



February 19, 2024

Dear City Planning Commission,

The Train Stations Neighbors Block Club supports the proposal of New Investment Properties 1, LLC, on behalf of Michigan Central Development, to rezone the land at 2001 15th Street and 2091 15th Street from the M4 Intensive Industrial District zoning classification to the B5 Major Business District zoning classification to accommodate a proposed mixed-use office, retail, and hospitality (hotel) use within the former train station building.

We believe that this proposal will add to the vibrancy of the area by bringing office, retail and hotel space. We also believe that the reduction of industrially zoned land in our community will help safeguard the future of the area, eliminating the possibility of abrasive industrial uses. Please support this proposal.

Sincerely,

Sheila Cockrel
President
Train Station Neighbors Block Club



SOUTHWEST DETROIT
BUSINESS ASSOCIATION

February 29th, 2024

City of Detroit Planning Commission
Coleman A Young Municipal Center
2 Woodward Ave, 13th Floor
Detroit, Michigan 48226

Re: Rezoning request by New Investment Properties 1, LLC (Michigan Central Development)

The Southwest Detroit Business Association (SDBA) is writing this letter of support for the request of the New Investment Properties 1, LLC, on behalf of Michigan Central Development, to rezone from M4 to B5 on the land bound by Lacombe Dr. 15th Street, Bagley Avenue, 16th Street, Newark Street and Vernor Hwy.

The SDBA supports this proposed rezoning from the M4 Intensive Industrial District zoning classification to the B5 Major Business District zoning classification to accommodate a proposed mixed-use office, retail, and hospitality (hotel) use within the former train station building. We believe that this proposal will add to the vibrancy of the area by bringing office, retail, and hotel space. We also believe that the reduction of industrially zoned land in our community will help safeguard the future of the area, eliminating the possibility of abrasive industrial uses.

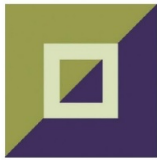
The SDBA has worked with Michigan Central and their community engagement efforts and feel this rezoning has strong support from the community. We ask the Planning Commission to approve this rezoning.

Please feel free to reach out with any questions regarding this letter of support.

Sincerely,

Laura L. Chavez-Wazeerud-Din

Laura Chavez-Wazeerud-Din
President and CEO
Southwest Detroit Business Association (SDBA)
Laurac@southwestdetroit.com



SOUTHWEST DETROIT
BUSINESS ASSOCIATION

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BUSINESS BUILDING COMMUNITY. COMMUNITY BUILDING BUSINESS.

City of Detroit
City Planning Commission
208 Coleman A Young Municipal Center
Detroit Michigan 48226
2/18/2024

Dear City Planning Commission,

This correspondence is to comment on the proposed zoning change requested by Michigan Central Development. As proposed by MDOT and the City of Detroit, the parking solution that is planned for the neighborhoods of Southwest and Corktown is inadequate to support this massive endeavor. Today, during the evenings, all parking spots are occupied in all areas on Michigan Avenue by business patrons and residents ([See Attached](#)). This problem is exemplified in the Trumbull area, as patrons bypass paid parking to avoid parking fees, taking residential parking spots. This will become even worse as the Godfrey Hotel grows and Perennial Apartments come on-line. This has impacted the quality of life of the citizens due to decreased parking available on their residential streets. This increased parking demand will continue to grow as the major developments, including the Perennial, become fully occupied. Not only will there be more residents in the area, but visitors to those residents' will also increase parking demands. People will look to park for free in the neighborhood rather than pay a fee for garage parking.

In Western Corktown, if Michigan Central finally opens, up to 3,000 people will be accommodated in their different venues. Where will they park? We have observed that the workers will park in the local neighborhood and not pay the fee to park in the Bagley Hub. This increased number of workers and visitors will impact Western Corktown and Southwest negatively. This problem is intensified in Western Corktown (that area west of 14th to 20th street). It has been told to us that after the Michigan Avenue construction project ends there will be no or just a little amount of permanent parking spots on Michigan Avenue in Western Corktown to use for parking. The Western Corktown Association met with representatives of MDOT and the City of Detroit conveying our concerns and suggested solutions ([See Minutes](#)) However, when subsequently asked for comments about our suggestions, MDOT said it is the City's problem to solve and the City official never answered our multiple emails asking for a response.

Western Corktown is in a precarious situation since the only real parking available is along Michigan Avenue. We have no real side streets for additional parking since we are land locked by the highway to the north and the Department of Public Works of the city to the south ([See Map](#)). Where will the patrons of Takoi, Supergeil, Two James and Cork & Gabel park? Where will the residents and workers in Western Corktown along Michigan Avenue park? The only few remaining parking spots if Michigan Central opens will be taken by Michigan Central workers and visitors. How will the real estate be sold for development in Western Corktown along Michigan Avenue when perspective businesses or housing will have no parking spots for potential users? If the MDOT proposal, without modification is enacted, the value of the property in Western Corktown on Michigan Avenue will plummet and the existing nonfunctional real estate along Michigan Avenue will deteriorate making the gateway to Corktown, from the west, an embarrassment. If Michigan Central, with its increased parking demands opens

without remediating the Western Corktown area parking issues, it will have an obvious unacceptable negative effect.

The Corktown Framework and the spirit of the NAC and Community Benefits Organization for Michigan Central clearly called for solutions for parking in the affected area (See attached including Detailed Parking Strategy from the Corktown Framework and Pel Study) The four major proposals included in the two studies are the following:

- 1.0 Developing a shuttling program through Corktown connecting the different parking, housing and retail venues.
- 2.0 Develop a resident parking permit program in coordination with the different block clubs and associations.
- 3.0 Coordinate curb side usage
- 4.0 The construction of two parking areas in Western Corktown (See attached) the West Parking Hub and the Platform Garage.

THESE PROBLEMS AND SOLUTIONS FOR PARKING HAVE NOT BEEN MET HENCE FURTHER DEVELOPMENT/ZONING CHANGE for MICHIGAN CENTRAL SHOULD BE DENIED

SOLUTIONS WE HAVE SUGGESTED INCLUDE: (see attached)

- 1.0 Develop parking in the alley north of Michigan Avenue from 14thst to 20th street by moving the alley into the MDOT right of way with developing of perpendicular parking.
- 2.0 Take 20 feet from the north side of the DPW lot for perpendicular parking.
- 3.0 Implement our Corktown Shuttle with coordination of parking venues. A tracking APP will also be used for efficient people movement.

In Summary, no zoning change should be awarded until the City of Detroit, MDOT and the zoning change applicants have met the promises and needs of the community partners as outlined in this correspondence, as well as outlined in the Corktown Framework, NAC and in the PEL Study. The rejections of this zoning change will prevent the disastrous effect on Corktown and particularly on Western Corktown if Michigan Central opens. A committee consisting of community leaders, block clubs, associations and officials of the City of Detroit, MDOT and Michigan Central should be formed to develop a solution that all parties can agree on to solve the parking problem and allow Michigan Central Development through New Investment Properties to move on with their zoning change and development when the solutions are acted upon.

Thank you for your time and consideration


Cathy Schneider
2572 and 2640 Michigan Avenue
President of The Corktown Shuttle a 501c company
Richard Noto
President of the Western Corktown Association

Ongoing and Changing Parking Needs

1.0 Now:
In Corktown Tuesday to Saturday nights and weekend parking areas full


2.0 Future stresses on parking demands include:

- a. The Godfrey and new mixed use housing completions
- b. Michigan Avenue construction (remember Livernois Avenue)
- c. As land prices increase the surface parking lots will be converted to buildings




© 2023 City of Detroit, Michigan, LLC

Crowded Parking in Corktown




14th street at Michigan Ave.




© 2023 City of Detroit, Michigan, LLC

Crowded Parking in Corktown




Cork & Gabel – 16th st




© 2023 City of Detroit, Michigan, LLC

Crowded Parking in Corktown




Cork & Gabel – Michigan Ave.




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Crowded Parking in Corktown




Illegal Parking in alley behind Takoi




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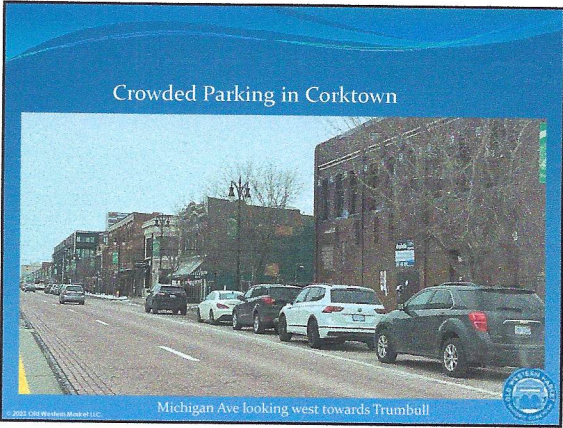
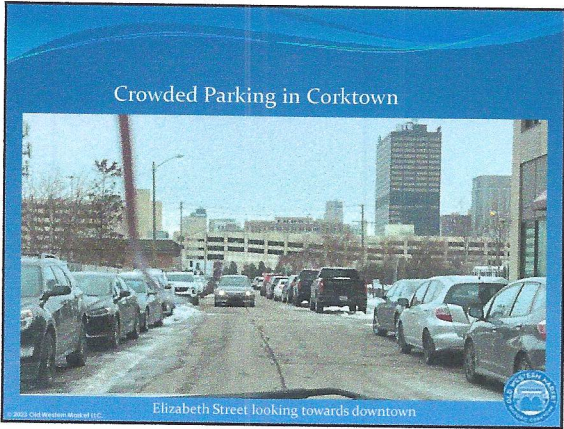
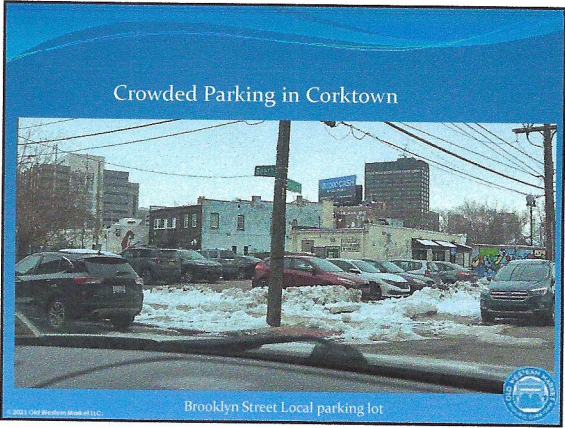
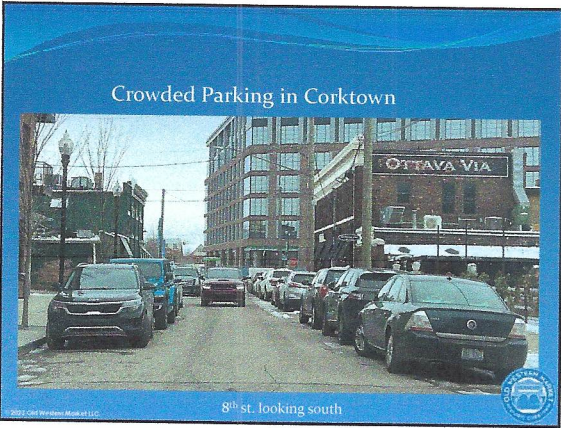
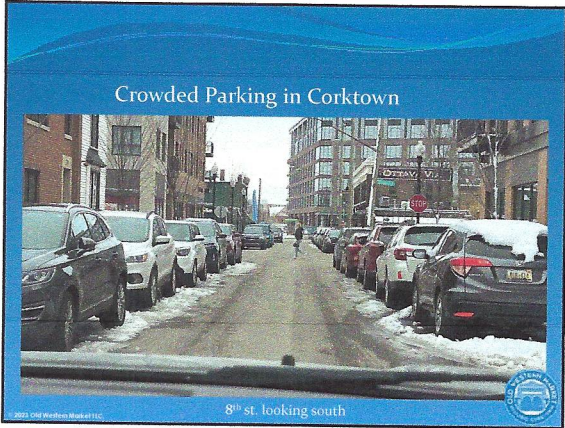
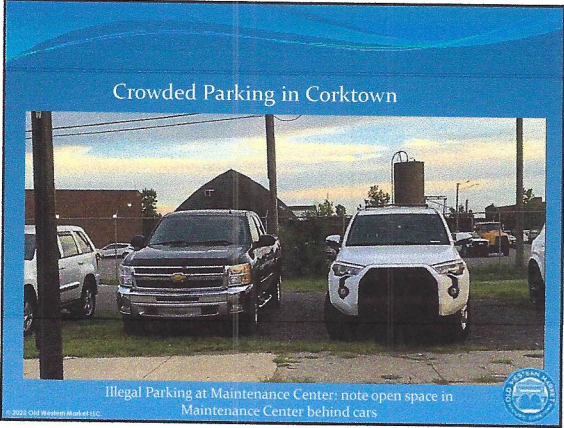
Crowded Parking in Corktown

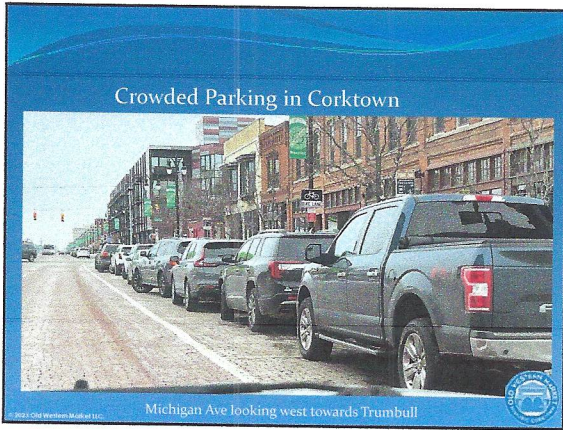


Michigan Ave at Supergeil – car looking for parking



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Minutes of the 11/14/2023 Western Corktown Association Meeting with MDOT and the City of Detroit about Michigan Avenue Construction and Renovations.

The team met with Andrea Wilcox of MDOT and Samuel Krassenstein Chief of Infrastructure for the City of Detroit. The team explained to the invited officials our concerns about parking.

- 1.0 The fact that at night there is not enough parking for our businesses with Richard showing pictures documenting the problems. It was explained to us that during construction no parking will be available on Michigan Avenue and at the end there will be less parking spots on Michigan Avenue available to park. This only furthers the need for more permanent parking solutions to support our businesses residents and growth in Western Corktown.
- 2.0 Only Cork and Gable have a parking lot and it is almost always close to being full which would not make it an answer for parking. The only reasonable parking lot would be the Bagley Hub but still a too long 15 minute walk not a real solution on its own.
- 3.0 Without parking solutions our businesses will suffer severe financial setbacks.

SOLUTION DISCUSSED

- 1.0 Use of the Maintenance Centers parking in the evening.
- 2.0 Repair the alley behind the buildings on the north side of Michigan Avenue from 20th ST to 14th street to allow for delivers and owner private parking through a temporary entrance to the alley from 14th ST through Michigan Avenue. Widening the alley to allow perpendicular parking.
- 3.0 Construction of the Western Parking Hub as proposed in the Corktown Framework and PEL proposals.
- 4.0 Development of the Corktown Shuttle.
- 5.0 Development of possible safe parking on the other side of the pedestrian bridge.
- 6.0 Need to have members of our group be involved in community engagement with MDOT and the City of Detroit.
- 7.0 Feed back to The Western Corktown Association on the potential parking solutions on a regular basis
- 8.0 Development of a Corktown shuttle to move people around from available parking in other parts of Corktown to Western Corktown.
- 9.0 Incentives through multiple venues are needed to stimulate Corktown construction and renovations.



Detroit CBD

Michigan Central Station

Detroit River

Roosevelt Park

Two James

Supergull

Takol

DPW

SITE

S PART OF THE PACKAGE
TIONAL 16,600 SF LOT INCLUDED

2380 20th Street, Detroit (HS) 2

Detailed Parking Strategy

Parking Strategy Development

From the Existing Conditions Report:

Parking throughout the neighborhood is plentiful, but restrictions on use of private lots and lack of regulations on the use of curbside spaces has led to constraints at some times of day in specific locations.

There are over 5,750 off-street parking spaces across Greater Corktown. However, over 60% of these parking lots are fenced and accessible to residents and their visitors alone. Half of these are 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. Field observations and stakeholder input suggest that, even the lots linked to active properties and land uses offer significant excess capacity during evenings and weekends – times that are increasingly critical to Greater Corktown’s economic vitality and growth.

A **comprehensive parking strategy** can help unlock a significant share of this surplus parking capacity, potentially lowering development costs and increasing project feasibility for individual sites, by allowing new land uses to be accessed via existing parking. Such a strategy can also improve the effectiveness of curbside parking in the area, by better aligning strategic regulations with desired forms and levels of curbside parking across the area.

Parking Strategies

Short Term (1-2 years)

- Fundamental elements to address first
- Strategies that can be employed throughout Greater Corktown.

Make strategic use of the City’s new residential parking permit (RPP) regulations.

- Implement innovative elements of the new regulations on streets identified by residents as neighborhood parking resources negatively affected by commercial parking demand (employees and customers).

Focus on managing spillover from key commercial blocks along Michigan Avenue. Prime candidates include:

Bagley Street, between Trumbull and 6th Street;

Wabash Street, between Michigan and Dalzelle; and

Church and Leverette Streets, between Rosa Parks and 10th Street.

- Each of these examples is south of Michigan Avenue, where residents expressed challenges with commercial parking from Michigan Avenue businesses spilling over into historic residential blocks with limited access to off-street parking.

Key Implementation Steps:

1. Neighborhood block groups should coordinate with the City’s Municipal Parking Department to examine the options for residential parking permit area designation, per 2019 code updates, understanding that existing conditions in the areas noted above may not meet the minimum threshold outlined in the ordinance.
2. Corktown residents and City officials should also monitor implementation of RPP areas in other City neighborhoods, including Midtown and Brush Park.

Utilize the City’s new shared parking program to increase utilization of existing, privately-owned off-street lots and ease the burden on curb spaces.

- Hundreds of privately-owned parking spaces are currently contained in gated and otherwise restricted-use lots.
- As development continues, the City and community leaders can utilize Park Detroit’s new shared parking portal to help owners monetize off-hour capacity and make this space available to serve a variety of users during key times of visitor parking demand.
- An effective shared parking approach can help increase availability of short-term on-street parking and reduce demand for off-street supply as surface lots are re-positioned for development.

Key Implementation Steps:

1. Recruit owners of lots offering immediate proximity to Michigan Avenue, where several underutilized surface lots sit empty during the highest demand times of day. Examples include lots on either side of Trumbull and between Trumbull and Rosa Parks, south of Michigan.
3. Identify opportunities north of Michigan in Historic Corktown, with development occurring more rapidly in the area between Rosa Parks and Brooklyn.

Explore expansion of metered parking zones into areas where on-street parking is in high demand and greater turnover is needed.

- Metered parking is currently limited to Michigan Avenue, but new demand and need for turnover now extends into adjacent corridors, including Trumbull Avenue (north and south of Michigan) and Roosevelt Park (in line with Ford’s redevelopment plans).
- Extending metered parking into these areas can help facilitate turnover in these areas and can be coordinated according to the City’s parking rate categories.¹

Key Implementation Steps:

1. Monitor existing and new meter zones to determine appropriate hours and rates.
2. Where necessary, on-street metering and RPP strategies should be coordinated to mitigate conflicts and constraints for various users – see above.

Survey existing shuttle operations in an around Greater Corktown to identify opportunities for consolidation and community benefit.

- A variety of parking shuttle services currently operate in the Greater Corktown area, providing access to remote parking facilities and transferring workers and visitors between destinations.
- While these shuttles may support a small number of businesses in Corktown, they primarily provide cheap park-and-ride access to Downtown businesses and reinforce Corktown as a place to store cars to the detriment of neighborhood residents.

Key Implementation Steps:

1. Analyze use patterns among current shuttle services, as well as rider needs.
2. Identify opportunities for consolidation of services, and/or transition to support and use of existing fixed-route or other public transit services.

¹ Sec. 46-4-42. - Parking meter zones; limitation on use of parking meters; parking rate categories; parking zones; parking zone sectors; maximum time limits.

4. If privately operated services continue, seek opportunities to provide benefits to neighborhood residents during off-peak periods when the shuttles are currently not in use.

Medium Term (3-5 years)

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

Ensure zoning regulations incorporate context-sensitive parking requirements to support new development and mitigate negative impacts on existing residents/businesses.

- Zoning regulations in Greater Corktown should facilitate creation of new parking supply that is supportive of the community's aspirations to be a walkable, vibrant, green neighborhood.
- Regulations can guide placement of parking on individual sites or within the neighborhood as a whole, limit the number of curb cuts to reduce conflicts with other travelers, and replace parking minimums with parking maximums to reduce added parking supply.
- Limitations on parking supply can be tied to requirements to establish shared parking agreements with adjacent properties to reduce overall need for parking supply. New developments of scale can be encouraged/required to develop a transportation demand management (TDM) plan, per City ordinances,² to reduce parking needs and requirements.
- Design criteria can require screening of parking lots and structures to foster more active, green frontages and promote walkability, building from existing City ordinances³.

Key Implementation Steps:

1. Build upon recent/ongoing zoning-reform efforts across the city to incorporate innovative strategies appropriate to Greater Corktown.
2. Incorporate or expand upon these strategies to emphasize the provision of shared, public, and resilient parking infrastructure in new projects, and to minimize accessory, private parking facilities that will exacerbate the excess and redundancy of current parking supplies.
3. This might include:

Parking maximums linked to options for building more parking to the extent that parking is shared/public at key times.

Eliminated or greatly reduced parking requirements.

Alternative means of meeting any remaining parking requirements, such as a Fee in Lieu, TDM commitments, or investments in community mobility improvements.

Continue to refine curbside management policies, programs, and practices.

- The value of, and demand for, curbside space will continue to intensify as forms of urban mobility continue to expand, including a growing emphasis on "shared" and "service" models for which curbside access is an essential component.
- In areas with high demand for competing curbside uses, metering and permitting opportunities should be explored, as outlined in the Short Term strategies section, while also looking for opportunities to improve access for transit, bicycle, pick-up, drop-off, and delivery activities, reducing conflicts between users.

2 Sec. 50-14-164. - Transportation Demand Management Plan.

3 Sec. 50-14-449. - Parking design standards—Parking areas.

Key Implementation Steps:

1. The City and its community partners should work together to establish curbside use priorities in high-demand and high-conflict locations.
2. Monitor use, adjust regulations, and improve enforcement as use patterns change and management tools evolve.
5. Invest in more significant changes to curb use that align with evolving street function and adjacent land use needs, as well as monitoring and enforcement tools, including mapping and reporting programs and license plate reader (LPR) technologies.

Improve multimodal access from primary visitor parking locations.

- As larger structured and shared facilities are developed in coming years, visitors may be required to walk further to reach their final destinations.
- Improved multimodal access to these facilities will support a “park once” visitor environment, reducing area parking needs and activating Greater Corktown’s public spaces.
- These improvements will also serve local access and mobility needs for Corktown residents and businesses by enhancing the convenience, comfort, and safety of non-driving travel modes.

Key Implementation Steps:

- Focus on sidewalks, safe street crossings, lighting, and ADA accessibility, in line with the Traveling strategies highlighted throughout the framework plan.
- Enhance connections to micromobility and microtransit “last mile” services.

Pursue joint development opportunities on existing surface lots.

- In line with the Building strategies and catalytic sites identified in this framework, joint development opportunities should be pursued in locations where parking demand necessitates creation of new supply. Alongside these investments, multimodal network amenities can be created or enhanced to facilitate “park-once” connections and improved neighborhood access and mobility (see above).

Key Implementation Steps:

- As development plans take shape on Greater Corktown’s underutilized parcels, the City and private developers should work together to pursue joint development opportunities that create needed off-street parking supply and minimize the cost and risk to all parties.
- Prioritize shared parking opportunities that can serve a broad variety of user needs.

Long Term (6+ years)

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

Explore Opportunities to create a Parking and Mobility District

- District-wide approaches to creation and management of new parking assets may benefit from establishing an “assessment district” to strategically formalize, finance, construct, and manage shared supply.

- This could be a form of Parking Assessment District, as defined in the development code⁴, but may expand beyond parking to include additional mobility needs.

Key Implementation Steps:

- Examine the potential for the “assessment district” approach in Greater Corktown or a sub-geography of the neighborhood, including learning from the performance of existing assessment districts in Detroit.
- Seek opportunities to create synergies with Ford site development and operations to make Greater Corktown the center of urban mobility innovation.
- Explore early opportunities to create Mobility Hubs that can promote and demonstrate mobility services and technologies being developed in Corktown.
- Use this platform to quantify and promote the benefits of mobility innovation, particularly in reducing local parking demand and supply needs.

⁴ Sec. 50-14-161. - Parking assessment districts.

Michigan Avenue

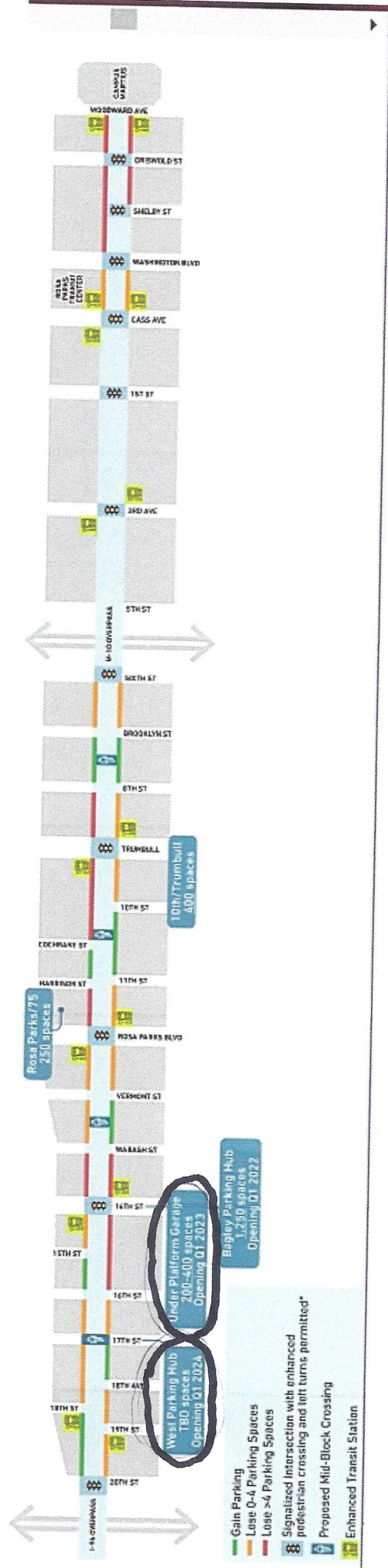
Planning and Environment Linkages (PEL) Study

March 3, 2021

FULL STUDY ON REQUEST



PEL PROPOSED TOWNEASTERN PARKING AREAS

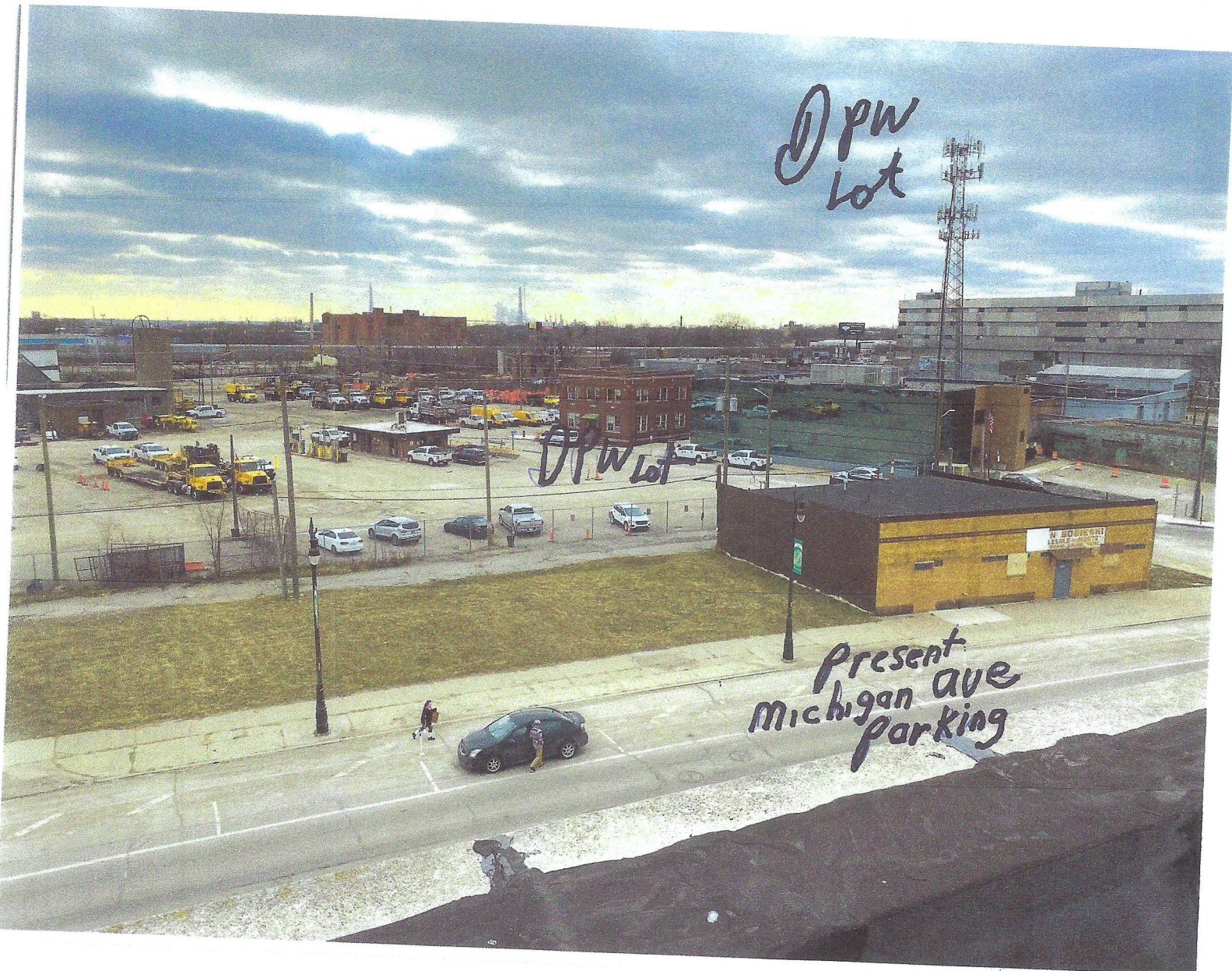


**Our Western
Corktown
Parking
Solution**

DPW Lot

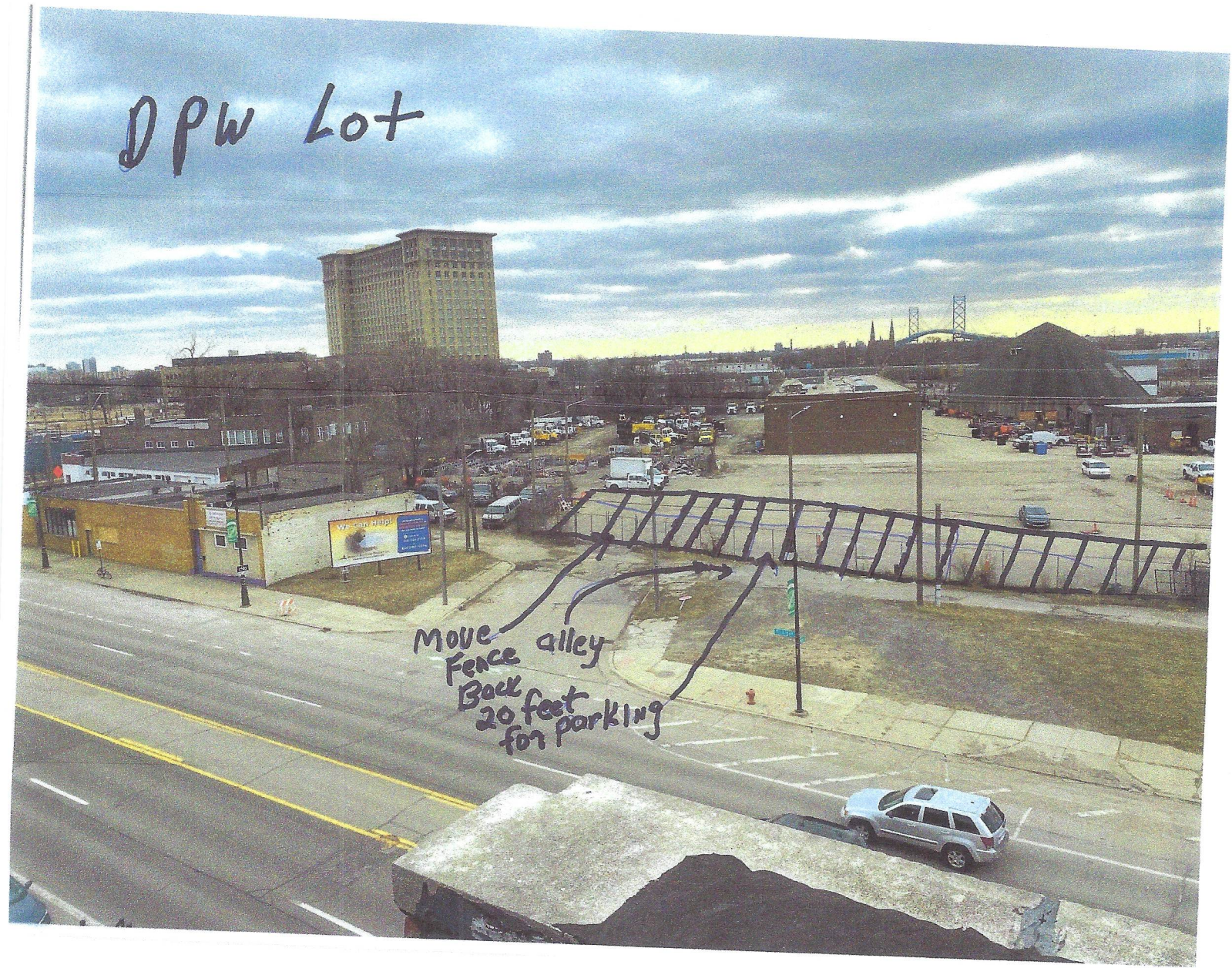
DPW Lot

Present
Michigan Ave
parking



DPW Lot

Move
Fence alley
Back
20 feet
for parking



North alley
Looking East
Create ON Extra
Parking Mootland



North alley
Looking
East
create parking



...is in charge of the
future in relation
Ace Hardware

North ally - create
parking
Looking west



February 14, 2024

Detroit City Planning Commission
2 Woodward Avenue, Suite 208
Detroit, MI 48226

Dear Commissioners:

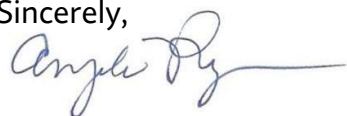
We are writing to express our full support for Michigan Central's application to request downzoning from M4 to B5 to facilitate the development of a hotel. We firmly believe that this adjustment is more aligned with the intended purpose of the facility, especially considering its proximity to the historic residential communities of Southwest Detroit, including Corktown and Hubbard Richard. The addition of hotel space will also contribute to the continued economic growth and vibrancy of our city.

The Detroit Hispanic Development Corporation (DHDC) is a nonprofit community-based organization located in Corktown, deeply connected to the rich cultural fabric of the Latino community in Southwest Detroit. Our mission is to enact meaningful change by providing life-changing opportunities, serving over 10,000 youth and adults annually.

As a lifelong resident of Southwest Detroit, witnessing the transformation of the Michigan Central Station from a blighted, abandoned structure into a valuable asset for our community fills me with great hope and pride.

Thank you for your consideration.

Sincerely,



Angela Reyes, Executive Director
Detroit Hispanic Development Corporation



**PLANNING AND
DEVELOPMENT DEPARTMENT**

Coleman A. Young Municipal Center
2 Woodward Avenue, Suite 808
Detroit, Michigan 48226

Phone 313•224•1339
www.detroitmi.gov

TO: Mr. Marcell Todd, Director, City Planning Commission
FROM: Greg Moots, Planning and Development
RE: Master Plan Interpretation for **Rezoning**
DATE: February 16, 2024

RE: **Master Plan of Policies review of the request of the City Planning Commission to show a B5 zoning classifications where M4 is shown on two parcels generally bounded by Lacombe Drive, 15th Street, 16th Street, the rail yard north of Newark Street, and Vernor Hwy. (formerly 16th Street)**

Dear Mr. Todd:

Pursuant to the City of Detroit's City Charter (Sections 6-202 and 6-204), the Planning and Development Department (P&DD) submits the following review of the proposed rezoning. The proposed map amendment is at the request of New Investment Properties 1, LLC.

Location

The two parcels are bounded by Lacombe Drive, 15th Street, Bagley Avenue, 16th Street, the rail yard north of Newark Street, and Vernor Hwy. (formerly 16th Street).

Existing Site Information

The site contains the former train station and the adjacent vacant parcel to the east and is approximately 5.4 acres in size.

Surrounding Site Information

North: R2 (Two-Family Residential District) - Park

East: M3 (General Industrial District) – Research and development

South: M4 (Intensive Industrial District) – Railroad tracks

West: R2 and M4 – Vacant land

Project Proposal

The rezoning is being requested to accommodate a proposed mixed-use office, retail, and hospitality (hotel) use within the former train station building that was historically used as a passenger rail operations and transportation terminal.

Interpretation

Impact on Surrounding Land Use

The B5 zoning is much less intense than the current M4 zoning. It permits the uses such as those in the downtown. It doesn't permit manufacturing uses, and so doesn't permit significant truck traffic or industrial emissions. The downzoning better matches the recreational use to the north and the low intensity research/maker use to the east and better matches the vision for the area.

Impact on Transportation

The downzoning permits uses that can result in significant car traffic but not in heavy truck traffic. There are bus routes on Michigan Avenue to the north and Bagley Street to the south. Michigan Avenue and W. Vernor Highway are classified as Major Streets in the Master Plan and offer access to the site and have capacity to handle increased vehicular traffic.

Master Plan Interpretation

The area to be rezoned to B5 is located in the Corktown neighborhood. It is designated as Mixed Residential/Commercial (MRC). Such areas "... consist primarily of high-density housing developed compatibly with commercial and/or institutional uses. This classification is well suited to areas proximal to existing centers of major commercial activity, major thoroughfares, transportation nodes, or gateways into the city." The proposed rezoning to the B5 classification is **consistent** with the MRC designation.

Respectfully Submitted,



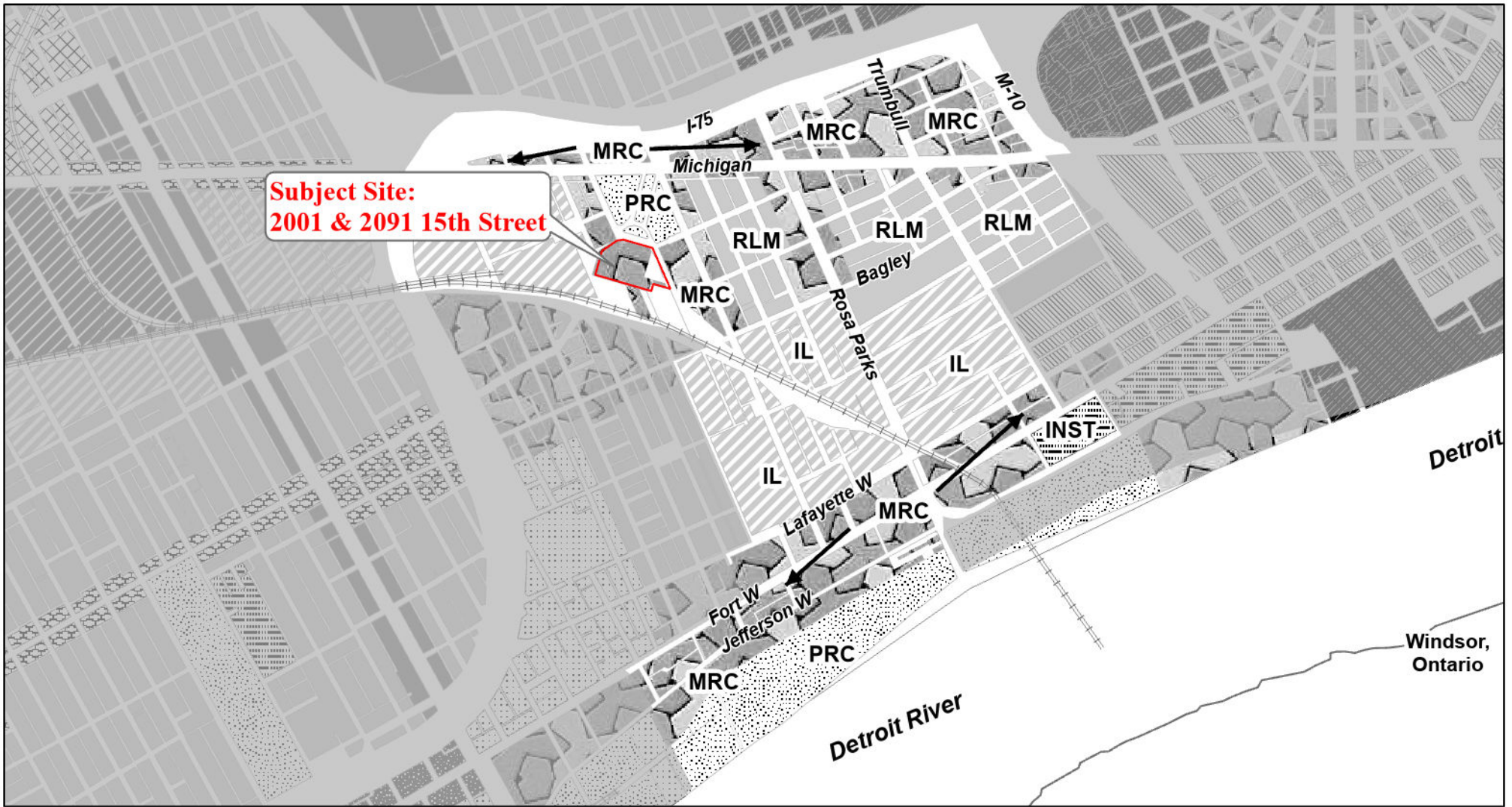
Gregory Moots

Planning and Development Department

Attachments

Future General Land Use Map: Map 4-2B, Neighborhood Cluster 4, Corktown

CC: Karen Gage
 Antoine Bryant, Director



Map 4-2B

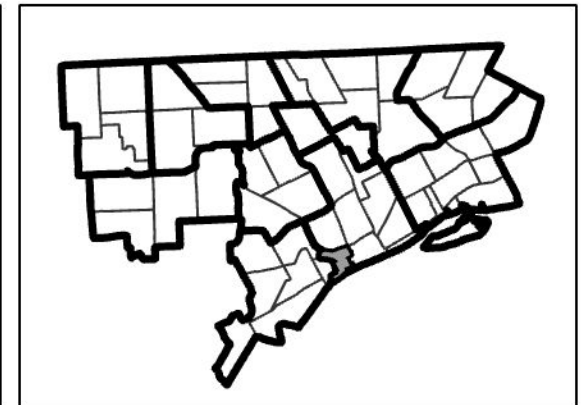
**City of Detroit
Master Plan of
Policies**

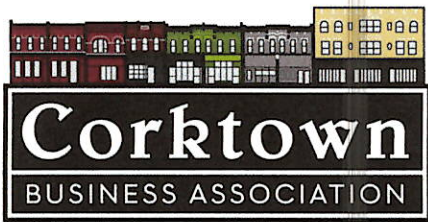
**Neighborhood Cluster 4
Corktown**



Future Land Use

- | | |
|--|--|
| Low Density Residential (RL) | Distribution / Port Industrial (IDP) |
| Low / Medium Density Residential (RLM) | Mixed - Residential / Commercial (MRC) |
| Medium Density Residential (RM) | Mixed - Residential / Industrial (MRI) |
| High Density Residential (RH) | Mixed - Town Center (MTC) |
| Major Commercial (CM) | Recreation (PRC) |
| Retail Center (CRC) | Regional Park (PR) |
| Neighborhood Commercial (CN) | Private Marina (PRM) |
| Thoroughfare Commercial (CT) | Airport (AP) |
| Special Commercial (CS) | Cemetery (CEM) |
| General Industrial (IG) | Institutional (INST) |
| Light Industrial (IL) | |





Corktown Business Association, Inc.

PO Box 32310
1401 W. Fort St
Detroit, MI 48232

February 18, 2024

Dear City Planning Commission,

On behalf of the Corktown Business Association, please accept this letter of support for the downzoning of parcels around Michigan Central Station.

Specifically, we support the proposal of New Investment Properties 1, LLC, on behalf of Michigan Central Development, to rezone the land at 2001 15th Street and 2091 15th Street from the M4 Intensive Industrial District zoning classification to the B5 Major Business District zoning classification to accommodate a proposed mixed-use office, retail, and hospitality (hotel) use within the former train station building.

The reduction in M4 zoning in Corktown is good public policy. It reflects the current direction that development is taking in the Michigan Central Impact Zone.

The increase in office, retail and hotel space is certainly beneficial to business along Michigan Avenue in Corktown. Please support this proposal.

Sincerely,

Bob Roberts
President,
Corktown Business Association

