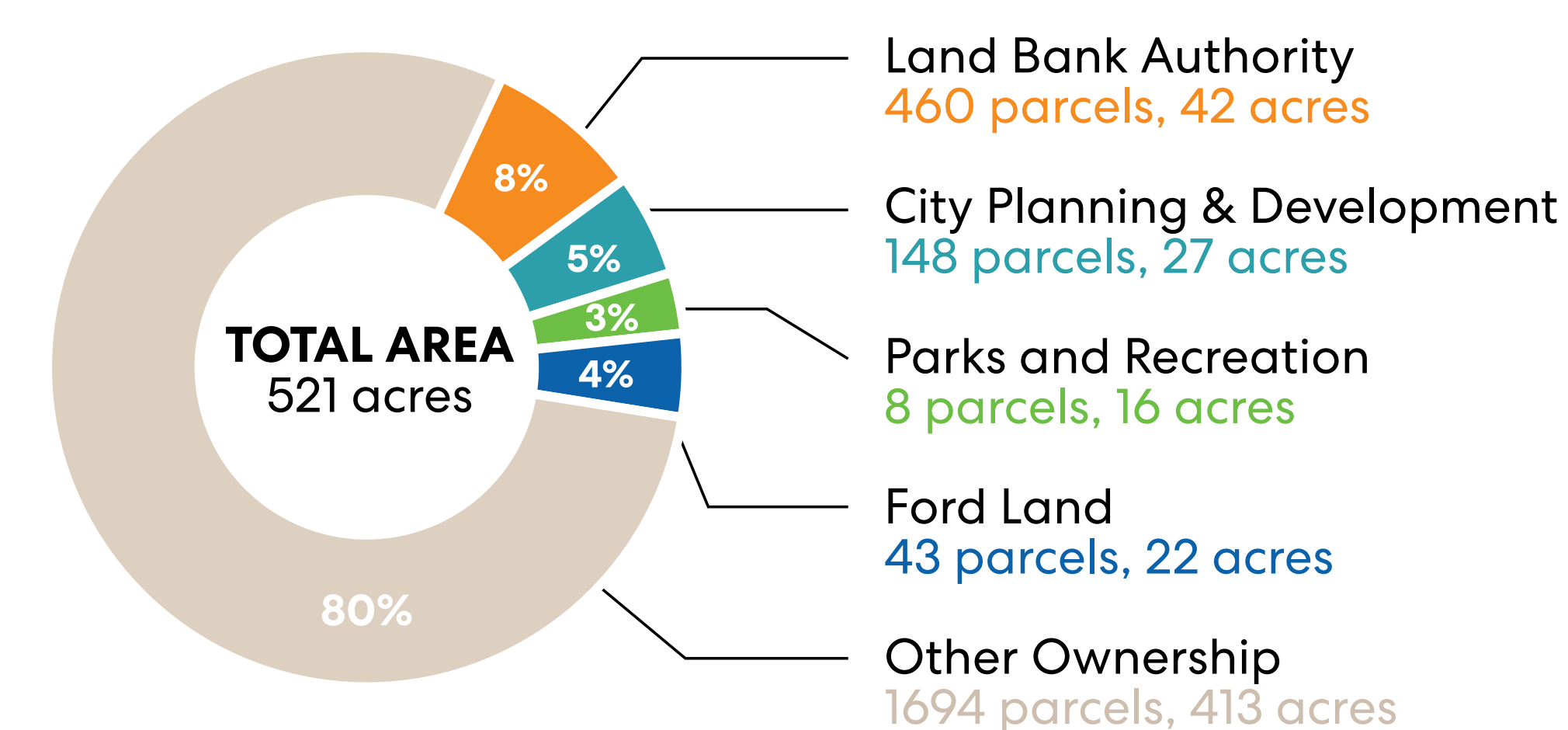
Population



Property Ownership and Vacancy



PARCEL OWNERSHIP BY AREA

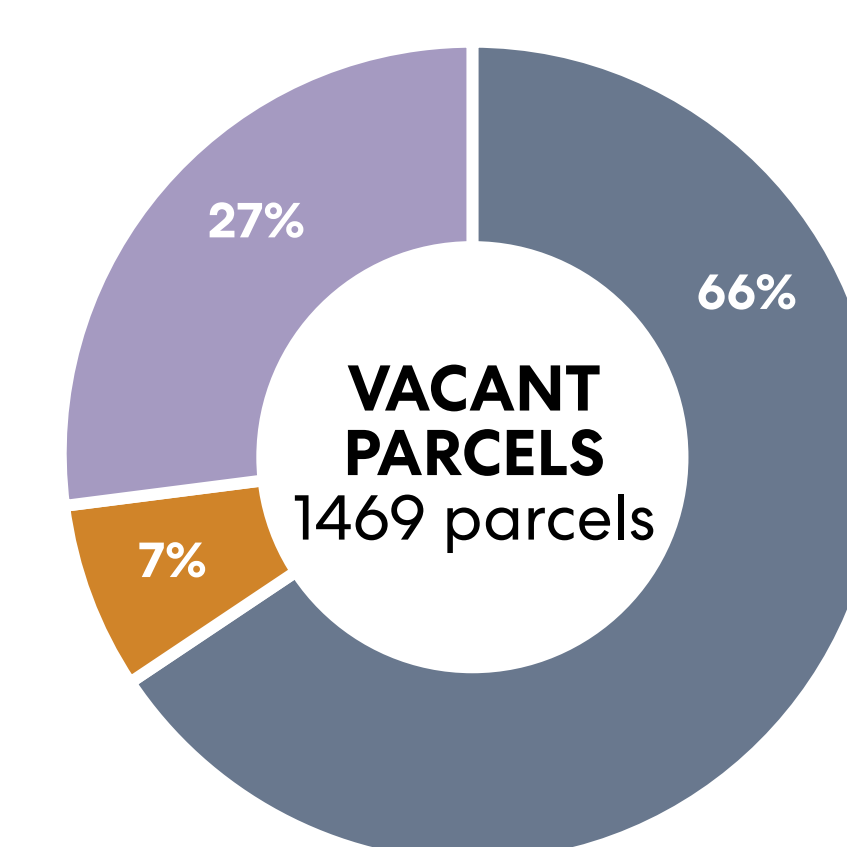


PUBLICLY OWNED 16%
PRIVATELY OWNED 84%

PUBLIC LAND OWNERSHIP

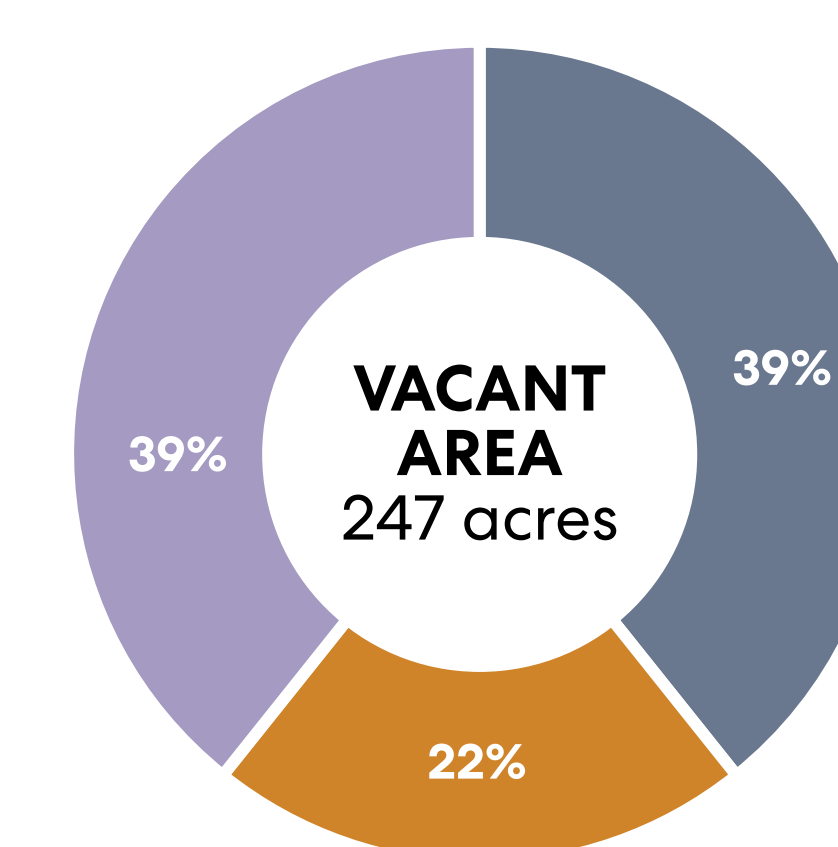
The Detroit Land Bank Authority (DLBA) controls ~40 acres of land in North Corktown, but almost no land assets in Historic Corktown. The Planning and Development Department (PDD) and the City own a few large land assemblies in Historic Corktown and a few scattered sites in North Corktown. A majority of the publicly owned land parcels are located primarily in North Corktown, along 14th Street.

VACANT PARCELS



Residential Vacant
964 parcels, 97 acres
Commercial Vacant

VACANT AREA



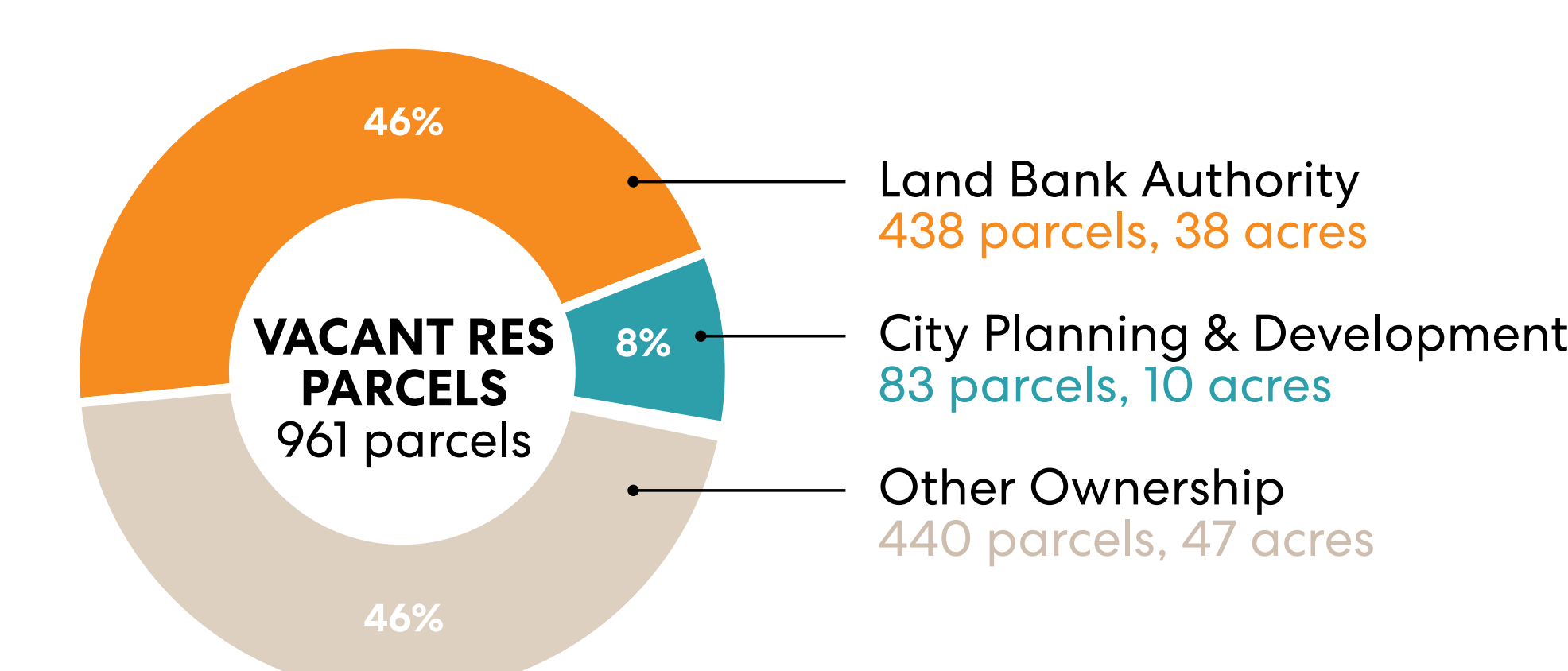
397 parcels, 97 acres
Industrial Vacant
108 parcels, 53 acres

VACANT PARCELS 48%
OCCUPIED PARCELS 52%

PRIVATE LAND OWNERSHIP

Ford Land is the largest private landowner in Greater Corktown, owning over 21 acres of land, largely across Historic Corktown. The center of the redevelopment is the Michigan Central Station Development along Michigan Avenue. Future redevelopment including 1.2 million square feet of office space is planned to support the influx of 5,000 workers in Greater Corktown over the next 10 years.

VACANT RESIDENTIAL PARCELS



VACANT RESIDENTIAL 950+ PARCELS

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.

7 EMERGING FRAMEWORK - GREENING



This is about sustainability, parks, open space, stormwater management, landscape, and recreation.

This theme looks at how new open space assets can enhance Greater Corktown while promoting ecological processes such as stormwater management.



Big Parks



Green Lush Community



Greenways



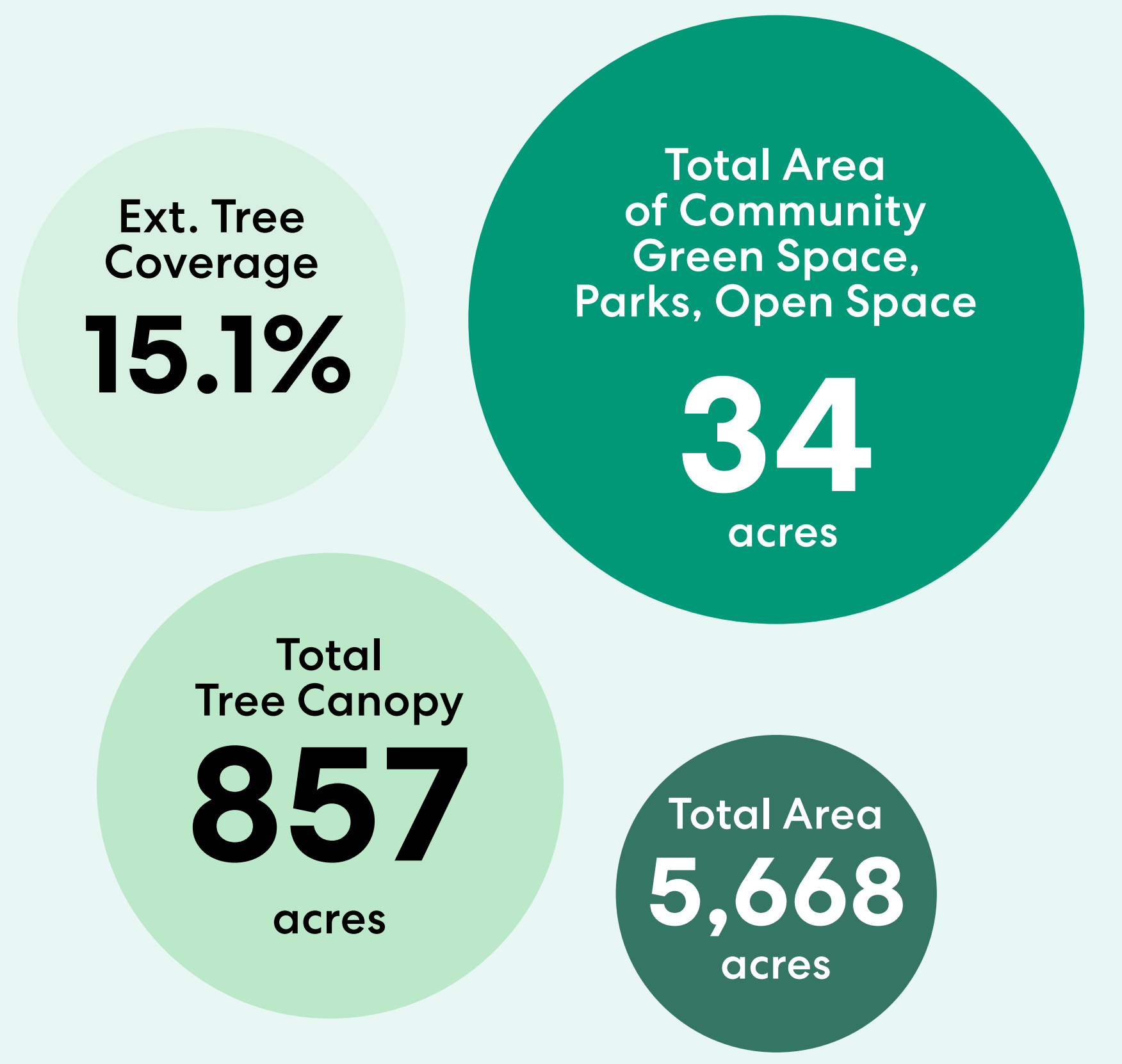
Tree Canopy



Wildlife Habitat



Community Spaces



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

Open Space and Ecology

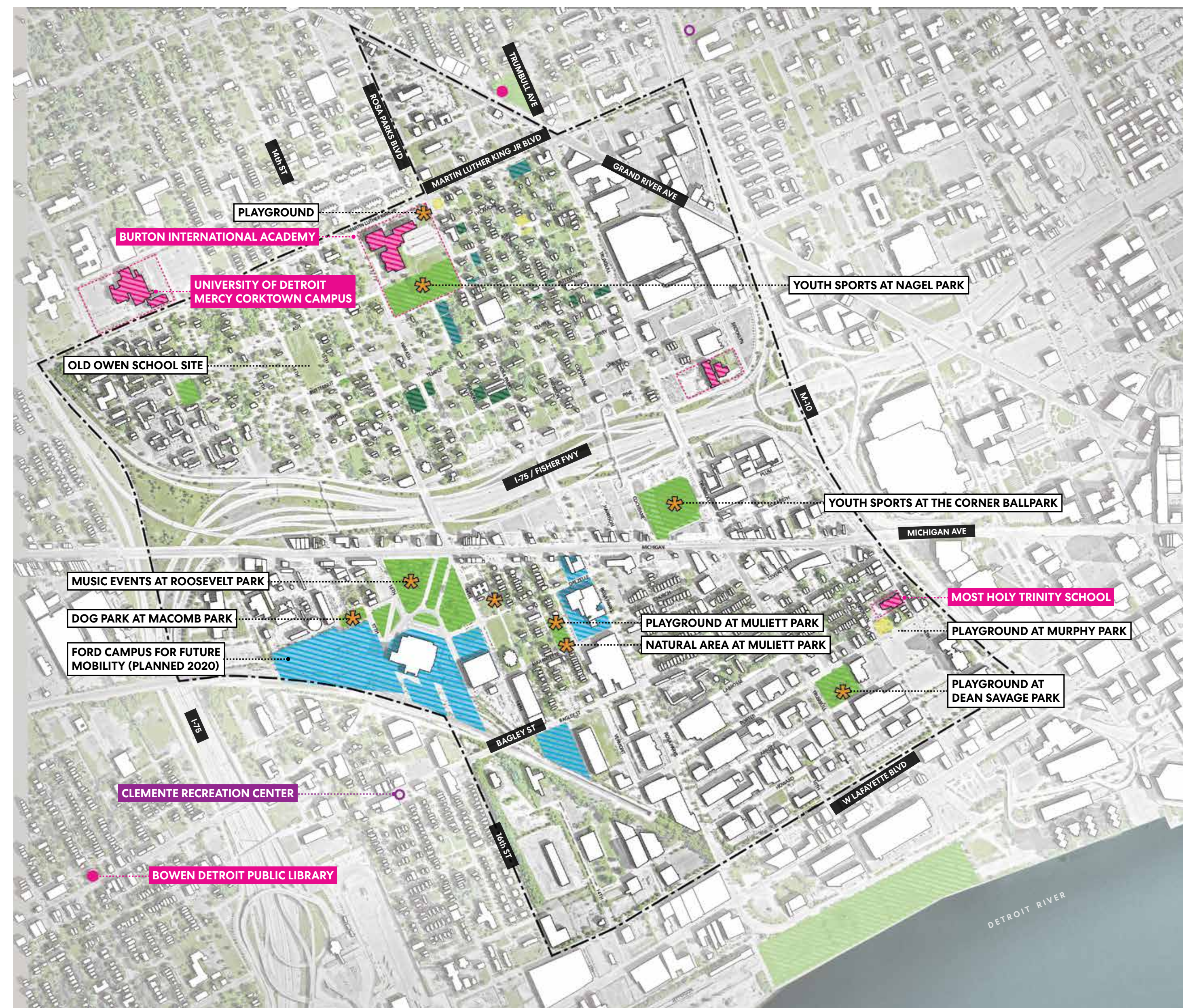


- HARD AND SOFT LANDSCAPING**
- Impervious Surfaces (Parcels)
 - Impervious Surfaces (Right-of-way)
 - Permeable Surfaces
 - Basement Flooding Reports
 - Alleys
 - Tree Canopy

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.

Social, Education and Recreational Spaces

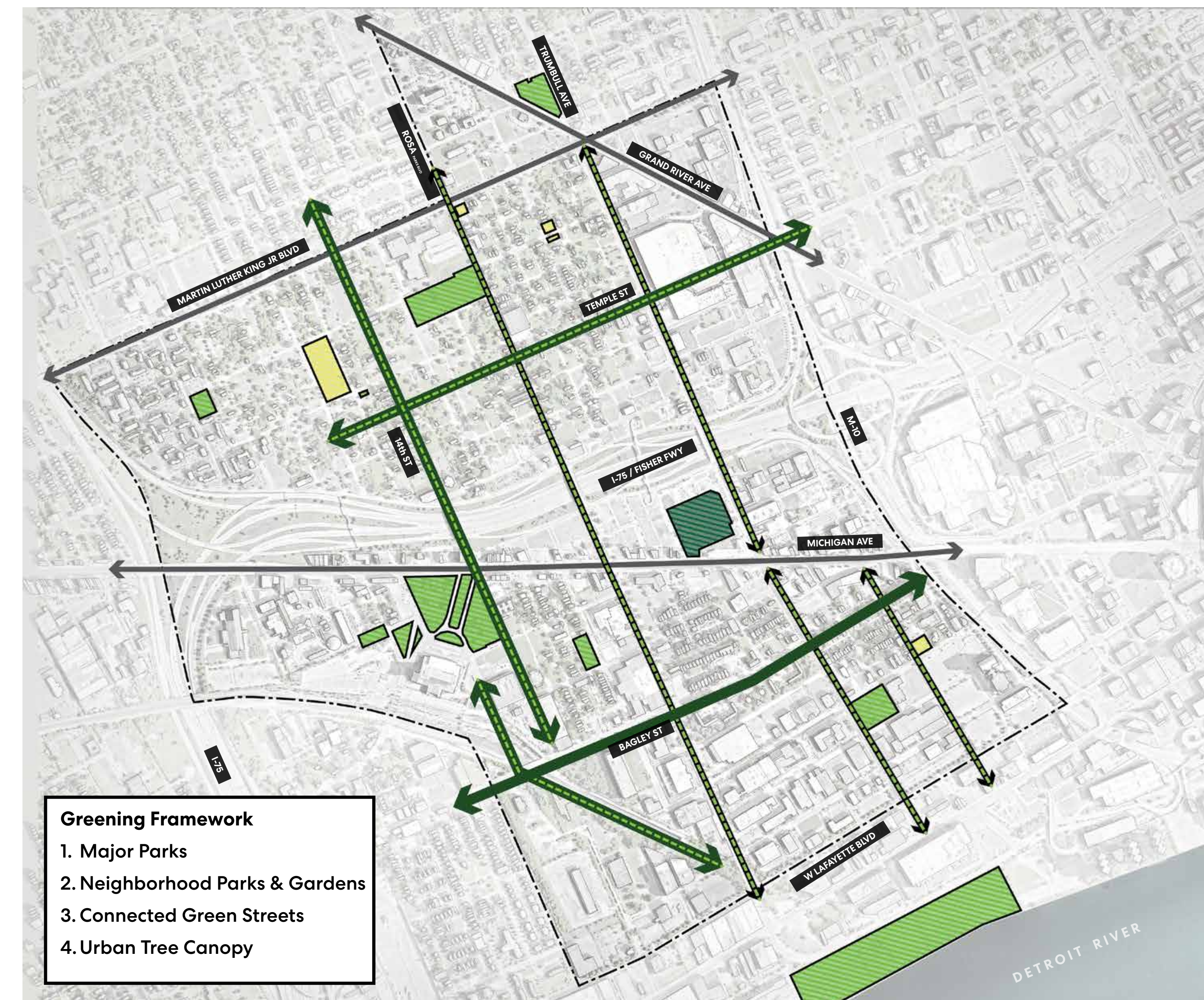


- SOCIAL, EDUCATIONAL AND RECREATIONAL SPACES**
- Educational (Schools, Universities, etc)
 - Libraries
 - Recreation Centers
 - Neighborhood Amenities
 - City-owned Parks
 - Other Open Spaces
 - Urban Agriculture
 - Community Gardens

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.

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.

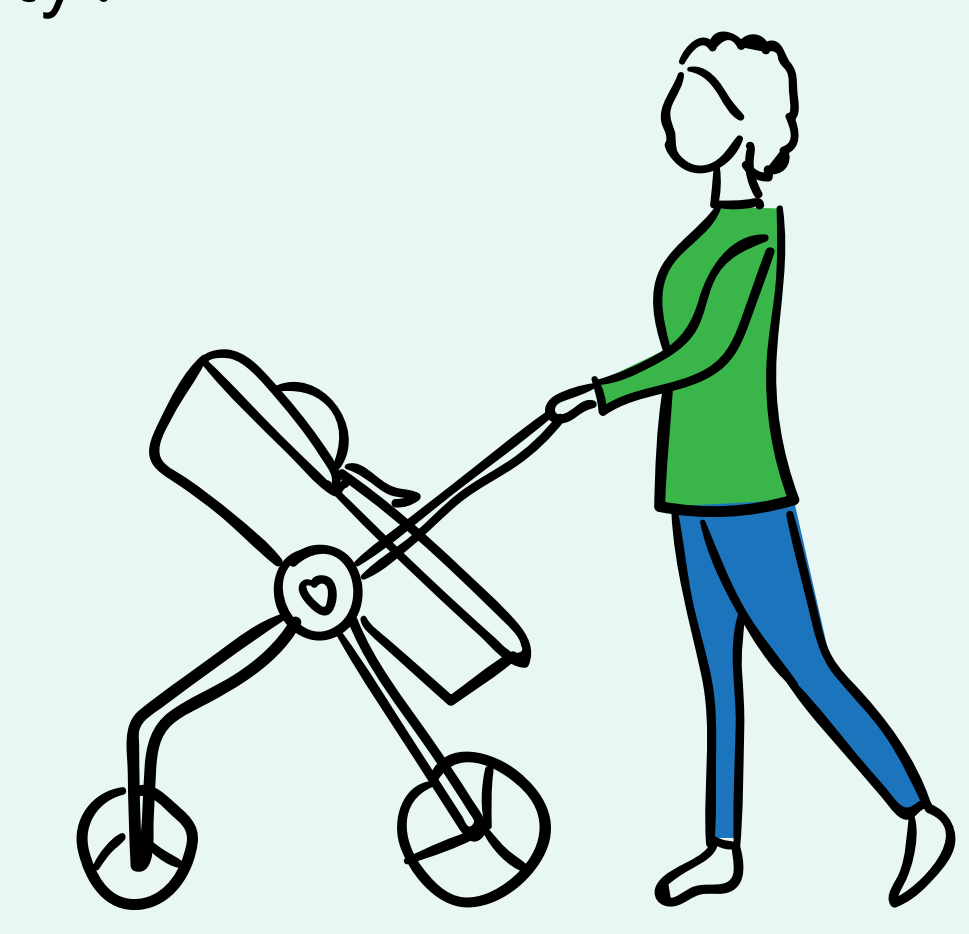
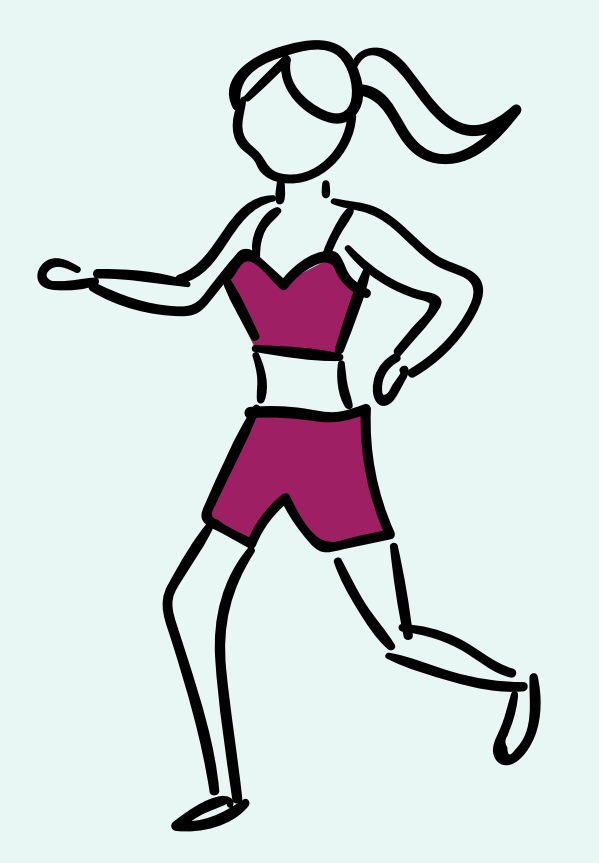
Emerging Framework





This is about people moving through and around the neighborhood via automobile, walking, biking, or taking public transportation.

Located west of the City's downtown, Greater Corktown is positioned to help improve network connectivity within and beyond the neighborhood. How can we continue to improve the pedestrian experience and safety?



Greenways



Accessibility



Wayfinding



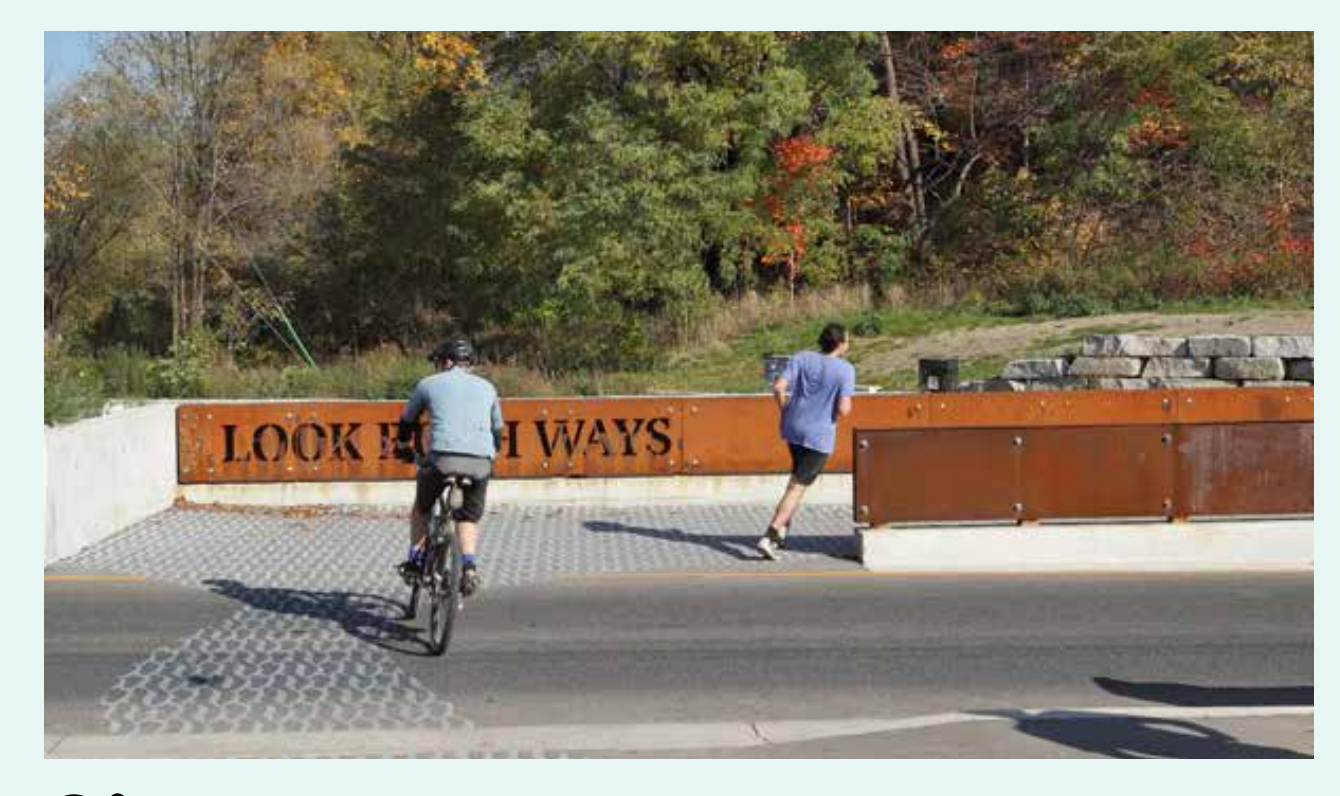
Lighting



Buffers



Pedestrian Bridges



Signage



Safety

Parking Lots and Paved Surfaces



WALKABILITY PATTERNS AND STREET CONDITIONS

- Sidewalks
- Paved Surfaces
- Parking Lots

STREET GRID

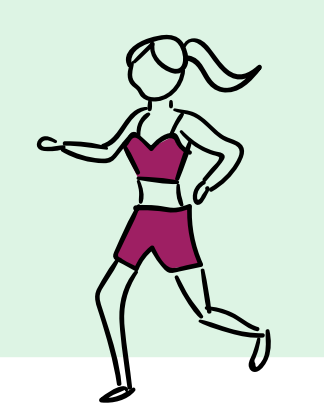
- Local street grid is interrupted in several areas and is truncated at I-75, forcing travelers to use busier north-south arterials (Trumbull, Rosa Parks, 14th)
- Majority of major roads within the neighborhood are in poor condition, and should be evaluated as traffic is anticipated to increase from Ford investments

SIDEWALKS AND CROSSWALKS

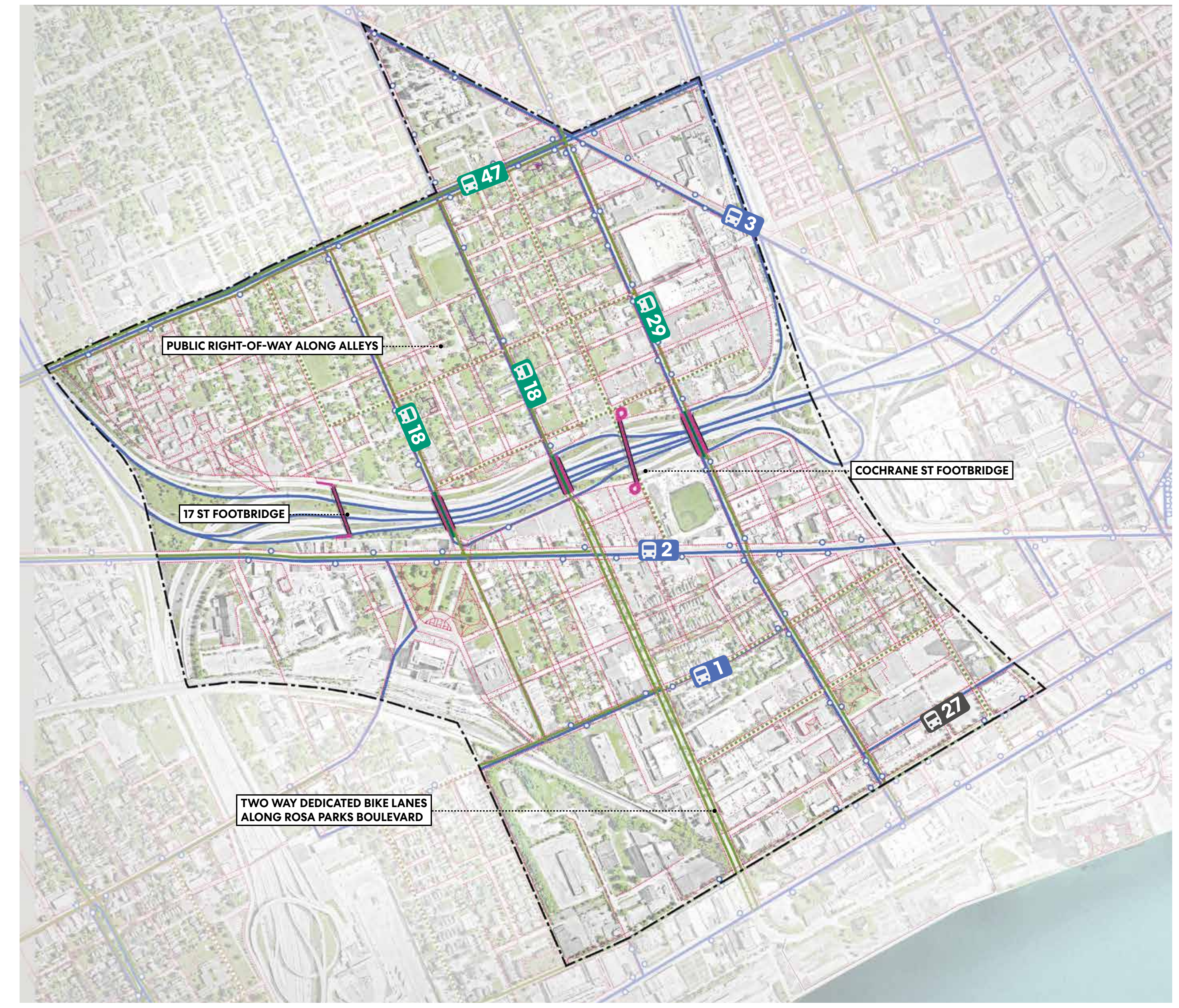
- The majority of streets have no marked crosswalks at intersecting streets or alleys
- Targeted investments should be made to address sidewalk gaps and improve physical conditions of existing sidewalks

PARKING

- Over 5,750 total parking spots across Greater Corktown. Over 60% of parking lots within the Greater Corktown area fenced, limiting access to residents and visitors
- Parking lots within North Corktown account for approximately 25% of all lots within the study area, compared to over 75% in Historic Corktown



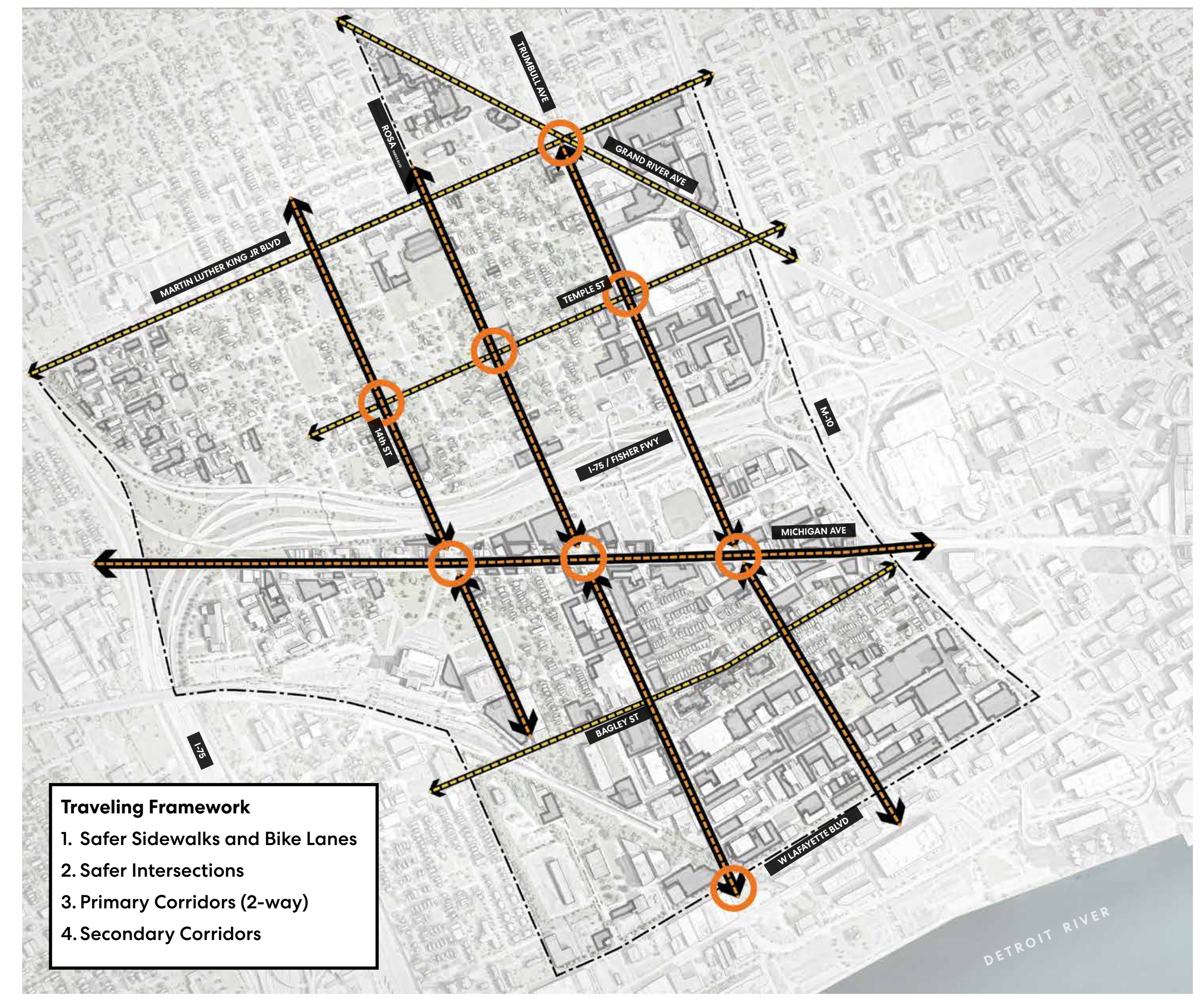
Neighborhood Connectivity



NEIGHBORHOOD CONNECTIVITY

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

Emerging Framework



Traveling Framework
 1. Safer Sidewalks and Bike Lanes
 2. Safer Intersections
 3. Primary Corridors (2-way)
 4. Secondary Corridors

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.
- Connectivity throughout the neighborhood could be improved by increased service frequency and improved cycling infrastructure along north-south corridors.



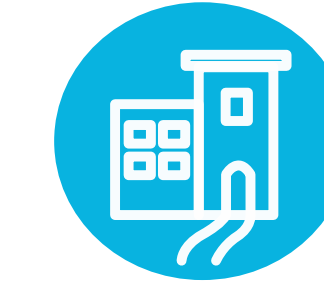
Please add your recommendations for what projects you would like to make a reality. The planning team will need to best allocate limited resources to bring projects to life. Ultimately, this study will produce a list of implementation projects that will require funding as well as City department collaboration and, potentially, other partnerships.



GREENING



TRAVELING



BUILDING

SHORT TERM (1-2 years)

Strategies that need to be employed equally everywhere. Fundamental elements to address first

Example: start Roosevelt Park redesign process



Example: Rosa Parks Blvd conversion to two-way street

Example: develop disposition strategy for publicly-owned land

MEDIUM TERM (3-5 years)

Interventions that are high priority and high impact that can be implemented in the short term

Example: Roosevelt Park construction complete



LONG TERM (6+ years)

Interventions that require time and investment and implemented in the medium-long term

Example: Create a new pedestrian path via 6th St for safe access to the new Wilson Centennial Park

Example: redevelop and occupy the State-owned parking lots and building along Howard Street