



FENKELL

COMMERCIAL CORRIDOR STUDY

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PREFACE

Planning Practicum is the capstone course taken by both undergraduate and graduate students within the Urban and Regional Planning program in Michigan State University's School of Planning, Design and Construction. Practicum challenges the students to apply the practical and theoretical knowledge amassed throughout the course of the program.

Organized under the Urban Collaborators Program, Practicum is designed to further the professional goals of its students while benefiting areas in need of planning assistance across the State of Michigan. Under the guidance of Dr. Rex LaMore and Dr. Zenia Kotval, undergraduate students are placed into groups of five to six with the tutelage of a graduate student, presented with a list of clients, and are then free to choose with whom to work. Practicum groups are tasked with solving specific planning issues based on client preference and need.¹

¹ http://www.spdc.msu.edu/programs/urban_and_regional_planning/urban_collaborators

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The statements, findings, conclusions, and recommendations are solely those of the authors and do not necessarily reflect the views of any federal, state agency or Michigan State University.

EXECUTIVE SUMMARY

This report provides an analysis of the Brightmoor neighborhood and current conditions along Fenkell Avenue between Dacosta Street and Burt Street, referred to throughout as the Fenkell Corridor Focus Area. The study was conducted in partnership with the Brightmoor Alliance, an organization created to help revitalize the neighborhood. Brightmoor has seen significant abandonment and widespread blight, among other struggles. This report examines current trends and recommendations to rejuvenate the main commercial corridor in the neighborhood.

The structure of this report includes; a socioeconomic analysis, a review of previous Brightmoor studies, an analysis of Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.), a comparative market study, parcel corridor evaluation of current physical conditions, and recommendations. The analysis of the socioeconomic and market conditions were compared between the City of Detroit and the State of Michigan. Examining trends in this context helped to identify trends specific to the Fenkell Corridor Focus Area. The evaluation of the physical conditions were segmented by structure in use, vacant structure not in use and vacant parcel.

Each block group out of six along the study area were scored on a parcel by parcel analysis and scores were developed on a comparative scale. The purpose of this conditions study is to give an accurate assessment idea of the amount of investment each block would require to initiate some redevelopment and to identify parcels most suited for short term investment. To formulate recommendations, the findings of each section were compiled and considered alongside with the summary of physical conditions. Recommendations were made generally based on short, medium, and long time frames and low, medium, high expense for each individual parcel.

Following the walking audit, the parcel scores were compiled and organized into maps. At the time of this study there were 171 total parcels in the Fenkell Corridor Focus Area, 107 (63%) of which have an existing structure. Of the parcels with existing structures, 57 (53%) were in use and the remaining 50 (47%) were not in use. The result of the initial walking audit left 114 parcels that were either vacant or had a structure that was not in use. This finding led to a three tier parcel study where the existing 57 structures were scored relative to one another. The 50 parcels with structures not in use were scored relative to one another and the vacant parcels were also scored in this manner. It was deemed necessary to score in this manner to identify a larger number of parcels that could be targeted for redevelopment. It is important to note that vacant parcels were evaluated amongst each other for this reason.

The demographic study of the Fenkell Corridor Focus Area found a -41% population loss between 2000 and 2010 leaving the most recent census total at 5,742. Of this group 54.6% fell into the lowest household income level of less than \$20,000 annually. In the Fenkell Corridor 26.3% of individuals 25 and older had less than a high school degree, 34.1% graduating high school (includes equivalency) and 33.4% attending some college. This leaves 6.1% of the population holding a bachelor's degree or higher. 90.4% of this area reported as Black or African American Alone, 6.7% reported as White Alone and the remaining 2.9% reported as some other race. This racial composition is nearly opposite of that of the state of Michigan as a whole. Fenkell has a 33% unemployment rate with 54% of the total population in the labor force.

The market analysis found that Brightmoor had a surplus in only four business categories and a leakage for the 26 other industry types. Surpluses were reported for Beer and Liquor Stores, Gas Stations, Vending Machine Operators and Drinking Places. Vending Machine Operators was the only surplus category reported throughout the state. Household expenditures reported as percentages of household income showed little variation in Brightmoor as compared to the City of Detroit or the State of Michigan with the exception of Travel, Pensions and Social Security as these are commonly fixed prices and the neighborhood is relatively low income. Retail expenditures showed much lower levels of spending than the national average. Categories that fell far below the national average were footwear and investments.

Recommendations for the Fenkell Corridor Focus Area were made based on actions that could be completed through short term, medium term and long term time investment with varying levels of cost. Recommendations were organized in this manner to provide a variety of options that could be implemented at varying stages as funding allowed. A vision of a commercial corridor that was self-sustaining, integrated, focused and innovative ways. Recommendations from previous studies of the area were also considered when recommendations were formulated. The recommendations are based solely on the findings of this study in the context of previous reports. Specific recommendations were made on a parcel by parcel basis in order to target potential development. General recommendations were created to guide this process.

Improvements to sidewalks, alleyways, and signage were included to promote walkability and increase pedestrian safety. Economic development was considered in a broad sense with a focus on attracting targeted business that address leakages in the neighborhood. Various funding strategies were noted to help attract and maintain business activity. Overall façade improvements were suggested along with blight removal to improve the aesthetic appeal of Fenkell Avenue and to promote pedestrian use.

The final recommendation made by this report is based on the findings of the physical analysis of block groups five and six. These two blocks serve as a gateway for the corridor and provide the greatest potential for complete redevelopment. Further studies are necessary to adequately recommend a specific type of business within these block groups. The goal of the recommendations for groups five and six is to identify and recommend a development would anchor the corridor by spurring economic activity and serve to brand the corridor.



Figure iii.1 – Parcel groups five and six before and after concept
Source: Google Maps Street View, www.skyscapercity.com

1 INTRODUCTION

1.1 THE CLIENT



The Brightmoor Alliance is a nonprofit collection of nearly fifty community-based organizations with a vested interest in the advancement of the Brightmoor neighborhood in northwest Detroit, Michigan. It was established in 2000 in response to growing concern about the neighborhood's decline; job, business, and population loss, poor quality housing, increased crime, and widespread property deterioration and abandonment were – and still are – the most pressing issues. The organizations agreed that their efforts would have greater impact if they joined in partnership.

The organization's fifteen-person board of directors, elected by the community, meet twelve times a year. Seventy-five percent of the board lives in the neighborhood.

A main focus of the Brightmoor Alliance is to organize its resources to help restore the neighborhood so that it may be not only functional and livable, but also vibrant and attractive. Through various programs, the Alliance addresses issues with housing, employment, schools, safety, human services, recreation and shopping.

The organization's mission is to “serve Brightmoor residents to organize, create, and control a diverse, economically vibrant, and walkable neighborhood of choice in collaboration with its business, civic and philanthropic community partners.”

More information on the Brightmoor Alliance and its work in the community can be found at <http://www.brightmooralliance.org/>.

1.2 PROJECT INTRODUCTION

At the request of the Brightmoor Alliance, the Practicum Team analyzes the study area’s economic and physical conditions. This analysis is completed in order to recommend compatible phased-growth commercial redevelopment that addresses resident consumer needs and draws people to the corridor. The Practicum Team analyzes previous neighborhood studies, examines socioeconomic data, conducts a market analysis, and assesses physical parcel conditions to formulate these recommendations. Throughout this report, the study area on Fenkell Avenue—between Burt and Dacosta Streets—will be referred to as the Fenkell Corridor Focus Area.

1.3 PROJECT OVERVIEW

This report presents a demographic and spatial profile of the Brightmoor community to provide context for the Fenkell Corridor Focus Area. A complete economic analysis is given to assess the current business climate. Through this, strengths and potential areas for improvement are identified. An assessment of physical parcel conditions within the corridor is used to identify target areas for investment. Community input focusing on neighborhood strengths and weakness is gathered. Additionally, previous Brightmoor studies are analyzed in order to gain a full understanding of past and present revitalization efforts. Based on the analysis and findings, recommendations over a range of time frames are provided.

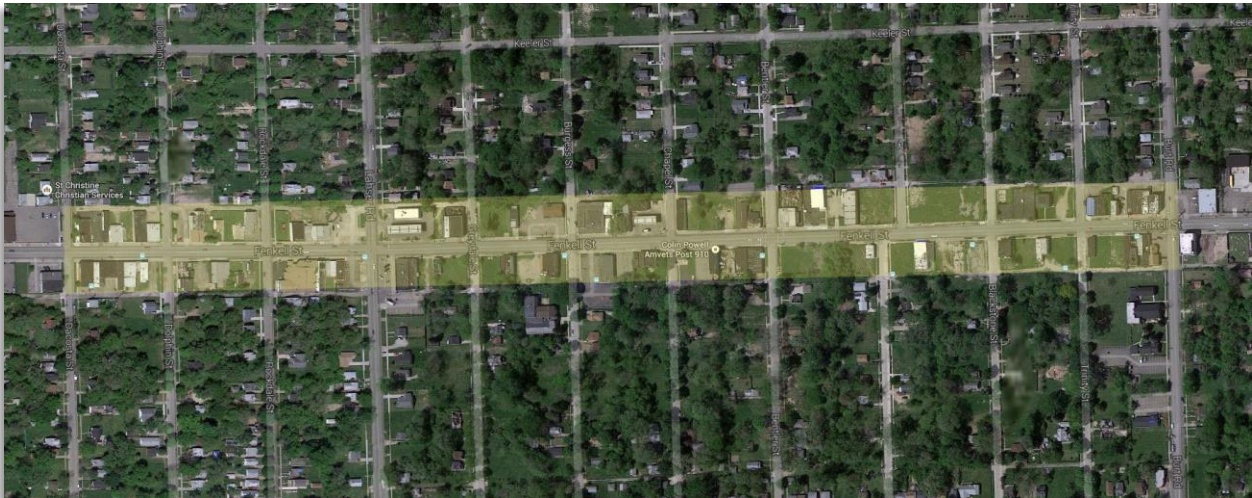


Figure 1.3.1 – Aerial View of Fenkell Corridor Focus Area (highlighted in yellow)
Source: Google Maps

1.4 METHODOLOGY

The focus of this report is on Fenkell Avenue in Brightmoor. Wherever appropriate, the Practicum Team includes data for the entire Brightmoor neighborhood, City of Detroit and State of Michigan to provide a holistic picture. Demographic data used in this report came primarily from the 2000 and 2010 United States Decennial Censuses and 2008–2012 American Community Survey (ACS) 5-Year Estimate, Data Driven Detroit (D3) and the Environmental Systems Research Institute’s Business Analyst Online (ESRI BAO) tool. Each source provides local demographic data that details factors including population, race and ethnicity, housing, market analysis, and land use at census tract or block group levels, among others.

The team met with community stakeholders, possible developers, existing business owners, and attended community meetings when possible. All Practicum Team members contributed to conducting a walking audit with specific criteria for rigorous evaluation standards. Later, the collected data was organized into comprehensible maps, charts, and descriptions to identify key development opportunities or rehabilitation areas. The team identified three recommendation groupings of Fenkell Avenue parcels by type and condition. After neighborhood strengths and weaknesses were identified as well as the surrounding land uses, business demands and profiles, potential parcel in-fill uses were reported in the recommendation section of this study.

1.5 ANALYSIS OF PREVIOUS BRIGHTMOOR STUDIES

A number of studies and strategic plans have been developed with Brightmoor in order to gather the knowledge of the residents and envision their ideas for the Fenkell commercial corridor. The Practicum Team analyzed eight of these professional reports commissioned within the last seven years. Data and findings gleaned from these reports provided crucial information and were drawn upon when developing recommendations in the Fenkell Commercial Corridor Study. Brief summaries of each individual report—listed in reverse chronological order—and its relevance to the Practicum Team’s Corridor Study follow.

1.5.1 RESTORE THE ‘MOOR

The Community Development Advocates of Detroit (CDAD) organization released this report in April 2014. It details a process of community engagement to tackle the existing challenges and barriers to the revitalization efforts in Brightmoor. This report provides insight into the systemic individual and community-wide issues plaguing the neighborhood.

1.5.2 FENKELL STREET ANALYSIS: RECOMMENDING NEW BUSINESS VENTURES

TechTown Detroit and the University of Windsor partnered to release this report in July 2013. It suggests spurring economic development in Brightmoor through new business ventures and

entrepreneurship. Taking the consumer needs of the neighborhood’s residents into consideration, the report suggests a few “best practices,” including pop-up retail, food cooperatives, and a flea market located on Fenkell Avenue.

1.5.3 KNIGHT FOUNDATION ARTS CHALLENGE PROJECT

The Knight Foundation proposed this project in June 2013. It grants funding to assist artists in completing art projects to beautify the Brightmoor community. In essence, these projects help reduce blight, improve public safety, and increase the friendliness of the neighborhood for pedestrians.

1.5.4 DETROIT FUTURE CITY – BRIGHTMOOR NEIGHBORHOOD

The Detroit Works Project released this report in January 2013. It is a citywide framework that makes several recommendations for each of the city’s neighborhoods in terms of land use, economic development, revitalization, civic engagement, and physical resources. It re-envisioned the city and proposes how the city may look in up to fifty years. Brightmoor, the plan recommends, could be transformed into a “blue-green” neighborhood by adding more parks and open space as well as rainwater and runoff collection ponds to help alleviate issues with the city’s sewage system.

1.5.5 BRIGHTMOOR COMMUNITY NEEDS ASSESSMENT

Data Driven Detroit released this report in May 2012. It details Brightmoor’s current demographic and socioeconomic condition, challenges, physical, social, and human assets, and lists a number of recommendations. The recommendations focus on children and include increased access for Brightmoor residents to information and services, expanded mentoring programs, and collaboration of organizations to address childhood development.

1.5.6 BRIGHTMOOR NEIGHBORHOOD PROFILE

Data Driven Detroit, in collaboration with the Skillman Foundation, prepared this profile in April 2012. It visually illustrates and narrates Brightmoor’s demographic and socioeconomic conditions. Data on general population trends, racial and ethnic composition, household structure, educational attainment, household income, and housing characteristics is included. The Practicum team drew upon this data in completing the socioeconomic portion of the Fenkell Avenue Commercial Corridor Study.

1.5.7 NEIGHBORHOOD REVITALIZATION STRATEGIC FRAMEWORK PROCESS GUIDE

The Community Development Advocates of Detroit (CDAD) organization released this report in February 2010. It is meant to guide revitalization efforts in Detroit and other cities through neighborhood planning. The step-by-step Strategic Framework model, “Data, Deliberate, Decide, Do,” is intended to empower residents in affected communities to make informed decisions based on available data and provide a platform for dialogue and civic engagement with decision makers. Essentially, this report maintains that neighborhood revitalization is most effective when residents are informed and able to help implement programs they believe most suitable for themselves. Brightmoor residents and those associated with the Fenkell Avenue commercial corridor can look toward this model as a guide for community betterment efforts.

1.5.8 BRIGHTMOOR’S LYNDON GREENWAY: CATALYST FOR COMMUNITY REVIVAL

A consortium of institutions titled the “Healthy Environments Partnership” released this report in June 2007. It looks at neighborhood revitalization in terms of changes to the physical environment. The focus area of the study is the Lyndon Greenway, a 1.5-mile long path that connects Stoepel and Eliza Howell Parks in Brightmoor. The recommendations mainly focus on promoting physical activity by encouraging use of the Greenway and using the interconnectedness as a model for the rest of the city.

1.6 STRENGTHS, WEAKNESSES, OPPORTUNITIES, AND THREATS (S.W.O.T.) ANALYSIS

Additionally, the Practicum Team actively sought the community’s input in the form of a Strengths, Weaknesses, Opportunities, and Threats (S.W.O.T.) analysis. The purpose of this inquiry was to guide the team’s final recommendations in this report and to establish an overall vision for corridor. Input was received during several meetings in which clients and stakeholders were asked to identify Brightmoor’s strengths, weaknesses, opportunities, and threats.

Figure 1.6.1 is a summary of the Practicum Team’s findings:



Figure 1.6.1 – S.W.O.T. Analysis
Source: Practicum Team

2 SITE PROFILE

2.1 SITE LOCATION

The Fenkell Corridor Focus Area is located in Detroit, in the southeastern portion of the lower peninsula of the State of Michigan. See Figure 2.1.1.



Figure 2.1.1 – Location: State of Michigan
Source: ESRI, generated 2/16/2014

The Fenkell Corridor Focus Area is located in the central portion of the neighborhood of Brightmoor (shown in Figure 2.1.3) and is outlined in red. The black outlines represent the individual census tracts within Brightmoor.

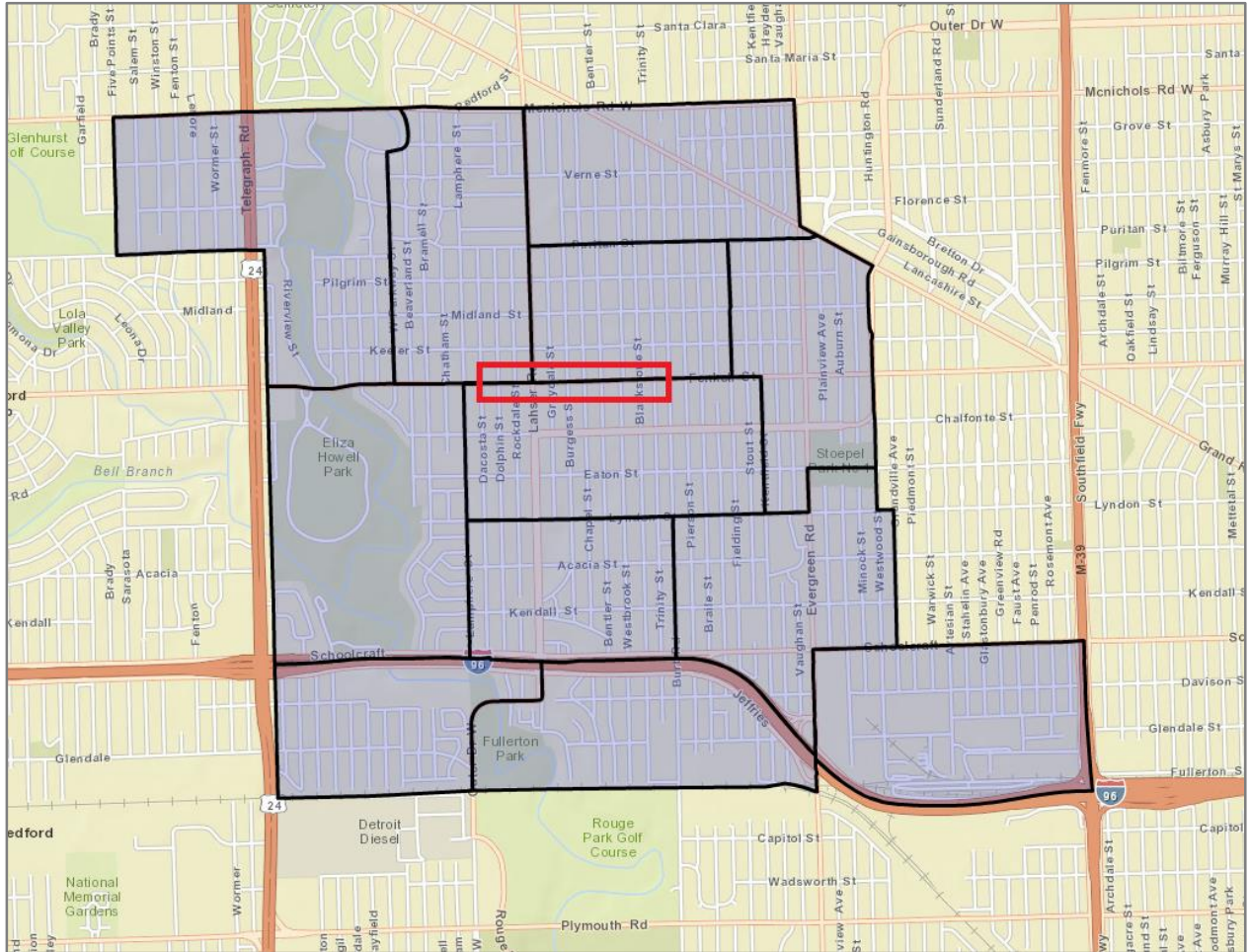


Figure 2.1.3 – Location: Brightmoor Neighborhood
Source: ESRI, generated 2/16/2014

The Fenkell Corridor Focus Area is located on Fenkell Avenue between Burt and Dacosta Streets, shown in Figure 2.1.4 and outlined in red. The study area includes both the immediate north and south sides of Fenkell Avenue.



Figure 2.1.4 – Location: Fenkell Corridor Focus Area
Source: ESRI, generated 2/16/2014

2.2 CHARACTER

The Brightmoor neighborhood is a four square mile area in the northwest corner of the City of Detroit, Michigan. Brightmoor’s boundaries are defined as: Evergreen Road, West Outer Drive, Grand River and Grandville Avenues, and the Southfield Freeway to the east; Telegraph Road and the City of Detroit to the west; Jeffries Freeway and the CSX railway to the south; and West McNichols Road to the north.

According to the 2010 Census, the total population is 23,845. This figure represents a significant decrease of 30% from the 2000 Census when the population was 34,598. As of 2010, there were a total of 12,298 housing units of which 74.8% were occupied. Of those housing units, 50.1% were owner occupied while 49.9% were renter occupied. Of the 3,094 housing units that are vacant, 1,531 are considered abandoned.

The neighborhood is served by the new pre-K–8 Gompers School following the consolidation of three local elementary schools: Harding, Vetal, and Gompers Elementary. Brightmoor residents must travel outside of the neighborhood to attend the area’s only secondary school, Detroit Community High School. The remaining students attend charter schools.



Figure 2.2.1 – Gompers Elementary School
Source: <http://detroitk12.org/schools/gompers>

Located within the community are Stoepel and Eliza Howell Parks. They serve the area for recreational purposes such as horseback riding and family gatherings. Both parks are connected by the 1.5-mile long Lyndon Greenway, which contains paths for bikers.

A variety of faith-based organizations – including churches, ministries, and non-profit groups – are located throughout Brightmoor. These groups play a vital role in the neighborhood; they serve as soup kitchens, shelters, and places for worship and counsel.

In recent years, a rise in popularity of urban gardening and local grassroots art has helped establish an identity as well as community rapport in Brightmoor. Adults and children alike tend to community gardens and sell produce through local farmers’ markets. Furthermore, area students craft products ranging from signs for businesses to colorful artwork that beautifies and secures abandoned neighborhood houses.



Figure 2.2.2 – Local grassroots art in sign-making

Figure 2.2.3 – Urban agriculture at Brightmoor Farmway

Source: Practicum Team

Source: www.ecotrust.org

2.3 HISTORY



Figure 2.3.1 – Fenkell Avenue, Brightmoor Housing Stock, Detroit Guardian Bank Building; 1940

Source: Brightmoor Alliance

The development of the Brightmoor neighborhood began in 1921 when Burt Eddy Taylor purchased 160 acres of farmland one mile outside of Detroit’s city limits. Originally designed as a planned community to serve mostly poor, white Southerners seeking opportunity in the automobile industry, the subdivision opened in 1922. The housing stock was primarily comprised

of mass-produced, single-family homes. The vast majority of the residents worked in the automobile industry. Brightmoor became a part of Detroit proper in 1926 via annexation.²

Viewed as a land of opportunity, white European immigrants and migrants from the Southern United States relocated to the city in search of employment through the 1930s and 1940s. Despite the Great Migration movement that also drew six million African Americans northward to industrial Midwestern cities – including Detroit – Brightmoor’s status as a predominantly white neighborhood was maintained. Additionally, at Detroit’s height of prosperity, Fenkell Avenue served as Brightmoor’s commercial hub.³

By the 1950s and 1960s, much of Detroit’s industrial work began to shift to the suburbs. Discriminatory housing policies coupled with federally subsidized housing programs built Detroit’s Western suburbs. These neighborhoods targeted and marketed to white families. Brightmoor’s white working class families moved into these new developments, following the outflow of jobs. African American residents of Detroit, earlier confined to the central city, began to move into Northwest neighborhoods like Brightmoor. Unlike other nearby communities, the

federal government shunned Brightmoor when allocating funding for development. This lack of funding resulted in crumbling infrastructure and the continued occupation of outdated housing.⁴



Figures 2.3.2, 2.3.3, 2.3.4 – Abandoned property within Focus Area
Source: Practicum Team

Owners began abandoning the housing from the 1980s onward. By the end of the 20th century, the community continued to feel the impact of drug-related crime, escalating poverty, and vast swaths of vacant land. The housing crisis of the mid-2000s accelerated property abandonment. The condition of Fenkell Avenue, once Brightmoor’s commercial core, began to mirror the neighborhoods; much of the property was neglected or deserted.⁵

The Brightmoor neighborhood is currently entering an era of renewed focus on community engagement and revitalization. Residents are acutely aware of the community’s challenges, but are actively engaged in improving their quality of life. A critical mass has been reached; there is a sense of urgency among residents to implement change in order to realize the potential of and vision for the neighborhood.

² <http://www.modeldmedia.com/features/ontheground102913.aspx>

³ <http://prospect.org/article/death-and-life-detroit>

⁴ <http://prospect.org/article/death-and-life-detroit>

⁵ www.freep.com/.../How-Brightmoor-became-hot-spot



Figures 2.3.5, 2.3.6, 2.3.7 – Examples of businesses within Focus Area
Source: Practicum Team

2.4 SOCIOECONOMIC PROFILE

The Socioeconomic Profile is an aggregate of data referencing population, age distribution, racial composition, educational attainment, household income, and employment status. The data is sourced from the ESRI Business Analyst Online and Social Explorer tools and the United States Census Data from 2000 and 2010. The scope of the data includes the Fenkell Corridor Focus Area, the Brightmoor neighborhood, the City of Detroit and the State of Michigan. It is useful in developing a realistic redevelopment plan to know both the social and economic composition of the neighborhood.

The Fenkell Corridor Focus Area includes U.S. Census Tracts 5435, 5436 and 5442, which encompass Fenkell Avenue between Dacosta and Burt Streets in its entirety. This area is outlined in Figure 2.4.1 in blue and the extent of the corridor is highlighted in red.



Figure 2.4.1 – Fenkell Corridor Focus Area Census Tracts
 Source: ESRI, generated 2/16/2014

2.4.1 POPULATION

Assessing recent trends and conditions in the general composition of the population is beneficial in assessing community needs and strengths. Comparing population data at each level of census tract, neighborhood, city and state provides for comparative analysis not only through time but regionally as well. While the city of Detroit lost about 25% of its population, Brightmoor lost at a higher rate (31%).

| Total Population | | | | |
|------------------|-----------------------------|------------|---------|-----------|
| Census Year | Fenkell Corridor Focus Area | Brightmoor | Detroit | Michigan |
| 2000 | 9,815 | 34,598 | 954,270 | 9,938,444 |
| 2010 | 5,742 | 23,845 | 713,777 | 9,883,640 |
| %Δ | -41% | -31% | -25% | -1% |

Figure 2.4.1.1 – Population and Population Change by Geographic Area
 Source: 2000, 2010 U.S. Census

Figure 2.4.1.1 shows the population decline for each geographical area over the past decade. The State of Michigan shows the smallest percentage of decline at only 1%. The city of Detroit saw a 25% decline for the same time period. The Brightmoor Neighborhood experienced a rate of decline 6% higher than that of the City of Detroit at -31%. The Fenkell Corridor Focus Area (Tracts 5435, 5436 and 5442) has experienced a high rate of population decline of 41%. Rates of decline this significant are often correlated with abandonment, vacancy, unemployment and crime.

2.4.2 AGE DISTRIBUTION

Comparing age groups is an important tool when assessing a community’s needs. For example, an area with a large number of young people will have different planning needs than another area with primarily retired people. In the Fenkell Corridor Focus Area, significant population loss was evident in the 2010 Census across age groups. This was particularly true for children – the three age groups younger than 15 years of age experienced population loss rates greater than the neighborhood averages. In addition, the greatest loss of population was experienced for those 10 and younger. Table 2.4.1.2 shows an average of 60% population loss in this group.

| Fenkell Corridor Focus Area - Population Ages 10 and Younger | |
|--|-----------------------------|
| Census Year | Fenkell Corridor Focus Area |
| 2000 | 2,410 |
| 2010 | 952 |
| %Δ | -60% |

Figure 2.4.2.1 – Population and Population Change, 10 Years and Younger
 Source: 2000, 2010 U.S. Census

Such losses can be attributed to a decreasing number of births across the city, resulting from fewer women of childbearing age, decreasing teenage birth rates and the choice of having fewer children. Loss can also be attributed to families leaving the community all together.

The results of the 2010 Census shows that the Brightmoor neighborhood and specifically the Fenkell corridor have a high percentage of younger people living within the area. Figure 2.4.2.2 and Figure 2.4.2.3 illustrate these findings.

| Youth, Working Adults, and Retirement Age Adults | | | | |
|--|-----------------------------|------------|---------|----------|
| Age Group | Fenkell Corridor Focus Area | Brightmoor | Detroit | Michigan |
| 17 and Younger | 31.0% | 28.3% | 31.1% | 26.1% |
| 18-54 | 51.5% | 52.6% | 51.4% | 53.0% |
| 55 and Older | 17.5% | 19.1% | 17.5% | 20.9% |

Figure 2.4.2.2 – Age Groups by Geographic Area
 Source: 2010 U.S. Census

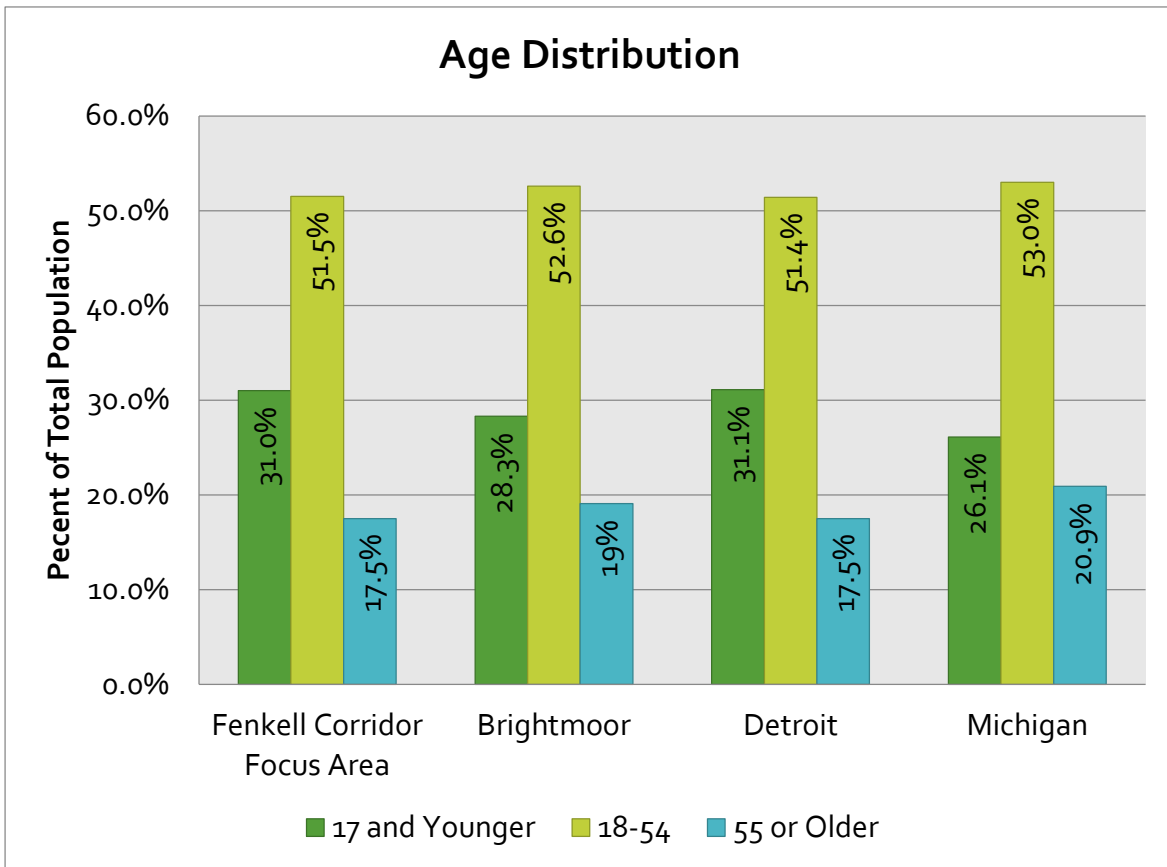


Figure 2.4.2.3 – Age Distribution by Geographic Area
 Source: 2010 U.S. Census

The age distribution found in Brightmoor as a whole with the population indicating a high percent of the 19 and younger demographic is further exaggerated when looking specifically at the Fenkell Corridor Focus Area represented by U.S. Census Tracts 5435, 5436 and 5442. The 17 and younger demographic represents an average of 30.1%, ages 18-54 averages 51.5% and the 55 and over group averages 17.5% of the total population.

2.4.3 INCOME

Understanding income differences in the study area is crucial to making recommendations for types of development. Household income for several geographic areas is shown below.

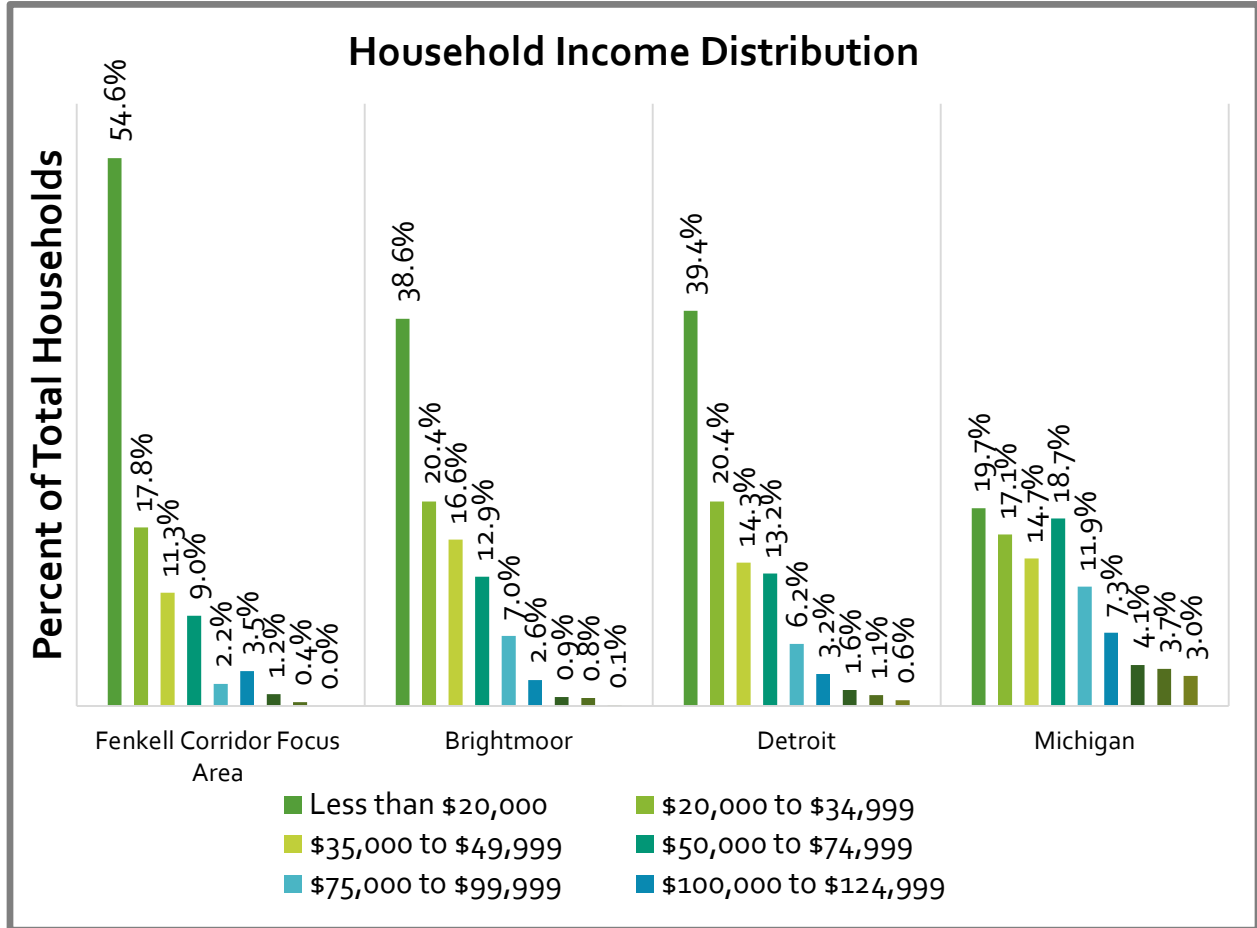


Figure 2.4.3.1 – Household Income Distribution by Geographic Area
 Source: 2008-2012 ACS 5-Year Estimate

As shown in Figure 2.4.3.1, Brightmoor and the census tracts that surround the study area have a significantly lower average household income than the State of Michigan. Over 54% of households within the Fenkell Corridor Focus Area earn less than \$20,000 per year. In addition, less than 0.1% of the study area’s households earn greater than \$200,000 per year. This data differs from the other geographic areas; is important for recommending appropriate businesses for the residents of the study area. Businesses that are accessible to lower income residents will be very important.

2.4.4 EDUCATIONAL ATTAINMENT

Educational Attainment is a social measuring tool benchmarking achievement that correlates positively with income. Typically areas that have a proportionally high level of individuals with a significant amount education, the household and individuals income levels tend to be similarly high. A high level of education is considered some college or above. Figure 2.4.4.1 depicts the educational attainment in graphical format for the State, the City of Detroit, Brightmoor and the Fenkell Corridor Area.

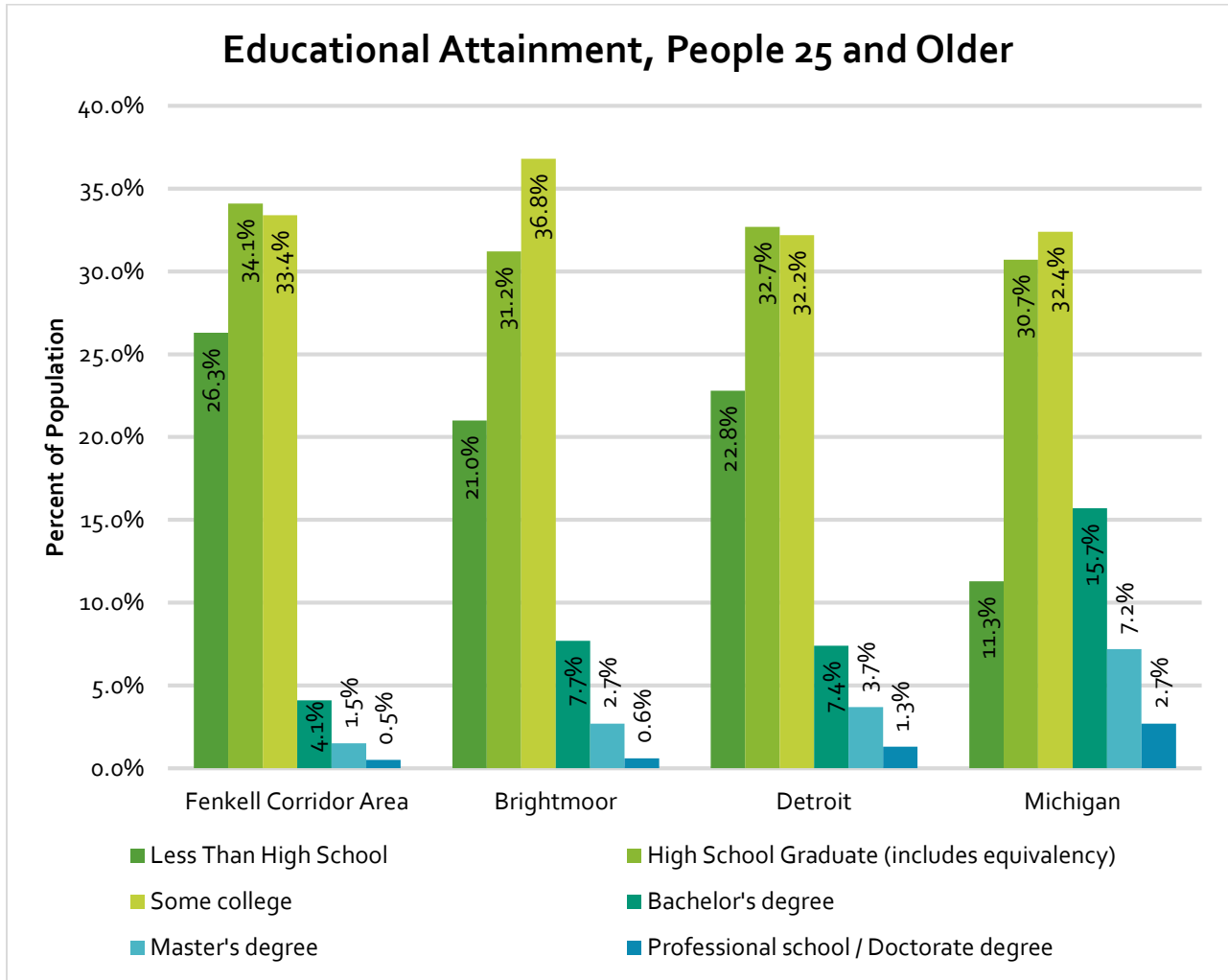


Figure 2.4.4.1 – Educational Attainment by Geographic Area
 Source: 2018-2012 ACS 5-Year Estimate

The Brightmoor community generally has a higher level of individuals who attain education levels at or below the completion of high school or equivalency. The data for the two census tracts along the Fenkell Ave. corridor are mixed. In general Brightmoor closely parallels attainment rates achieved in Detroit with approximately 20% of the population not finishing high school, 30%

graduating from high (or equivalency), an additional 30-35% completing some college, with the remaining 10% completing a bachelor's degree or higher. The biggest gap in education achievement comes in the bachelor's degree and above. The state of Michigan outpaces the two smaller geographic areas by 50% with significantly higher levels of achievement. Brightmoor and the Fenkell Corridor Area specifically have particularly low levels of educational achievement.

2.4.5 RACIAL COMPOSITION

Brightmoor, like the rest of Detroit, is a predominantly African-American community. In the last decade, the African-American population of Brightmoor declined 31.8%, as shown in table 2 (see next page). Larger percentage losses in the White, Latino, Native American, and Asian populations resulted in an increase in the African American share of the neighborhood's population from 81 to 86 percent. While the White population decreased by 56.9 percent, the Asian population nearly moved out in its entirety, dropping from 304 in 2000 to only 21 in 2010. The African American population remained relatively constant, thus allowing its share of the total population to rise from 64.6 to 78.3 percent. The relatively small loss experienced by the Latino population allowed it also to increase its overall share from 3.9 to 4.3 percent (Brightmoor Needs Assessment, p.36).

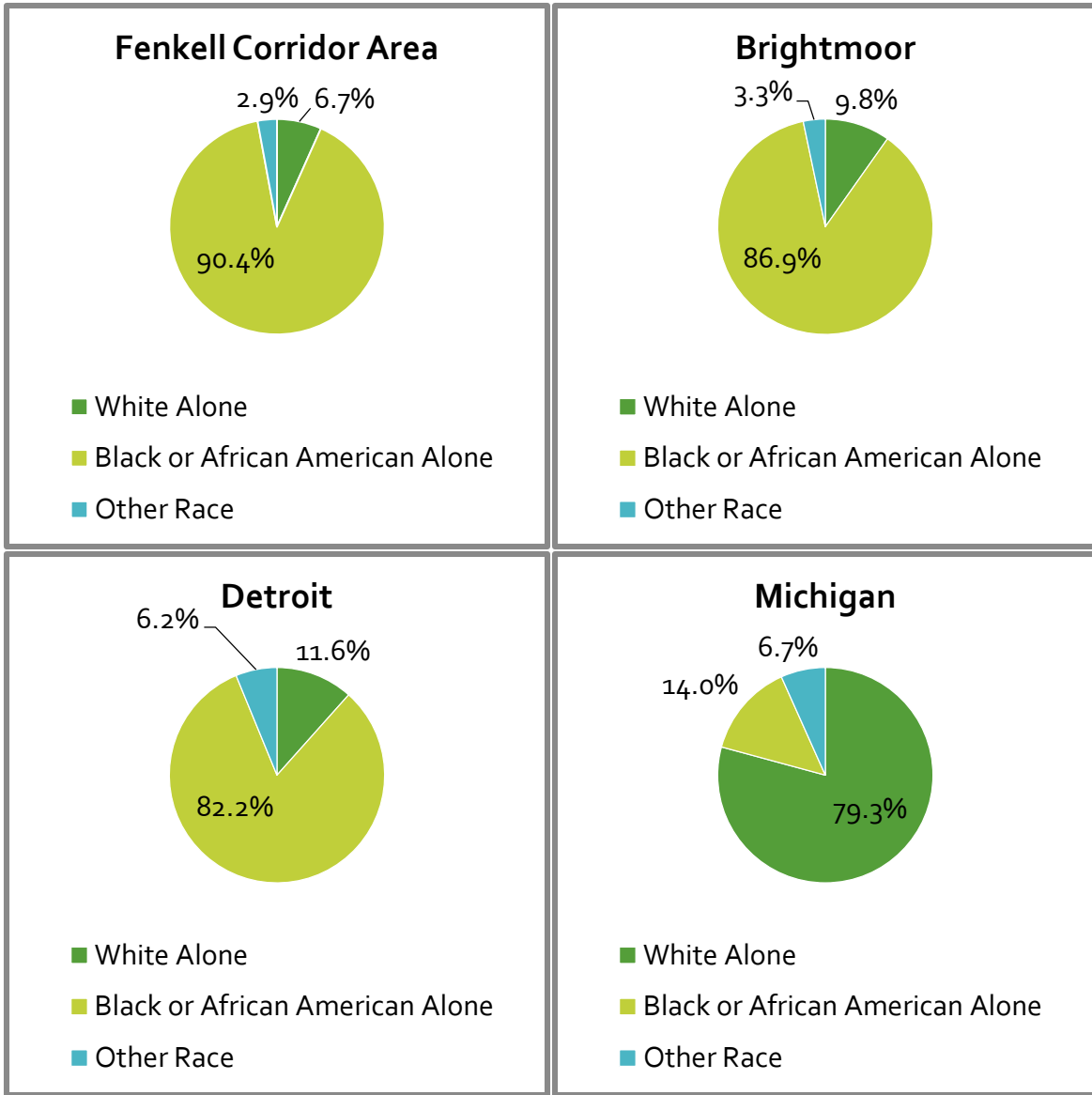


Figure 2.4.5.1 – Race and Ethnicity by Geographic Area
 Source: 2008-2012 ACS 5-Year Estimate

According to the presented data, Michigan (9,883,640) is comprised of ‘White Alone’, which is the majority, standing at 79% (7,809,120 people). The ‘Black and African American alone’ only comprise 14% (1,400,362 people) of Michigan, while it’s the majority of Detroit (713,777 people) standing at 83% (590,226 people) of the population. Brightmoor is characterized by having majority of its population being the minority population of Michigan.

2.4.6 EMPLOYMENT

Employment status will also play a large role in making recommendations for the Fenkell Corridor Focus Area. Providing employment opportunities as well as specialized uses (such as training facilities, employment assistance agencies, educational facilities, etc.) will be considered when making recommendations.

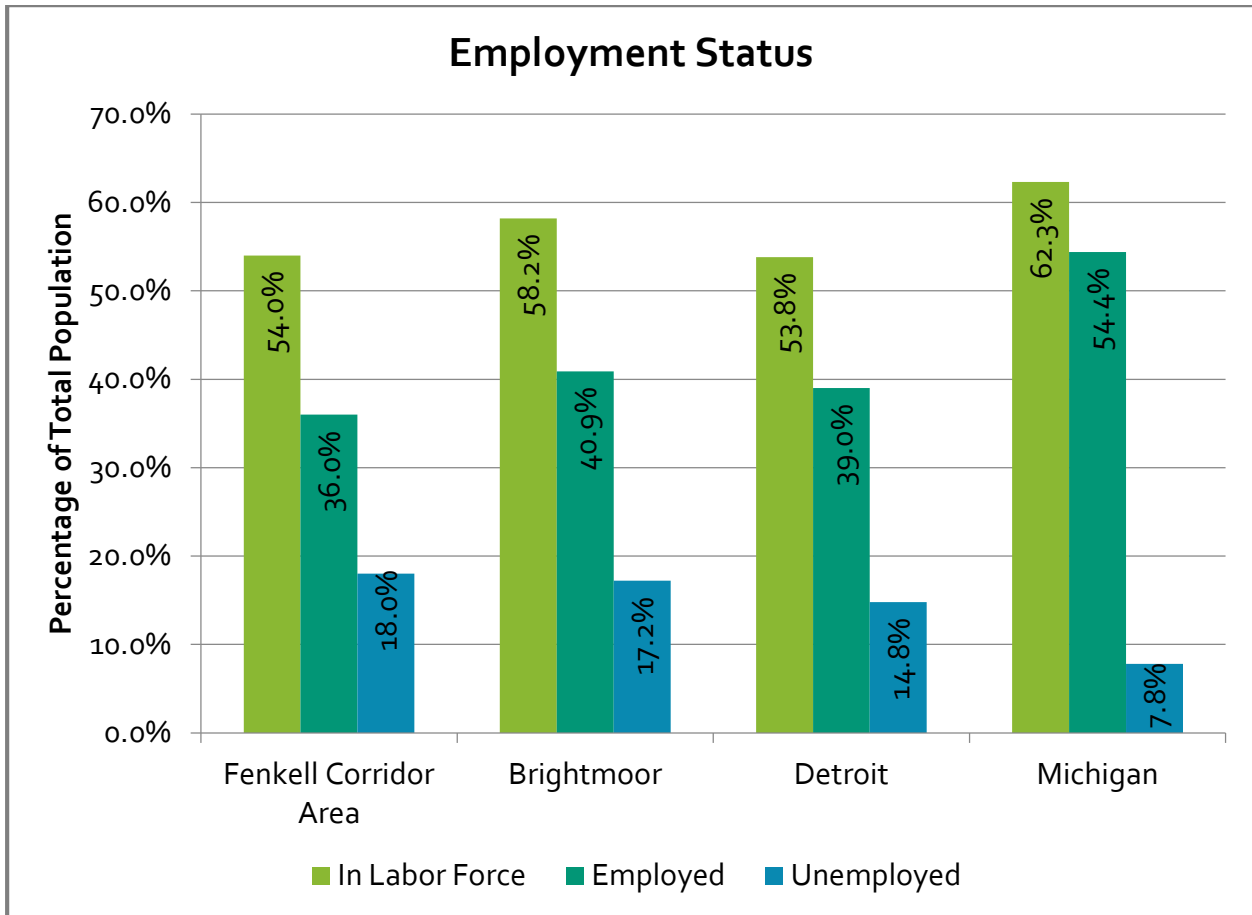


Figure 2.4.6.1 – Employment Status by Geographic Area
 Source: 2008-2012 ACS 5-Year Estimate

As shown in Figure 2.4.6.1, the unemployment rate in Brightmoor and Detroit is much higher than the statewide total. This information will play a key role in the development of the corridor, and will allow for appropriate recommendations in Section 6.

2.4.7 SUMMARY

The Fenkell Corridor Focus Area, Brightmoor neighborhood, and the City of Detroit have vastly different socioeconomic characteristics when compared to the State of Michigan. Brightmoor consists of:

- Declining total population at a rate 30% higher than the State of Michigan
- Younger average age than the State of Michigan
- Majority African American population (Brightmoor: nearly 87%, State of Michigan: 14%)
- Lower household incomes with an average of \$26,955
- Lower educational attainment for residents
- Nearly double the unemployment rate compared to the State of Michigan

These factors will help shape recommendations, as the goal of this study is to create an economically stable commercial corridor while keeping the needs of residents as a top priority. Understanding the composition of the population will allow for targeted strategies to serve the current residents.

3 MARKET ANALYSIS

3.1 INTRODUCTION

In order to make recommendations for economically feasible land uses within the Fenkell Corridor Focus Area, there must be a complete understanding of the current economic circumstances. For this section, all data was obtained from ESRI Business Analyst Online. This tool allows users to obtain consumer expenditure and business profile data for specific geographic areas. For the purpose of this study, there will be three compared geographies: Brightmoor, City of Detroit, and the State of Michigan. The main criteria used for recommendations will be Spending Potential Index (SPI) and Surplus/Leakage Factor.

SPI is a measure of how much consumers will spend in the area compared to the national average. The national average score is 100, with values less than 100 indicating that consumers will spend less than the national average on a particular business segment. Values over 100 indicate higher potential spending than average.

3.2 BUSINESS SUMMARY

For reference, a list of businesses by category and sub-category has been included in Figure 3.2.1. This is compared to both Detroit and Michigan to illustrate differences in distribution of business types. This will be used in order to come to conclusions on recommendations or the corridor.

| Business Segment | Brightmoor | | Detroit | | Michigan | |
|----------------------------|------------|-----------|------------|-----------|------------|-----------|
| | % Business | Employees | % Business | Employees | % Business | Employees |
| Agriculture & Mining | 2.60% | 61 | 1.70% | 1,486 | 4.80% | 83,766 |
| Construction | 8.00% | 253 | 5.60% | 7,015 | 9.60% | 200,871 |
| Transportation | 4.90% | 230 | 3.70% | 7,711 | 2.80% | 127,485 |
| Communication | 0.50% | 10 | 0.80% | 2,012 | 0.70% | 29,353 |
| Utility | 0.20% | 8 | 0.30% | 2,275 | 0.30% | 20,824 |
| Wholesale Trade | 3.50% | 80 | 3.50% | 6,951 | 4.30% | 164,097 |
| Retail Trade Summary | 14.90% | 398 | 16.80% | 26,820 | 14.50% | 706,723 |
| Home Improvement | 0.80% | 32 | 0.50% | 781 | 0.80% | 44,155 |
| General Merchandise Stores | 0.40% | 19 | 0.40% | 694 | 0.30% | 114,088 |
| Food Stores | 1.20% | 32 | 2.10% | 4,321 | 1.40% | 84,041 |

| | | | | | | |
|--|--------|-------|--------|---------|--------|-----------|
| Auto Dealers, Gas Stations, Auto Aftermarket | 2.60% | 66 | 1.90% | 2,589 | 1.50% | 70,193 |
| Apparel & Accessory Stores | 1.20% | 20 | 1.60% | 1,501 | 1.00% | 32,407 |
| Furniture & Home Furnishings | 1.30% | 24 | 1.00% | 832 | 1.10% | 30,929 |
| Eating & Drinking Places | 3.30% | 133 | 4.50% | 11,094 | 3.40% | 215,032 |
| Miscellaneous Retail | 4.10% | 72 | 4.80% | 5,008 | 4.90% | 115,878 |
| Finance, Insurance, Real Estate Summary | 4.60% | 236 | 6.10% | 12,459 | 6.90% | 195,600 |
| Banks, Savings & Lending Institutions | 0.20% | 17 | 0.80% | 2,690 | 1.00% | 49,103 |
| Securities Brokers | 0.20% | 36 | 0.40% | 396 | 0.50% | 10,713 |
| Insurance Carriers & Agents | 0.40% | 12 | 0.60% | 3,900 | 1.20% | 45,114 |
| Real Estate, Holding, Other Investment Offices | 3.70% | 171 | 4.40% | 5,473 | 4.20% | 90,670 |
| Services Summary | 56.10% | 1,891 | 57.00% | 131,927 | 50.70% | 1,618,771 |
| Hotels & Lodging | 0.20% | 12 | 0.40% | 1,948 | 0.60% | 39,938 |
| Automotive Services | 3.80% | 97 | 3.20% | 3,629 | 2.20% | 49,154 |
| Motion Pictures & Amusements | 3.00% | 62 | 3.00% | 9,118 | 2.20% | 74,859 |
| Health Services | 2.80% | 53 | 4.00% | 20,191 | 5.10% | 325,300 |
| Legal Services | 0.70% | 13 | 2.10% | 3,776 | 1.40% | 32,659 |
| Education Institutions & Libraries | 2.20% | 490 | 2.40% | 31,902 | 1.70% | 299,478 |
| Other Services | 43.40% | 1,164 | 42.00% | 61,363 | 37.50% | 797,383 |
| Government | 0.40% | 115 | 1.20% | 27,090 | 1.10% | 217,178 |
| Totals | 100% | 3,594 | 100% | 244,318 | 100% | 3,892,893 |

Figure 3.2.1 – Business Summary of Brightmoor, Detroit, and Michigan
 Source: ESRI BAO

Figure 3.2.1 displays the percentage of each business segment, including the amount of people working in that segment. Brightmoor has a similar business composition compared to both Detroit and Michigan, but the most notable differences are those that have a lower concentration (*highlighted in red*) or a higher concentration (*highlighted in green*) of certain segments. Business segments with a low concentration include communication, food stores, eating and drinking places, miscellaneous retail, finance, insurance, real estate, hotels and lodging, health services, legal

services, and government. Business segments with a high concentration construction, transportation, auto dealers, gas stations, auto aftermarket, and automotive services.

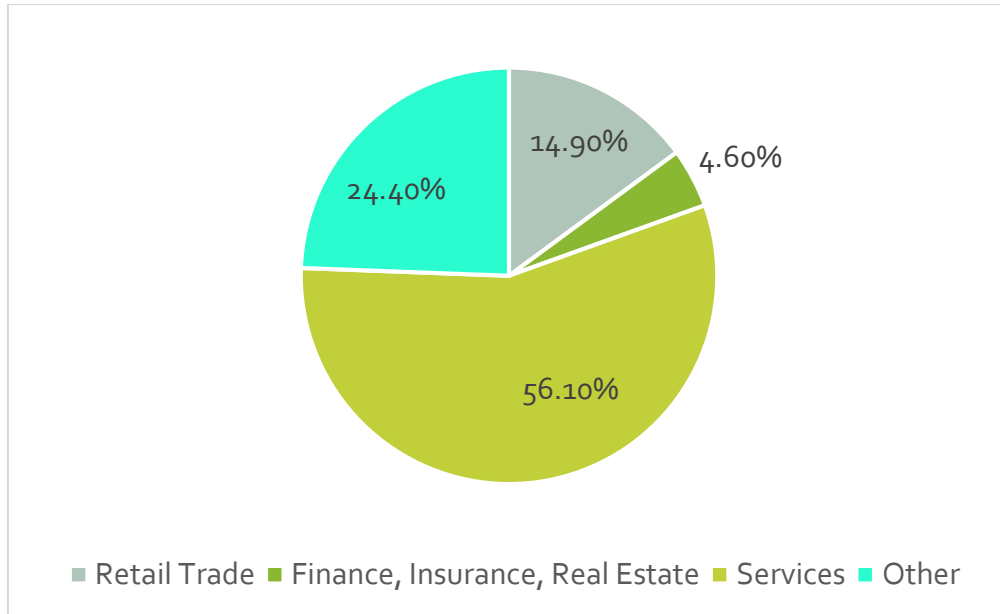


Figure 3.2.2 – Current Industry Profile Summary
Source: ESRI BAO

3.3 RETAIL MARKET POTENTIAL AND EXPENDITURES

The SPI of each retail industry segment will demonstrate how several types of retail businesses will be expected to perform in Brightmoor as compared to Detroit and Michigan. A score of 100 indicates that potential spending is equal to the national average. A score below 100 indicates that that potential spending is below the national average and while a score above 100 indicates that potential spending is above the national average for a specific retail category.

| Retail Category | Brightmoor | | Detroit | | Michigan | |
|-------------------------------|------------|------------|---------|------------|----------|------------|
| | SPI | Average \$ | SPI | Average \$ | SPI | Average \$ |
| Apparel and Services | 39 | \$830.41 | 40 | \$864.95 | 59 | \$1,260.55 |
| Men's | 36 | \$145.34 | 38 | \$151.45 | 56 | \$226.73 |
| Women's | 33 | \$249.25 | 34 | \$259.38 | 51 | \$387.54 |
| Children's | 45 | \$159.77 | 47 | \$163.92 | 65 | \$228.10 |
| Footwear | 28 | \$114.30 | 30 | \$119.40 | 43 | \$175.08 |
| Watches & Jewelry | 56 | \$79.61 | 58 | \$82.19 | 88 | \$125.35 |
| Apparel Products and Services | 91 | \$82.14 | 98 | \$88.62 | 131 | \$117.75 |

FENKELL COMMERCIAL CORRIDOR STUDY

| | | | | | | |
|---|----|------------|----|------------|-----|------------|
| Computers and Hardware for Home Use | 53 | \$103.21 | 56 | \$108.43 | 87 | \$169.44 |
| Portable Memory | 61 | \$4.39 | 62 | \$4.51 | 91 | \$6.55 |
| Computer Software | 51 | \$9.50 | 53 | \$10.01 | 86 | \$16.11 |
| Computer Accessories | 57 | \$9.09 | 59 | \$9.34 | 91 | \$14.40 |
| Entertainment & Recreation | 57 | \$1,764.45 | 59 | \$1,835.05 | 92 | \$2,852.30 |
| Fees and Admissions | 52 | \$311.82 | 54 | \$321.65 | 86 | \$515.66 |
| Membership Fees for Clubs | 54 | \$85.43 | 55 | \$87.36 | 88 | \$139.19 |
| Fees for Participant Sports, excl. Trips | 51 | \$56.78 | 53 | \$59.12 | 86 | \$96.29 |
| Admission to Movie/Theatre/Opera/Ballet | 53 | \$78.57 | 55 | \$82.32 | 85 | \$127.32 |
| Admission to Sporting Events, excl. Trips | 58 | \$34.58 | 58 | \$34.76 | 91 | \$54.63 |
| Fees for Recreational Lessons | 48 | \$56.19 | 49 | \$57.79 | 83 | \$97.83 |
| Dating Services | 69 | \$0.28 | 72 | \$0.30 | 98 | \$0.40 |
| TV/Video/Audio | 60 | \$739.25 | 63 | \$770.89 | 91 | \$1,116.92 |
| Cable and Satellite Television Services | 61 | \$502.23 | 64 | \$526.44 | 92 | \$755.66 |
| Televisions | 60 | \$91.09 | 62 | \$93.78 | 91 | \$137.85 |
| Satellite Dishes | 69 | \$1.04 | 69 | \$1.03 | 97 | \$1.46 |
| VCRs, Video Cameras, and DVD Players | 60 | \$7.29 | 61 | \$7.50 | 88 | \$10.80 |
| Miscellaneous Video Equipment | 72 | \$5.26 | 71 | \$5.19 | 92 | \$6.70 |
| Video Cassettes and DVDs | 60 | \$19.99 | 62 | \$20.71 | 90 | \$30.11 |
| Video Game Hardware/Accessories | 63 | \$16.17 | 65 | \$16.63 | 89 | \$22.91 |
| Video Game Software | 62 | \$17.44 | 63 | \$17.70 | 91 | \$25.86 |
| Streaming/Downloaded Video | 48 | \$1.69 | 51 | \$1.81 | 82 | \$2.91 |
| Rental of Video Cassettes and DVDs | 57 | \$14.70 | 59 | \$15.26 | 88 | \$22.91 |
| Installation of Televisions | 58 | \$0.47 | 57 | \$0.47 | 85 | \$0.70 |
| Audio | 54 | \$59.42 | 56 | \$61.80 | 86 | \$94.90 |
| Rental and Repair of TV/Radio/Sound Equipment | 54 | \$2.45 | 57 | \$2.58 | 91 | \$4.16 |
| Pets | 67 | \$340.48 | 70 | \$354.83 | 111 | \$561.34 |
| Toys and Games | 57 | \$74.99 | 59 | \$77.65 | 89 | \$117.33 |
| Recreational Vehicles and Fees | 43 | \$92.08 | 45 | \$95.37 | 88 | \$188.99 |
| Sports/Recreation/Exercise Equipment | 45 | \$76.96 | 47 | \$79.62 | 79 | \$133.62 |
| Photo Equipment and Supplies | 53 | \$39.24 | 55 | \$40.61 | 89 | \$65.58 |

FENKELL COMMERCIAL CORRIDOR STUDY

| | | | | | | |
|--|----|------------|----|------------|----|------------|
| Reading | 54 | \$78.27 | 56 | \$82.31 | 90 | \$132.05 |
| Catered Affairs | 45 | \$11.36 | 48 | \$12.12 | 83 | \$20.82 |
| Food | 58 | \$4,513.69 | 61 | \$4,744.54 | 90 | \$7,003.96 |
| Food at Home | 59 | \$2,807.14 | 62 | \$2,949.52 | 91 | \$4,325.30 |
| Bakery and Cereal Products | 59 | \$392.14 | 62 | \$411.82 | 91 | \$608.45 |
| Meats, Poultry, Fish, and Eggs | 60 | \$625.15 | 63 | \$658.27 | 90 | \$944.34 |
| Dairy Products | 57 | \$290.18 | 60 | \$305.96 | 90 | \$461.74 |
| Fruits and Vegetables | 57 | \$518.12 | 61 | \$547.51 | 89 | \$806.71 |
| Snacks and Other Food at Home | 60 | \$981.55 | 62 | \$1,025.96 | 91 | \$1,504.06 |
| Food Away from Home | 56 | \$1,706.55 | 59 | \$1,795.02 | 88 | \$2,678.67 |
| Alcoholic Beverages | 54 | \$273.44 | 57 | \$289.35 | 87 | \$440.87 |
| Nonalcoholic Beverages at Home | 60 | \$271.28 | 63 | \$284.61 | 91 | \$410.30 |
| Financial | | | | | | |
| Investments | 23 | \$456.06 | 29 | \$579.54 | 70 | \$1,378.53 |
| Vehicle Loans | 60 | \$2,160.43 | 61 | \$2,214.02 | 92 | \$3,340.40 |
| Health | | | | | | |
| Nonprescription Drugs | 56 | \$66.35 | 60 | \$70.29 | 93 | \$109.36 |
| Prescription Drugs | 60 | \$276.68 | 63 | \$290.61 | 95 | \$438.94 |
| Eyeglasses and Contact Lenses | 55 | \$44.92 | 57 | \$46.68 | 92 | \$75.59 |
| Home | | | | | | |
| Mortgage Payment and Basics | 50 | \$4,476.16 | 51 | \$4,598.74 | 88 | \$7,943.29 |
| Maintenance and Remodeling Services | 49 | \$745.67 | 51 | \$776.36 | 90 | \$1,388.47 |
| Maintenance and Remodeling Materials | 47 | \$128.18 | 48 | \$132.75 | 95 | \$261.67 |
| Utilities, Fuel, and Public Services | 61 | \$2,929.16 | 64 | \$3,055.86 | 92 | \$4,416.72 |
| Household Furnishings and Equipment | | | | | | |
| Household Textiles | 55 | \$54.93 | 58 | \$57.71 | 89 | \$88.83 |
| Furniture | 58 | \$264.50 | 60 | \$273.01 | 90 | \$410.92 |
| Rugs | 49 | \$11.79 | 51 | \$12.28 | 89 | \$21.48 |
| Major Appliances | 55 | \$144.88 | 57 | \$150.48 | 92 | \$240.96 |
| Housewares | 47 | \$33.28 | 49 | \$34.90 | 78 | \$54.90 |
| Small Appliances | 54 | \$23.14 | 58 | \$24.47 | 91 | \$38.75 |
| Luggage | 55 | \$4.67 | 57 | \$4.85 | 86 | \$7.29 |
| Telephones and Accessories | 52 | \$26.56 | 54 | \$27.75 | 79 | \$40.09 |
| Household Operations | | | | | | |

| | | | | | | |
|---------------------------------|----|------------|----|------------|----|------------|
| Child Care | 54 | \$228.12 | 55 | \$232.49 | 84 | \$354.20 |
| Lawn and Garden | 52 | \$207.69 | 54 | \$218.44 | 93 | \$373.64 |
| Moving/Storage/Freight Express | 64 | \$39.88 | 67 | \$41.35 | 87 | \$54.24 |
| Housekeeping Supplies | 58 | \$394.27 | 61 | \$413.72 | 92 | \$619.40 |
| Insurance | | | | | | |
| Owners and Renters Insurance | 57 | \$266.78 | 59 | \$275.12 | 94 | \$440.71 |
| Vehicle Insurance | 60 | \$672.13 | 62 | \$699.62 | 91 | \$1,023.37 |
| Life/Other Insurance | 56 | \$232.58 | 58 | \$239.69 | 94 | \$388.46 |
| Health Insurance | 58 | \$1,375.54 | 61 | \$1,436.07 | 93 | \$2,200.22 |
| Personal Care Products | 58 | \$242.93 | 61 | \$255.85 | 89 | \$375.04 |
| School Books and Supplies | 60 | \$106.12 | 62 | \$109.84 | 92 | \$163.98 |
| Smoking Products | 67 | \$307.83 | 69 | \$320.51 | 96 | \$443.51 |
| Transportation | | | | | | |
| Vehicle Purchases | 58 | \$1,975.77 | 60 | \$2,036.72 | 92 | \$3,137.43 |
| Gasoline and Motor Oil | 60 | \$1,773.85 | 63 | \$1,843.18 | 92 | \$2,716.33 |
| Vehicle Maintenance and Repairs | 57 | \$588.20 | 59 | \$612.15 | 90 | \$937.66 |
| Travel | | | | | | |
| Airline Fares | 50 | \$216.74 | 52 | \$228.38 | 85 | \$368.82 |
| Lodging on Trips | 52 | \$208.09 | 53 | \$215.54 | 89 | \$359.24 |
| Auto/Truck/Van Rental on Trips | 48 | \$15.47 | 51 | \$16.23 | 84 | \$26.99 |
| Food and Drink on Trips | 52 | \$215.28 | 54 | \$224.35 | 88 | \$367.21 |

Figure 3.3.1 – Spending Potential Index for Brightmoor, Detroit, and Michigan

Source: ESRI BAO

The SPI scores listed above indicate that Brightmoor is very similar to Detroit, which are both considerably lower than Michigan in almost every category. This indicates that consumers are only willing or able to spend much less than the national average on retail goods. Highlighted above are the categories that are either close to the national average (100), or fall below. In scoring categories for Brightmoor, the Apparel Products and Services sector had the highest SPI of 91. There were two scores that are significantly lower than the national average; Footwear, with a SPI of 28 and Investments, with a SPI of 23. The total average dollar amounts are included to show that Brightmoor and Detroit SPI scores coincide with less total dollars spent.

3.4 HOUSEHOLD BUDGET EXPENDITURES

It is also important to understand what percentage of annual budgets households in Brightmoor spend on certain items. This can aid in making recommendations, for the corridor, if such businesses are or not present in the area.

| Budget Expense Category | Brightmoor | | Detroit | | Michigan | |
|---|-------------|---------|-------------|---------|-------------|---------|
| | Average \$ | Percent | Average \$ | Percent | Average \$ | Percent |
| Total Expenditures | \$36,533.90 | 100.00% | \$38,204.18 | 100.00% | \$58,009.52 | 100.00% |
| Food | \$4,513.69 | 12.40% | \$4,744.54 | 12.40% | \$7,003.96 | 12.10% |
| Food at Home | \$2,807.14 | 7.70% | \$2,949.52 | 7.70% | \$4,325.30 | 7.50% |
| Food Away from Home | \$1,706.55 | 4.70% | \$1,795.02 | 4.70% | \$2,678.67 | 4.60% |
| Alcoholic Beverages | \$273.44 | 0.70% | \$289.35 | 0.80% | \$440.87 | 0.80% |
| | | | | | | |
| Housing | \$11,347.55 | 31.10% | \$11,931.49 | 31.20% | \$17,758.48 | 30.60% |
| Shelter | \$8,418.38 | 23.00% | \$8,875.62 | 23.20% | \$13,341.77 | 23.00% |
| Utilities, Fuel and Public Services | \$2,929.16 | 8.00% | \$3,055.86 | 8.00% | \$4,416.72 | 7.60% |
| Household Operations | \$877.05 | 2.40% | \$915.32 | 2.40% | \$1,436.34 | 2.50% |
| Housekeeping Supplies | \$394.27 | 1.10% | \$413.72 | 1.10% | \$619.40 | 1.10% |
| Household Furnishings and Equipment | \$840.17 | 2.30% | \$874.41 | 2.30% | \$1,356.56 | 2.30% |
| Apparel and Services | \$830.41 | 2.30% | \$864.95 | 2.30% | \$1,260.55 | 2.20% |
| Transportation | \$5,325.58 | 14.60% | \$5,532.20 | 14.50% | \$8,342.25 | 14.40% |
| Travel | \$895.62 | 2.50% | \$932.78 | 2.40% | \$1,530.09 | 2.60% |
| Health Care | \$2,435.87 | 6.70% | \$2,548.67 | 6.70% | \$3,937.33 | 6.80% |
| Entertainment and Recreation | \$1,764.45 | 4.80% | \$1,835.05 | 4.80% | \$2,852.30 | 4.90% |
| Personal Care Products & Services | \$406.54 | 1.10% | \$425.96 | 1.10% | \$629.43 | 1.10% |
| Education | \$720.78 | 2.00% | \$758.68 | 2.00% | \$1,199.65 | 2.10% |
| Smoking Products | \$307.83 | 0.80% | \$320.51 | 0.80% | \$443.51 | 0.80% |
| Miscellaneous | \$603.51 | 1.70% | \$640.42 | 1.70% | \$1,004.75 | 1.70% |
| Support Payments/Cash Contributions/Gifts in Kind | \$1,202.95 | 3.30% | \$1,262.92 | 3.30% | \$1,990.54 | 3.40% |
| Life/Other Insurance | \$232.58 | 0.60% | \$239.69 | 0.60% | \$388.46 | 0.70% |
| Pensions and Social Security | \$3,561.61 | 9.70% | \$3,673.51 | 9.60% | \$5,815.04 | 10.00% |

Figure 3.4.1 – Average Household Budget Expenditure for Brightmoor, Detroit, and Michigan

Source: ESRI BAO

As indicated in Figure 3.4.1, common household expenditures do not vary greatly between the three categories. This indicates that even though Brightmoor and Detroit residents have lower total incomes than the Michigan average, the percentage of budget expenditures is relatively even for each item. The most notable difference is that of Brightmoor and Detroit. Residents spend more than the Michigan average on: Food and related Food Items; Utilities, Fuel and Public Services; Apparel and Services (*highlighted in green*). In the Transportation (*highlighted in purple*) sector, Brightmoor has a higher spending percentage than both Detroit and Michigan. The Travel and Pensions and Social Security (*highlighted in yellow*) sectors in Brightmoor have a slightly higher spending percentage than Detroit, but not Michigan. This is because these spending categories have a fixed dollar amount and people with lower income give a slightly larger percentage. The categories highlighted in green indicate that Brightmoor residents spend a higher than average share of their income on these expenditures than average Michigan residents. The category highlighted in purple (Transportation) indicates that Brightmoor residents have a higher need for transportation services than the average Detroit and Michigan residents.

3.5 LEAKAGE/SURPLUS BY INDUSTRY GROUP

Included is a representation of business concentration for several industry segments. This data is crucial to understanding and recommending what types of businesses may be needed on the corridor. The Detroit and Michigan data is provided for comparative purposes.

The Surplus/Leakage Factor indicates the supply and demand for a business segment. If a business segment is in surplus, this indicates that there is an abundance of businesses in the area and that they are drawing consumers in. If a segment is in leakage, there exists a lack of businesses supporting that segment and consumers in the area must travel outside to obtain goods or services.

Please note that the scale in the Surplus/Leakage Factor for each corresponding geographic area signifies relative intensity for individual business segments and does not represent percentages. Also note that the following data is based on credit card sales only. Therefore, it may not accurately reflect all business sales.

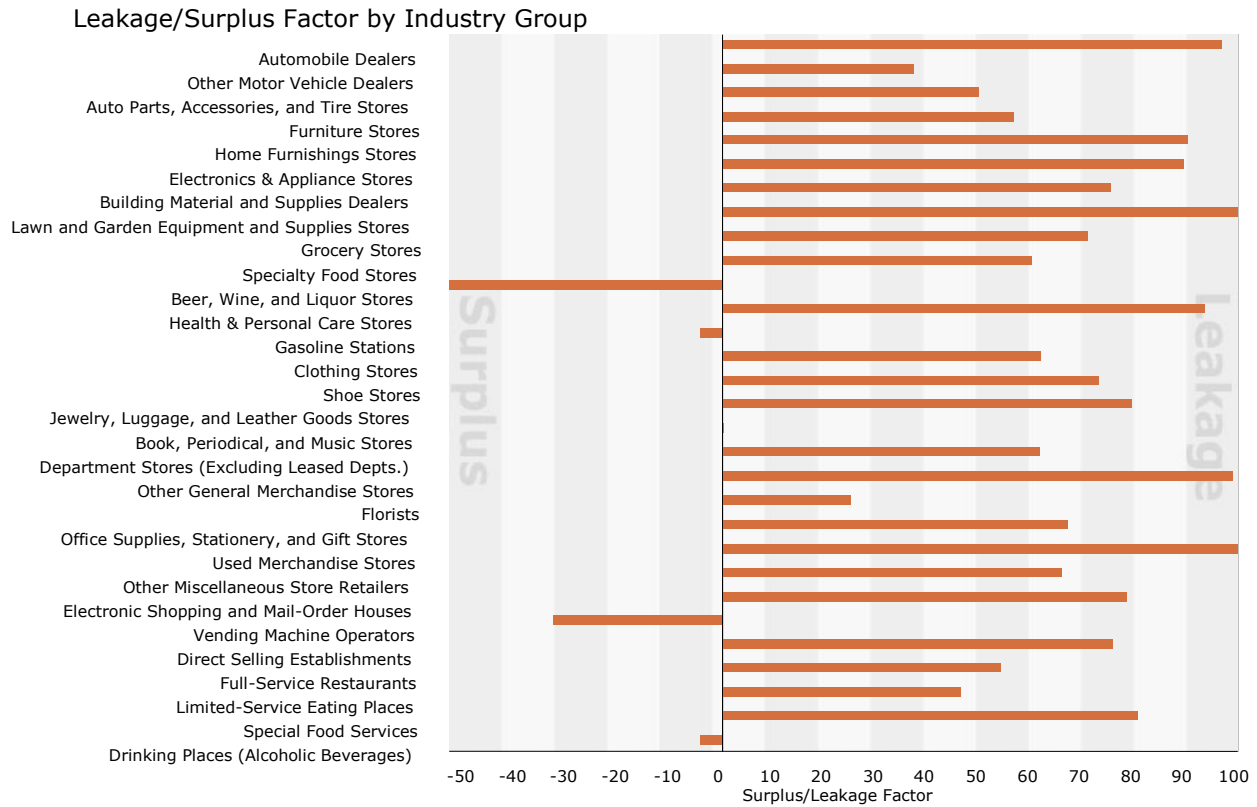


Figure 3.5.1 – Brightmoor Leakage/Surplus
Source: ESRI BAO

As shown in the graph above, Brightmoor displays a ‘leakage’ in most areas. The areas that show surplus are: beer and liquor stores, gas stations, vending machine operators, and drinking places (alcohol).



Figure 3.5.1.1 – Example of Surplus within Fenkell Corridor Focus Area
Source: Practicum Team

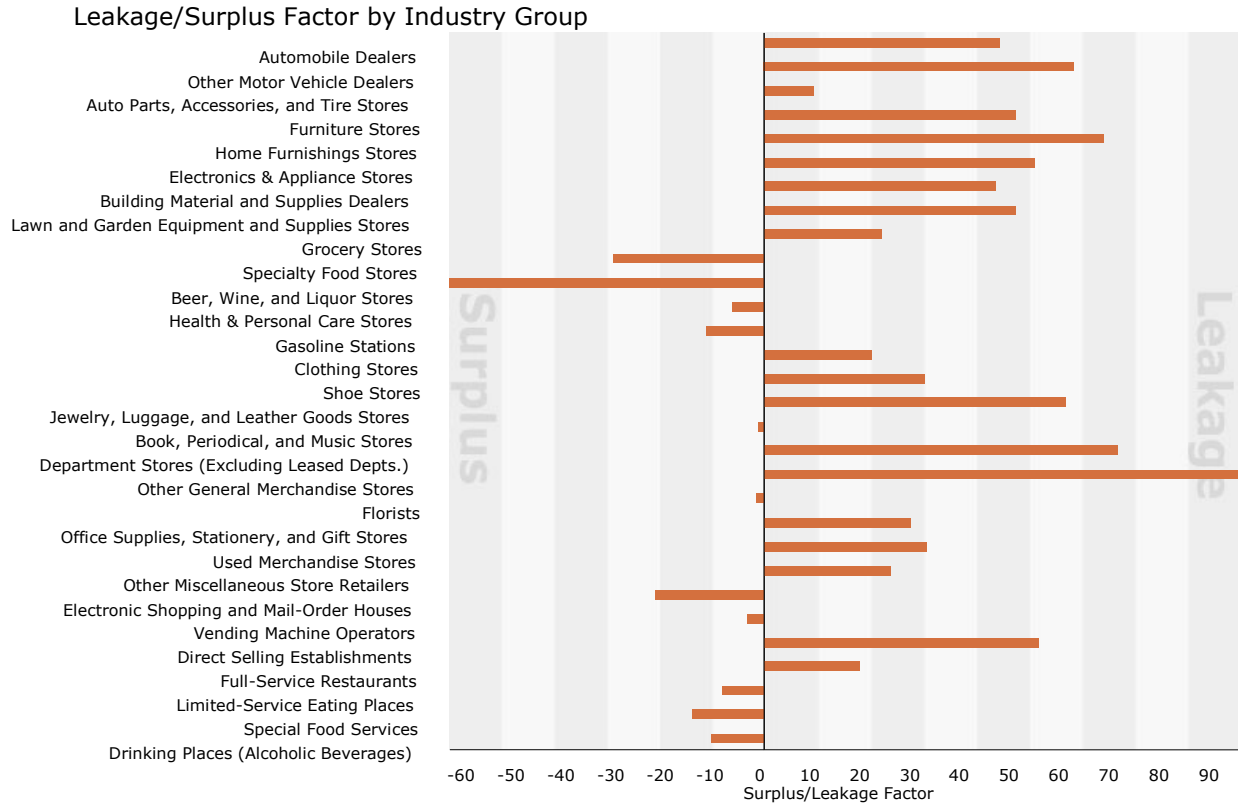


Figure 3.5.2 – Detroit Leakage/Surplus
Source: ESRI BAO

The Detroit Surplus/Leakage Graph above is similar to the previous Brightmoor graph (Figure 3.5.1) because there is a greater ‘leakage’ than ‘surplus.’ Looking at the ‘surplus’ area, you will notice that three of 11 areas, have a surplus very close to zero.

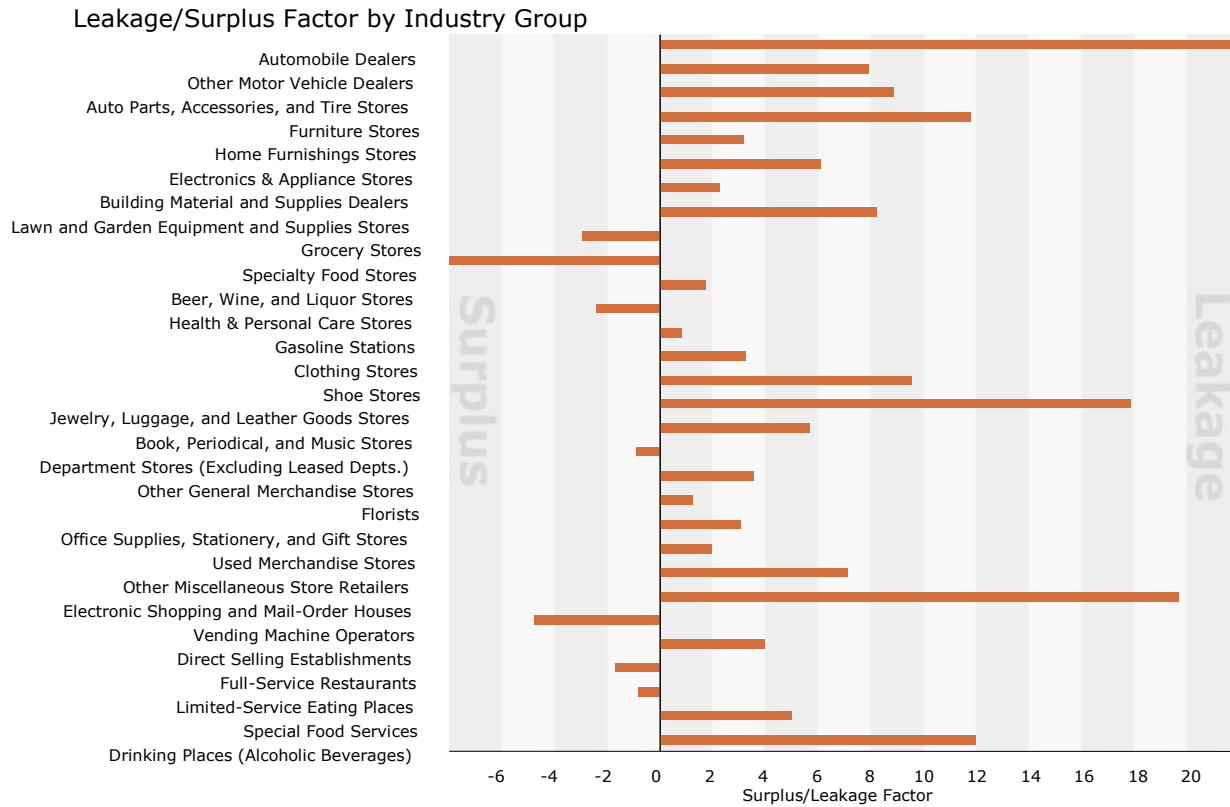


Figure 3.5.3 – Michigan Leakage/Surplus
Source: ESRI BAO

Figure 3.5.3 shows that there are three out of seven ‘surplus’ areas that represent the needs of Michigan. The graph also depicts three major ‘leakage’ areas; Automotive Dealers; Jewelry, Luggage, and Leather Goods Stores; Electronic Shopping and Mail-Order Houses.

3.6 SUMMARY

All three graphs represent the amount of leakage to surplus that the area has. Brightmoor has a surplus of only four business categories: Beer and Liquor Stores, Gas Stations, Vending Machine Operators, and Drinking Places (alcohol). These four surplus categories also reach out into Detroit (see Figure 3.5.2), while the, Vending Machine Operators, is the only the surplus category that is consistent through the State of Michigan (see Figure 3.5.3).

4 CORRIDOR EVALUATION/INVENTORY

4.1 ZONING

The following section provides a description of the current zoning under the zoning ordinance of Brightmoor Neighborhood for Fenkell Avenue. The current permitted uses of the study area fall under B4, General Business District. At this time, there are no nonconforming uses on the corridor.

Figure 4.1.1 illustrates the zoning map for Brightmoor Neighborhood. The Fenkell Avenue study is highlighted red (representing General Business District) and located in Engagement Zone 3. The full zoning ordinance for Fenkell Avenue can be found in Appendix II.



Figure 4.1.1 – Existing Zoning, Fenkell Avenue

Source: McKenna Associates Inc., AAB Development Strategies, L.L.C.

4.1.2 B4 GENERAL BUSINESS DISTRICT

The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses, which may benefit by drawing part of their clientele from passing traffic, are permitted. The categories of permitted uses include residential use, public, civic and institutional uses, retail and commercial uses, manufacturing and industrial uses. Based on Figure 4.1.1, the entire Focus Area is zoned B4 – General Business.

4.1.3 SPECIAL AND CONDITIONAL USES

Allowed uses beyond the cases permitted under the general business ordinance include residential, public, civic, institutional, retail, service, commercial, manufacturing and industrial. These conditional cases together with permitted uses allow for a broad variety of uses. Other regulations include drive-up or drive-through facilities. They will be subject to site plan review with strict attention to traffic safety. They will be approved only with strict attention to traffic safety.

4.2 ASSESSMENT METHODOLOGY

A walking audit was conducted Wednesday, 29 January 2014. This audit involved of our group members walking down both the North and South side of Fenkell Avenue between Burt and Dacosta Streets. Each building, lot, and surrounding streetscape was documented through multiple pictures taken during the audit. Besides visual records, written observations were taken. Here, the building address, visible use of building, vacancies and physical condition were noted.

Along with pictures and written observations, we used records of parcel numbers as a reference to guide our audit. We had previously accessed the assessment roles for Wayne County online. This included the building owner, parcel ID number, and physical address. We have combined this information with the parcel map for the Fenkell commercial corridor. Together, these documents provide a map of parcel numbers and the existing buildings they contain.

4.3 DETERMINING SCORES

To determine scores, we have given each parcel a ranking of zero to three, respectively. Zero represents the poorest condition, while 3 represents the best condition. To define “good” or “bad condition,” we have included assessment categories such as general parcel condition, safety, street and pedestrian accessibility, structure, and surround land use. Each category has a description as to what it entails.

Once individual assessment categories are ranked and scored through an un-weighted scale, a final score was produced. This amount is represented in the total score column. A possible score column was created to provide the highest possible ranking that the parcel could receive. With these two score columns, we are able to create a percentage. This percentage was used as a tool to determine possible areas for redevelopment. Several different maps were produced to visualize these percentages as rankings on condition.

Rankings of individual parcels were conducted by the same Practicum Team members to maintain consistency.

4.4 PARCEL INVENTORY ASSESSMENT TOOL

The buildings were listed by block, and then further divided by the north and south sides. The titles of the buildings have been determined by visible signage from the walking audit. Included in the assessment is the physical address, parcel ID and current parcel condition. Parcels were listed as vacant, vacant containing a structure, or structure currently in use. The full assessment tool can be accessed in Appendix IV.

The practicum team found need for scoring individual vacant parcels based on additional

conditions. These conditions include considerations for lighting, sidewalk improvements, and signage. Scoring vacant parcels provides additional framework for targeted development.

4.2.1 STRUCTURE A – ‘GOOD’ EXAMPLE



Figure 4.2.1.1 – ‘Good’ Structure Example

Source: <http://corktownhistory.blogspot.com/2012/11/detroit-athletic-company.html>

| Parcel # | General Parcel Condition | Pedestrian Accessibility - Sidewalks | Pedestrian Accessibility - Site Access | Vehicle Accessibility - Site Access | Safety - Lighting | Surrounding (Behind Corridor) / Visible Land Use | Structure - Roof |
|------------|--------------------------|--------------------------------------|--|-------------------------------------|-------------------|--|------------------|
| Building A | 3 | 3 | 2 | 3 | 3 | 3 | 3 |

| Structure - Doors / Security | Structure - Windows | Structure - Façade & Siding / Appearance | Structure - Driveway / Parking | Structure - Lighting / Signage | Existing Land Use | Raw Score | Final Score |
|------------------------------|---------------------|--|--------------------------------|--------------------------------|-------------------|-----------|----------------|
| 3 | 3 | 3 | 3 | 3 | 3 | 38 | Good Condition |

Sidewalks are intact and maintained. Structure has two large adjacent parking lots: one on the right-hand side and one in the rear. Street light located near entrance. Doors, windows secure and intact. Existing land use allows for positive impact to development of surrounding parcels. Parcel and structure combined require little to no investment.

4.2.2 STRUCTURE B – ‘FAIR’ EXAMPLE



Figure 4.2.2.1 – ‘Fair’ Structure Example

Source: http://upload.wikimedia.org/wikipedia/commons/5/53/Vacant_property_for_squatters.jpg

| Parcel # | General Parcel Condition | Pedestrian Accessibility - Sidewalks | Pedestrian Accessibility - Site Access | Vehicle Accessibility - Site Access | Safety - Lighting | Surrounding (Behind Corridor) / Visible Land Use | Structure - Roof |
|------------|--------------------------|--------------------------------------|--|-------------------------------------|-------------------|--|------------------|
| Building B | 2 | 3 | 3 | 1 | 1 | 2 | 2 |

| Structure - Doors / Security | Structure - Windows | Structure - Façade & Siding / Appearance | Structure - Driveway / Parking | Structure - Lighting / Signage | Raw Score | Final Score |
|------------------------------|---------------------|--|--------------------------------|--------------------------------|-----------|----------------|
| 1 | 1 | 2 | 0 | 2 | 20 | Fair Condition |

Sidewalks are intact and maintained. Crosswalks marked. Little to no parking; neither street nor nearby lot. No streetlights near structure entrance. Doors, windows secure and intact. Existing land use allows for positive impact to development of surrounding parcels. Parcel and structure combined require little to moderate investment to be serviceable.

4.2.3 STRUCTURE C – ‘POOR’ EXAMPLE



Figure 4.2.3.1 – ‘Poor’ Structure Example
 Source: <http://www.cityfarmer.info/wp-content/uploads/2010/12/garage.jpg>

| Parcel # | General Parcel Condition | Pedestrian Accessibility - Sidewalks | Pedestrian Accessibility - Site Access | Vehicle Accessibility - Site Access | Safety - Lighting | Surrounding (Behind Corridor) / Visible Land Use | Structure - Roof |
|------------|--------------------------|--------------------------------------|--|-------------------------------------|-------------------|--|------------------|
| Building C | 1 | 0 | 1 | 2 | 0 | 1 | 1 |

| Structure - Doors / Security | Structure - Windows | Structure - Façade & Siding / Appearance | Structure - Driveway / Parking | Structure - Lighting / Signage | Raw Score | Final Score |
|------------------------------|---------------------|--|--------------------------------|--------------------------------|-----------|----------------|
| 1 | 1 | 1 | 1 | 0 | 10 | Poor Condition |

Structure C is not in use. Windows are present but are broken and in need of repair. The facade and structure are in need of major repair. There is a parking lot present, but not serviceable. Lighting and signage is not present. Parcel and structure combined require major investment to be serviceable.

4.2.4 STRUCTURE D – ‘COMPLETE DISREPAIR’ EXAMPLE



Figure 4.2.4.1 – Structure in ‘Complete Disrepair’ Example
 Source: http://ratkov.com/yahoo_site_admin/assets/images/Gratiot_july_112012_ret.272105344_std.jpg

| Parcel # | General Parcel Condition | Pedestrian Accessibility - Sidewalks | Pedestrian Accessibility - Site Access | Vehicle Accessibility - Site Access | Safety - Lighting | Surrounding (Behind Corridor) / Visible Land Use | Structure - Roof |
|------------|--------------------------|--------------------------------------|--|-------------------------------------|-------------------|--|------------------|
| Building D | 0 | 2 | 1 | 1 | 0 | 1 | 0 |

| Structure - Doors / Security | Structure - Windows | Structure - Façade & Siding / Appearance | Structure - Driveway / Parking | Structure - Lighting / Signage | Raw Score | Final Score |
|------------------------------|---------------------|--|--------------------------------|--------------------------------|-----------|--------------------|
| 0 | 0 | 0 | 1 | 0 | 6 | Complete Disrepair |

Windows and doors on Structure D are missing. The structure has only the rough framework left. Although the sidewalk only requires minor maintenance, there is no signage or lighting. Parcel and structure combined need immediate and significant remediation.

4.5 FINDINGS OF ASSESSMENT

For reference, a general parcel map is presented in Figure 4.5.1. A second parcel map showing smaller groups is shown in Figure 4.5.2 to divide the study area into smaller sections. These sections were not chosen based on parcel scoring, merely to provide closer views of smaller geographic areas. The recommendations use these groupings to divide the corridor as well.

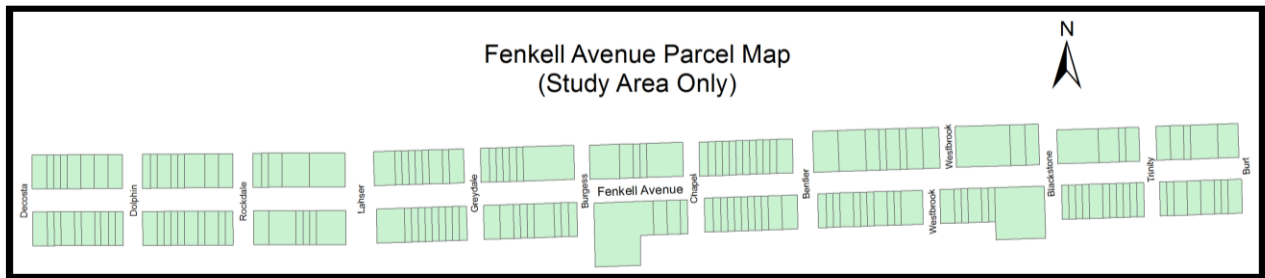


Figure 4.5.1 – General parcel map of Fenkell Corridor Focus Area
Source: Practicum Team

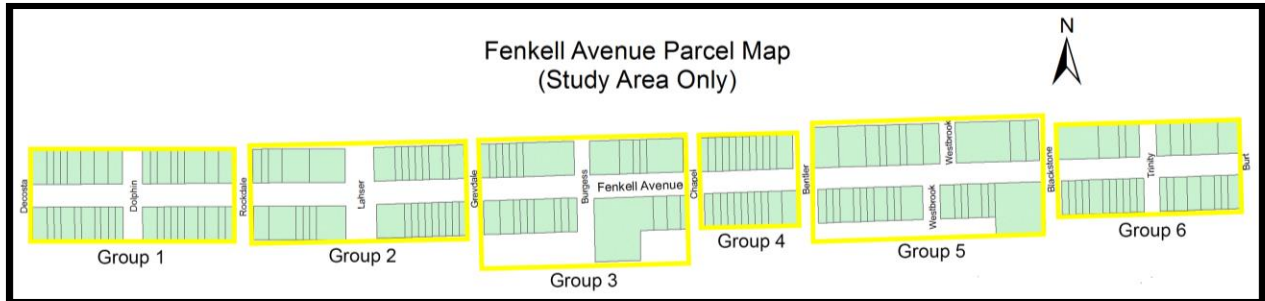


Figure 4.5.2 – General parcel map of Fenkell Corridor Focus Area, with grouped parcels
Source: Practicum Team

In addition, extra maps are included displaying both lots without structures and structure vacancies. It is important to note that at the time of the walking audit, vacancies were based on appearance and activity, and therefore may not be completely accurate. Some structures may be used for seasonal businesses and appeared vacant at the time. Also, multiple parcels with one owner were combined if there was a structure on any one of the owned parcels. Some areas on the map shown in Figure 4.5.3 may not physically have a structure, but indicate a structure is present for this reason. It is apparent from both of these maps that the western portion of the study area is much more developed with occupied residential and commercial uses than the eastern portion.

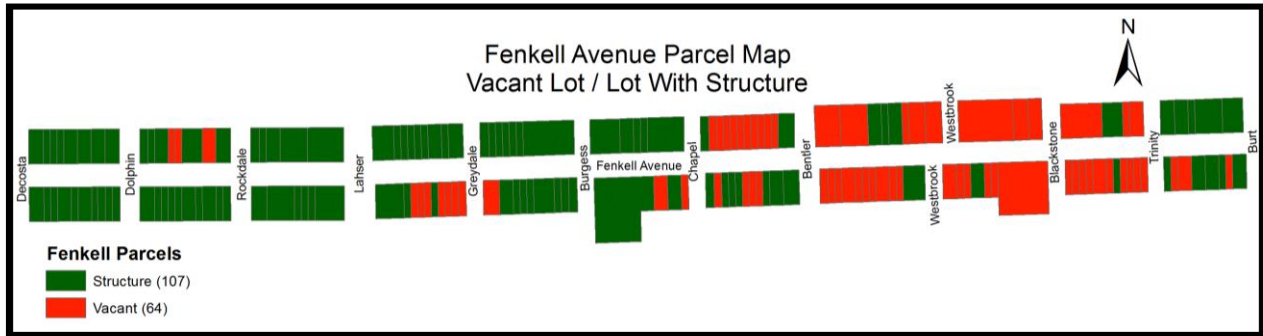


Figure 4.5.3 – Vacant lots with no structure and lots with structure
 Source: Practicum Team

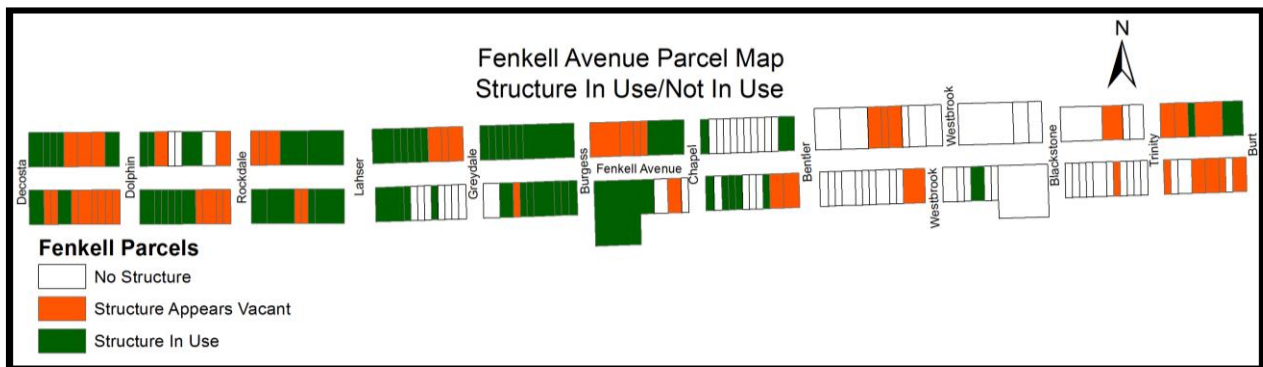


Figure 4.5.4 – Structures in use and structures appearing vacant.
 Source: Practicum Team

The following maps display the findings of the walking audit. Each parcel was scored on a basis of good, fair, and poor. To be considered good, the parcel had to receive a combined score of 76 to 100. To be considered fair, it had to have a score ranging anywhere from 51 to 75, and Poor had to be 25 to 50. Vacant parcels, vacant structures, and structures in use were all scored on a good, fair, poor scale.

The data in the following maps is presented as a percentage of total score possible, not absolute scoring as used on the evaluation criteria. It is important to note that all mapping done in this section and the recommendation section show parcel scores *relative* to one another, and the grouping for parcel shading is *not equally distributed*. The purpose of these maps are to indicate which areas are in the best condition along the corridor and which areas are in need of the most improvement. The purpose of displaying the data in this way is to easily determine quick action recommendations later in the study.

The first map represented by Figure 4.5.5, shows the overall score for each parcel to show general conditions. This is to give a broad idea of the amount of effort each parcels requires. The next two maps, Figure 4.5.6 and Figure 4.5.7 display the condition of vacant parcels and structures. These maps show the potential for development on Fenkell Avenue. Again, they are rated by a scale of good, fair, and poor.

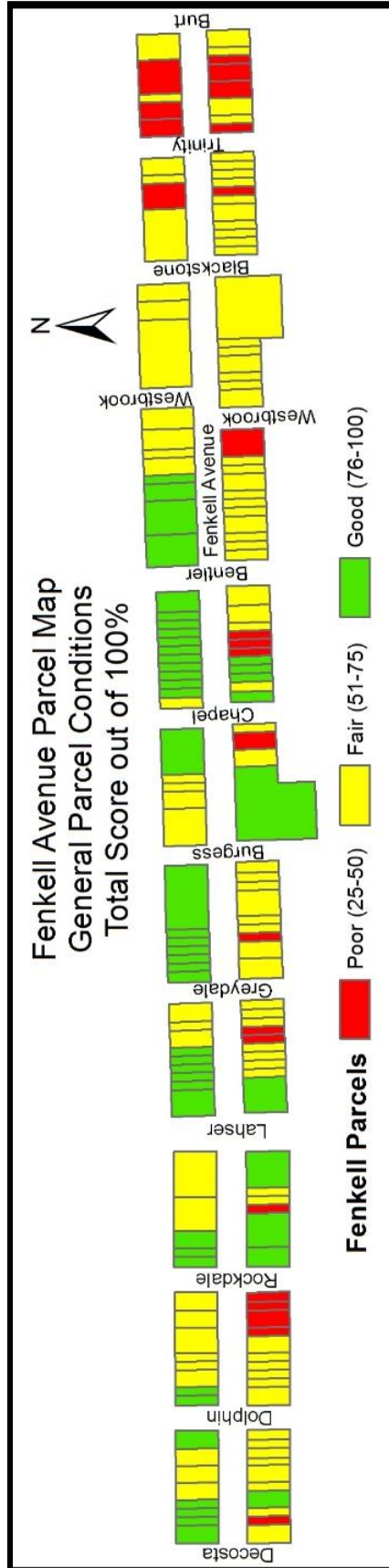


Figure 4.5.5 – General parcel conditions
 Source: Practicum Team

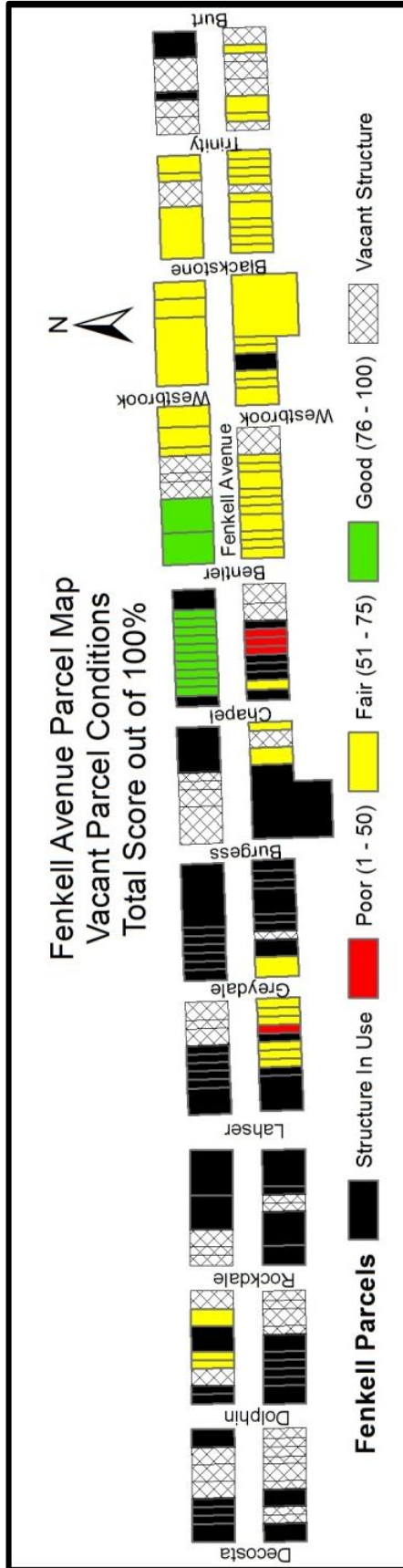


Figure 4.5.6 – Vacant parcel conditions
 Source: Practicum Team

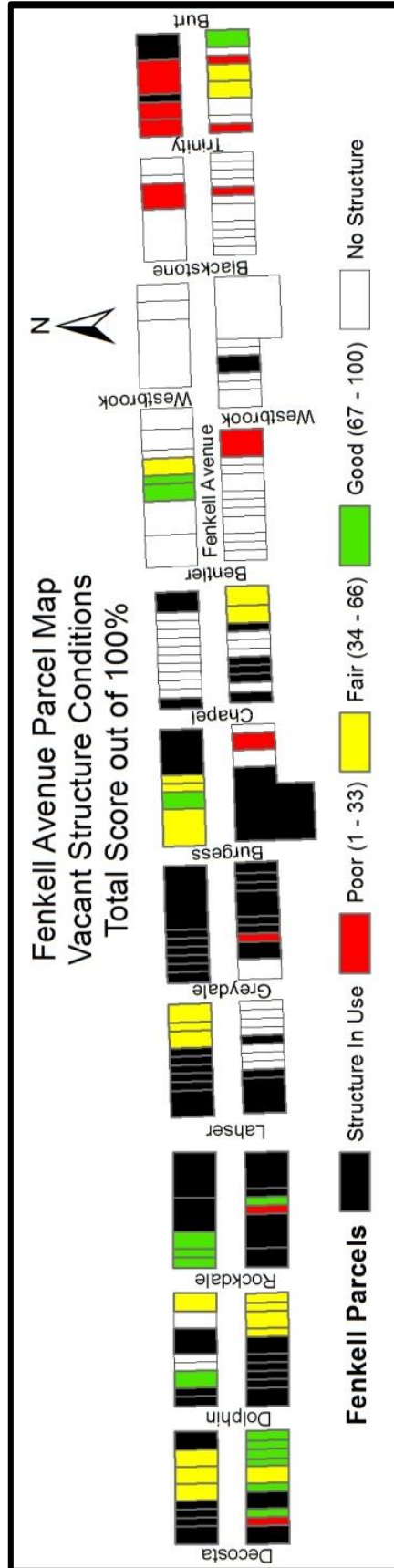


Figure 4.5.7 – Vacant structure conditions
Source: Practicum Team

5 RECOMMENDATIONS

6.1 VISION OF THE CORRIDOR

The vision for the Fenkell Corridor Focus Area stems from the needs of stakeholders. The community residents, The Brightmoor Alliance and potential investors together are the individuals who have vested interest in the revitalization of the community. The following are elements that provide direction for the proposed development. Together, these components create a realistic vision for improvement of the corridor as a whole.

Self-sustaining

The proposed uses on the corridor should meet the needs of Brightmoor residents with appropriate development recommendations, while attracting outside economic activity into the corridor.

Integration

Connection of the community and the corridor is vital to the success of the revitalization of Fenkell Avenue. The goal is to increase access to corridor while building community wealth.

Utilization (of existing plans)

The recommendations should be aligned with the goals of CDAD (Community Development Advocates of Detroit) and Detroit Future City. Inclusion of these two plans provide for a unified vision for recommendations on Fenkell Avenue.

Focused

Both rapid action items and long term goals need to be considered for resident needs. The focus of the surrounding community centers on urban agriculture and grassroots art. Development in the corridor should reflect upon this focus.

Innovative

Development on the corridor must be a creative and efficient use of existing space. Methods to improve the corridor should utilize minimal resources and provide maximum impact.

6.2 GENERAL RECOMMENDATIONS

The following recommendations for the Fenkell Corridor Focus Area are based on the findings of our report. Listed below are the overall recommendations for Fenkell Avenue followed by a matrix displaying development organized by feasibility. These proposals carry out the vision of the corridor.

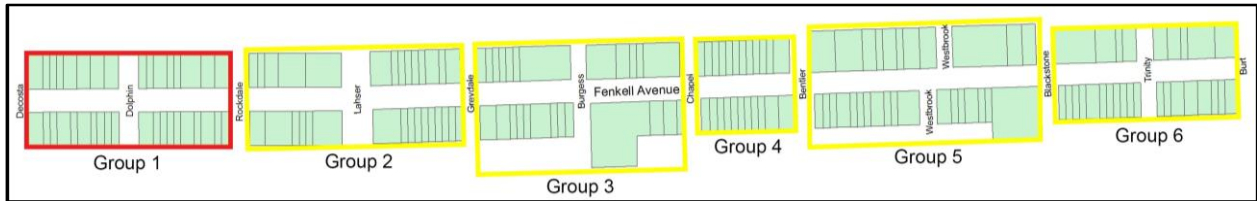
| | |
|-----------------------------|---|
| <p>Sidewalk / Alleyways</p> | <p>Enhance walkability and pedestrian use through physical upgrades. Needed upgrades include crosswalk signage and demarcation, general sidewalk improvement, appropriate curb extensions, non-structural blight removal in alleyways, and lighting/visibility improvements.</p> <p>Additional consideration should be given to maintaining or improving traffic signal operability.</p> |
| <p>Signage</p> | <p>Construct gateway signage that clearly defines the Fenkell Corridor as a viable commercial district with defined physical boundaries.</p> <p>Replace or fix current bus stop signs to improve physical appearance.</p> <p>Implement directional road signage to indicate and direct traffic to commercial district.</p> |
| <p>Economic Development</p> | <p>Suggest development from ESRI leakage analysis.</p> <p>Solicit and attract developers with a focus on building materials and supply dealers, lawn and garden equipment and supplies, health and personal care, used merchandise, electronics and appliance stores, home furnishings stores (new or used), grocery/specialty food stores, general merchandise stores, full service restaurants, and limited service eating places.</p> <p>Approach possible developers with parcel inventory data, funding sources, and economic analysis data to guide and encourage development.</p> <p>Supplement current businesses with advertising, signage, and general improvements.</p> <p>Engage community with development goals and encourage local entrepreneurship.</p> <p>Promote a sustainable, green community that is viable in the long term</p> |

| | |
|--|---|
| <p style="text-align: center; font-weight: bold;">Aesthetics</p> | <p>Create façade improvement incentives that are available to existing businesses.</p> <p>Create and implement a targeted plan addressing both structural and non-structural blight.</p> <p>Encourage infill development before new development to bolster overall façade conditions.</p> <p>Identify and encourage use of existing art grants for aesthetic improvement.</p> <p>Secure parcels for community activities (urban gardening, parks, art, etc.) to showcase community interests.</p> |
| <p style="text-align: center; font-weight: bold;">Funding</p> | <p>Assist investors and developers in securing and identify funding sources based on each specific project. Possible funding sources could include:</p> <p>Public - Private Partnerships</p> <p>Tax Increment Financing (for private development)</p> <p>Brownfield Tax Credits</p> <p>Private or Traditional Lending Microloans (for simple businesses)</p> <p>Real Estate Investment Trust Lending</p> <p>Traditional Commercial Lending</p> <ul style="list-style-type: none"> • Revolving Loans • Construction Loans <p>Special Tax Zone (for infrastructure improvements)</p> <p>Cooperative Efforts with existing non-profits</p> <ul style="list-style-type: none"> • Blight removal • Entrepreneur assistance • Volunteer organization <p>Community Development Block Grant (CDBG)</p> |

Figure 7.2.1.1 displays recommendations categorized by time and cost:

| | Low Cost | Medium Cost | High Cost |
|-----------|---|---|--|
| 1 Year | <p>Non-structural blight removal</p> <p>Minor façade improvements (paint/signage)</p> <p>Inform community of development on corridor</p> <p>Update existing bus signage</p> | <p>Major façade improvements for existing businesses in use</p> <p>Notify possible developers of structures ready for business</p> | <p>Assisting local businesses with advertisement</p> <p>Minor or targeted sidewalk improvements based on walking audit results</p> |
| 1-3 Years | <p>Inform community of development on corridor</p> <p>Gateways to direct traffic into corridor</p> | <p>Clear Alleyways of debris and/or blight</p> <p>Supplement current businesses with advertising, signage, and general improvements</p> | <p>Demolition/grading Structural blight removal</p> <p>Community land acquisition</p> |
| 3-5 Years | <p>Inform community of development on corridor</p> <p>Present possible developers with parcel inventory data, funding sources, and economic analysis data</p> | <p>Pedestrian safety signage/lighting</p> <p>Major sidewalk improvements focusing on total reconstruction</p> | <p>Development of industries: Building materials and supply dealers, lawn and garden equipment and supplies, health and personal care, used merchandise, grocery/specialty food stores</p> |

Figure 7.2.1.1 – Recommendation Matrix
Source: Practicum Team



6.3 INDIVIDUAL PARCEL GROUP RECOMMENDATIONS

Parcel Group 1 – Dacosta to Rockdale

Parcel group one is currently one of the most developed groups on the corridor as indicated in Figure 7.2.1.2. There are 17 apparently unused structures in this section, with only three vacant parcels. This section received higher overall scoring on the north side of Fenkell Avenue, with the south side of the corridor containing a high number of unused but generally serviceable structures. The southeastern block has the poorest total and parcel condition scores in this group. It is important to note that no structures in this group were in the lowest scoring category.

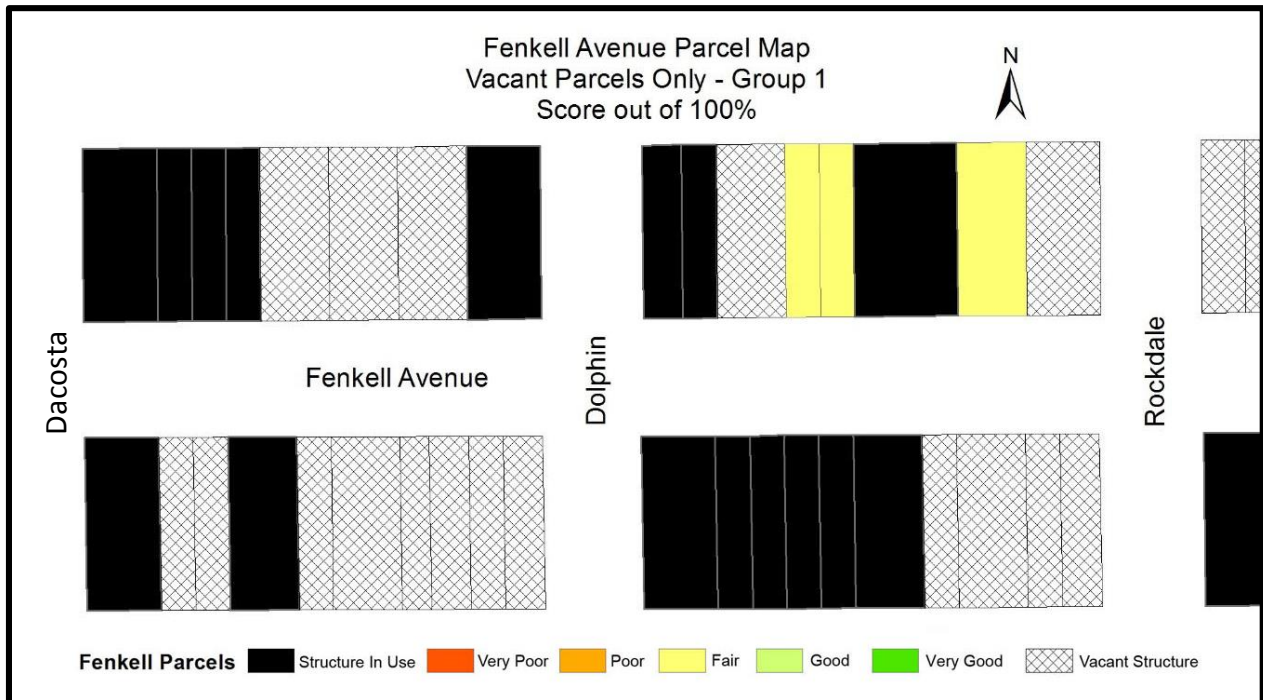


Figure 7.2.1.2 – Parcel group one, vacant parcel scores
Source: Practicum Team

There are sixteen parcels with a structure in use and seventeen with a vacant structure. All of the parcels that are vacant are considered to be in fair condition.

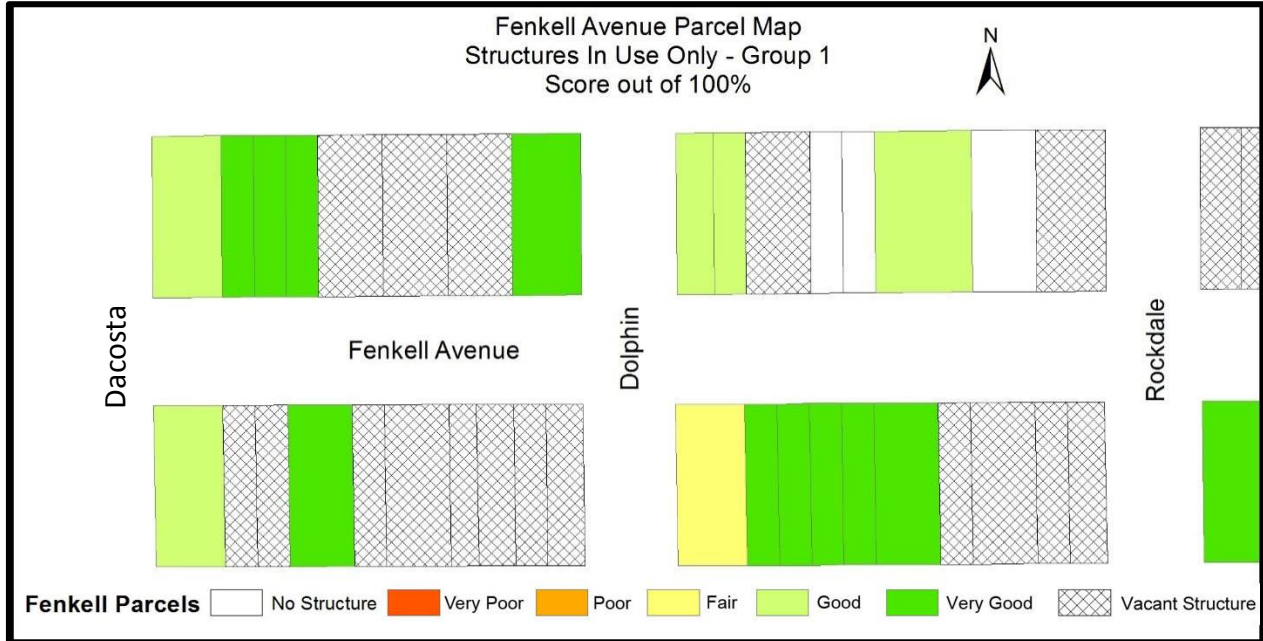
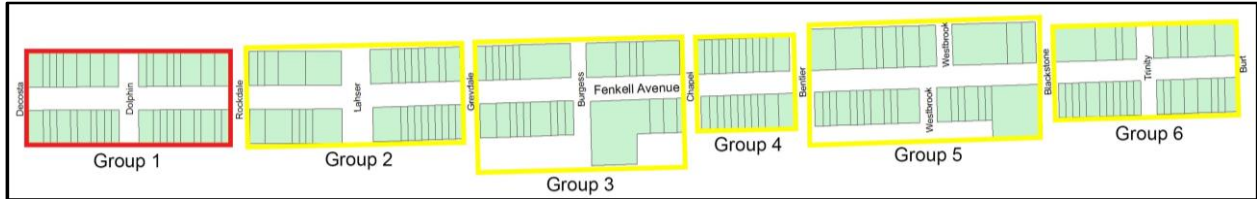


Figure 7.2.1.3 – Parcel group one, structure in use scores only
Source: Practicum Team

There are seventeen parcels vacant and three with no structure. The majority of the parcels with a structure in use are considered to be in good condition, with the exception of one that is in fair condition.

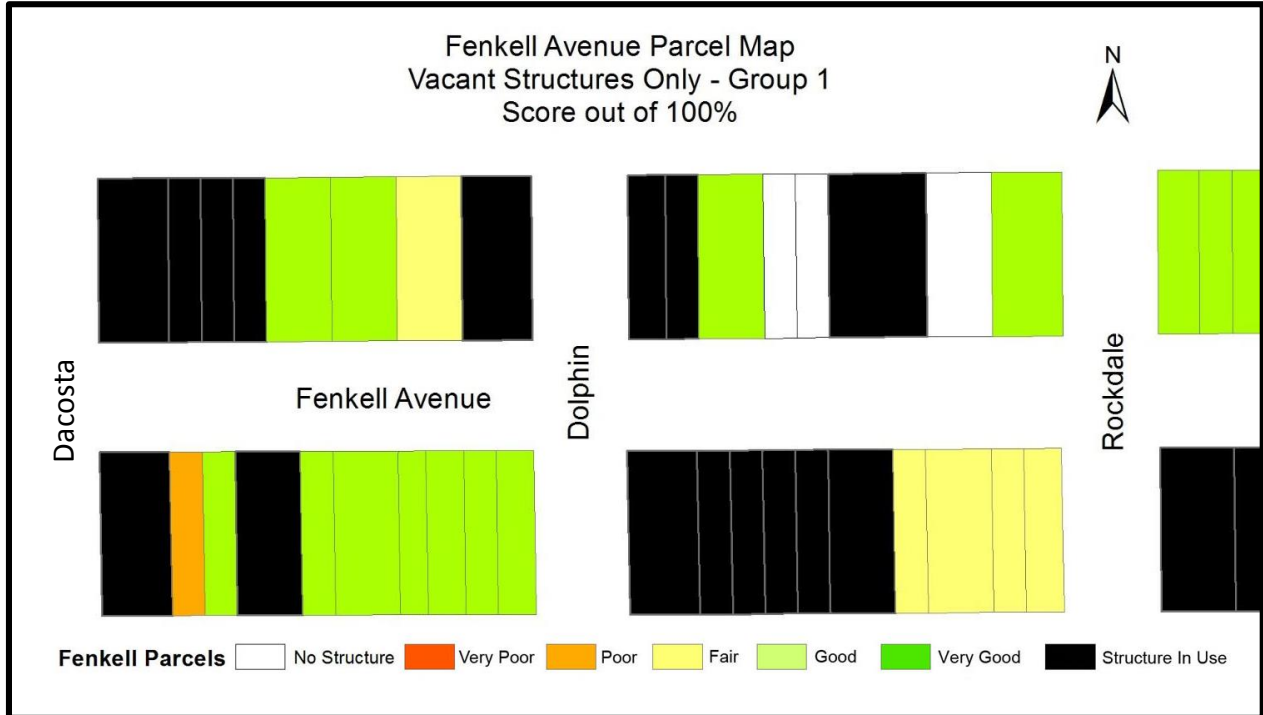
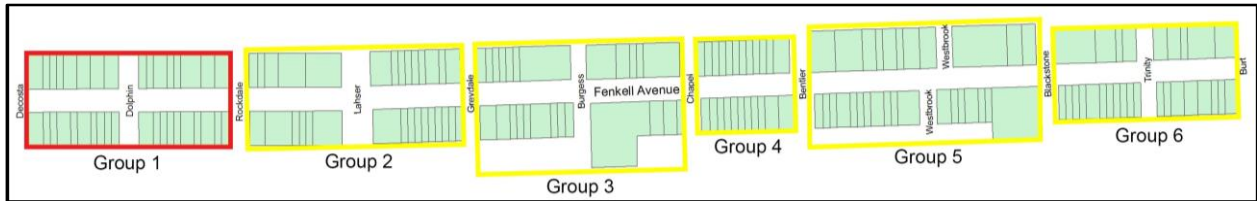
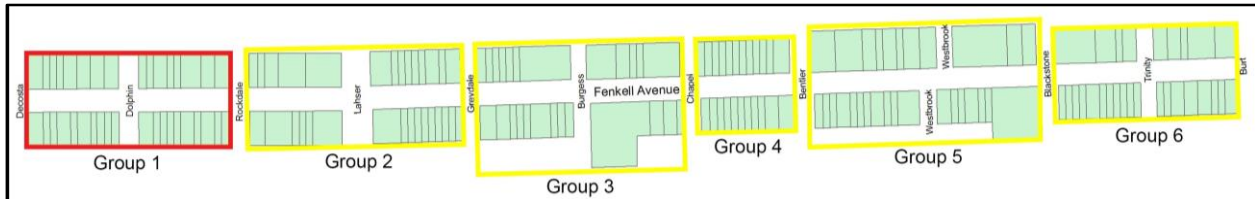


Figure 7.2.1.4 – Parcel group one, vacant structure scores
 Source: Practicum Team

There are sixteen parcels with a structure in use and three with no structure. The majority of the parcels with a vacant structure are considered to be in good condition, with the exception of four parcels in fair condition fair, and one in poor condition.



Parcel Group 1 – Recommendations

One-Year Plan

- Gateway and/or signage of boundary at Fenkell and Dacosta Streets
- Façade Improvements to existing businesses
 - Concentrating on the lowest scored parcels in use (refer to Figure 7.2.1.3)
 - Recommend improvement of vacant structure, which scored poorly (refer to Figure 7.2.1.4)

Three-Year Plan

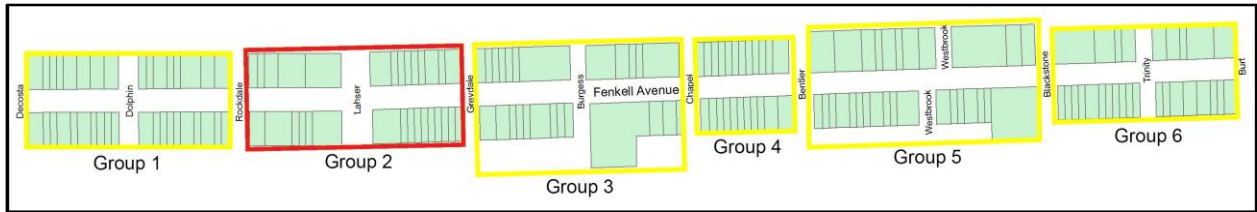
- There are no buildings recommended for deconstruction in this parcel group
- Review and clear access to alleyways behind buildings

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had fair to good sidewalk scores – minor improvements only
- Low access to parking, but due to lack of available land in this group we do not recommend lot construction

Summary

No access for vehicles or parking aside from on street, which is very limited and not marked. We recommend a pedestrian oriented focus for this parcel group. Main focus should be clearly marking crosswalks. Assist with upgrades to existing business and vacant buildings. Lighting improvements would be critical for pedestrian safety.



Parcel Group 2 – Rockdale to Greydale

Parcel group two is largely in the highest scoring categories with the exception being the southeast section. The southeast section has an abandoned structure and six low scoring vacant parcels. Other than the southeast portion the remaining parcels are occupied and largely serviceable, the only exception being three unused parcels in the southwest section. Lahser is a larger intersection with crosswalks and crossing signals that contributed to higher parcel scores in this group.

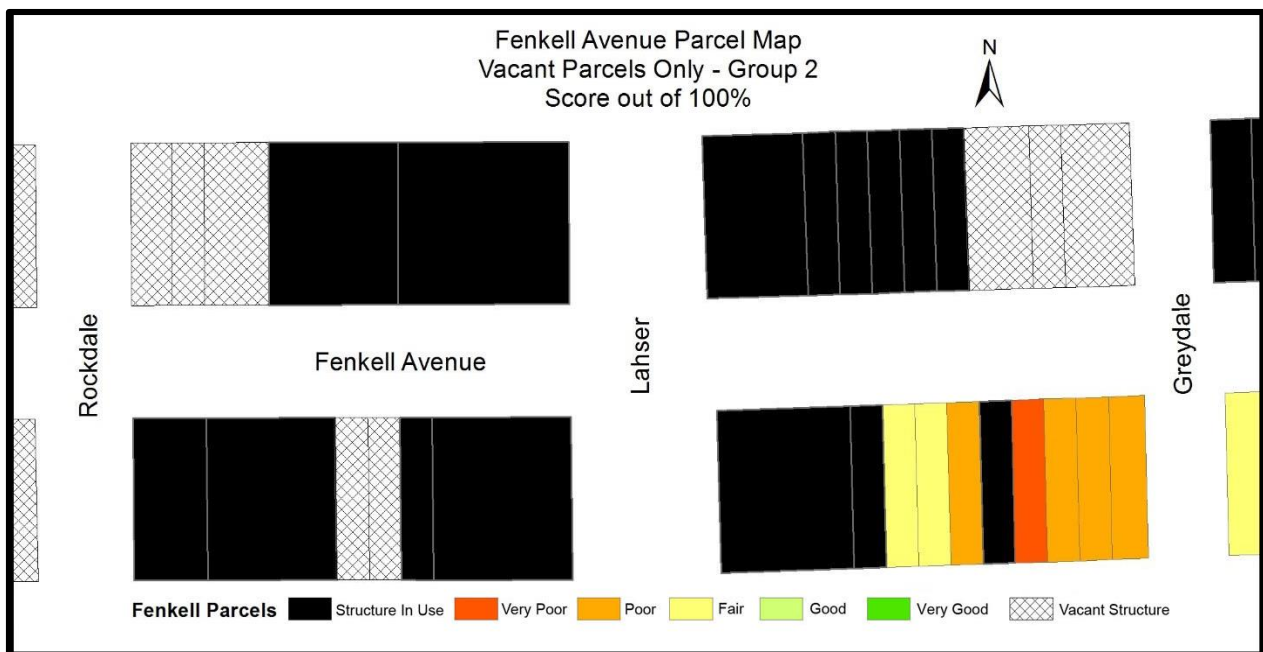


Figure 7.2.1.5 – Parcel group two, vacant parcel scores
Source: Practicum Team

There are fifteen parcels with a structure in use and eight with a vacant structure. The majority of the parcels that are vacant are considered to be in poor condition, with the exception of two in fair condition.

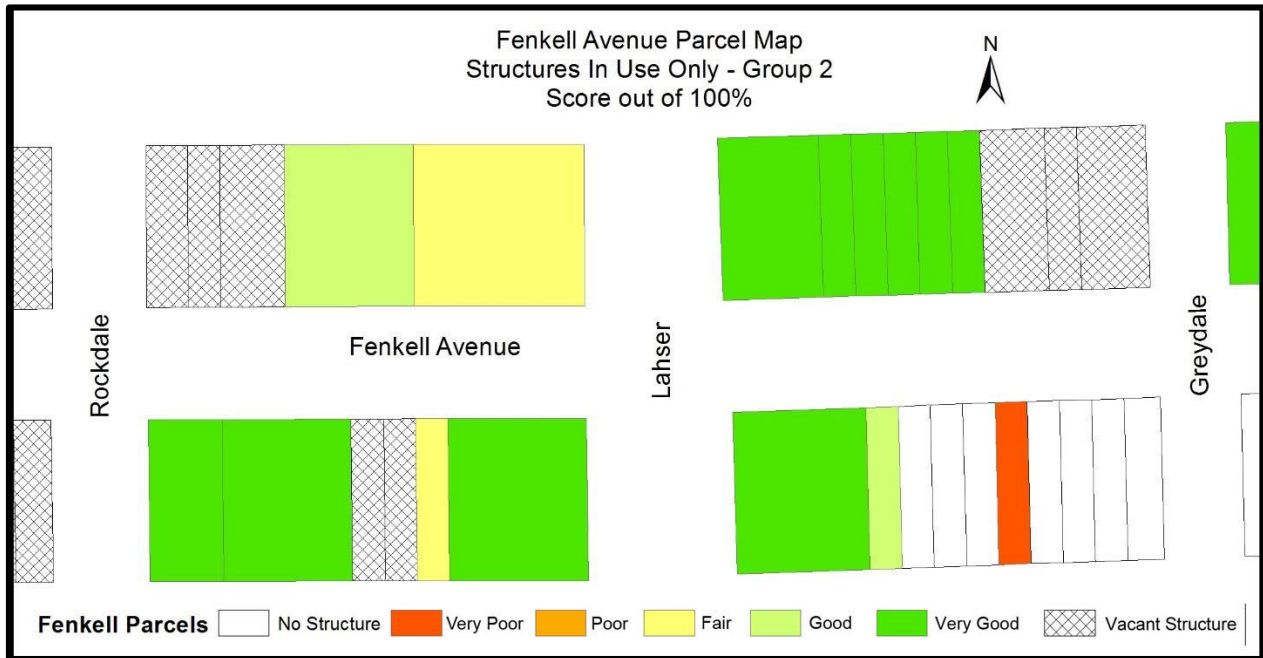
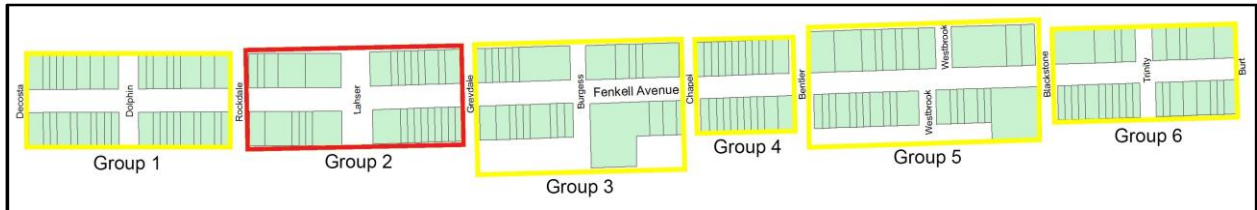


Figure 7.2.1.6 – Parcel group two, structure in use scores
Source: Practicum Team

There are eight parcels vacant and seven with no structure. The majority of the parcels with a structure in use are considered to be in good condition, with the exception of two that are in fair condition, and one in poor condition.

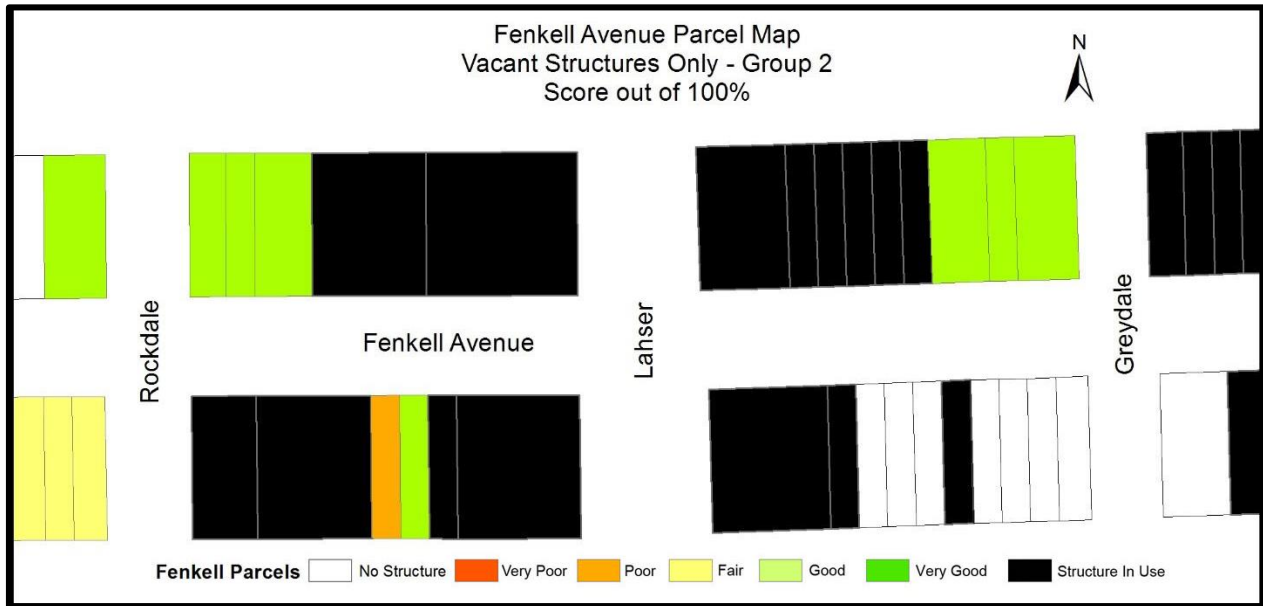
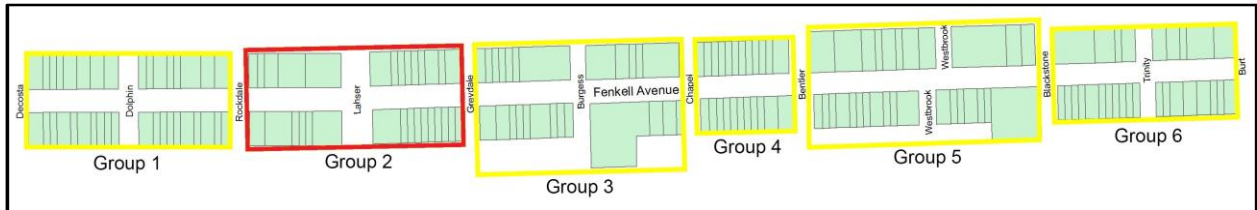
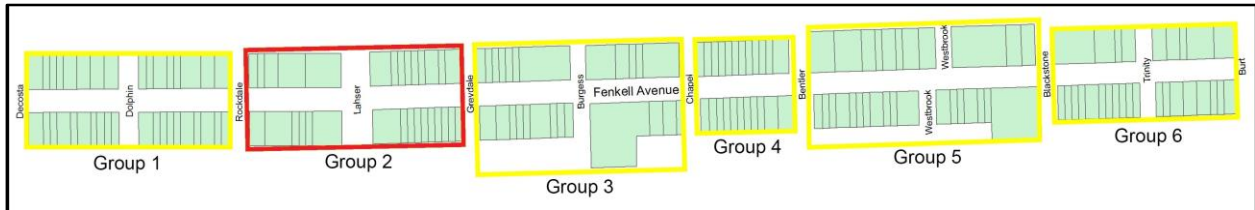


Figure 7.2.1.7 – Parcel group two, vacant structure scores
 Source: Practicum Team

There are fifteen parcels with a structure in use and seven with no structure. The majority of the parcels with a vacant structure are considered to be in good condition, with the exception of one parcel in poor condition fair.



Parcel Group 2 – Recommendations

One-Year Plan

- Façade Improvements to existing businesses
 - Concentrating on the lowest scored parcels in use (refer to Figure 7.2.1.6)
 - Recommend special attention to lowest scoring parcel on southeast block – business is currently in use but building appears to have moderate to severe structural damage on rear
 - Recommend improvement of vacant structure, which scored poorly (refer to Figure 7.2.1.7)
 - Investigate and acquire vacant parcels on southeast block of group

Three-Year Plan

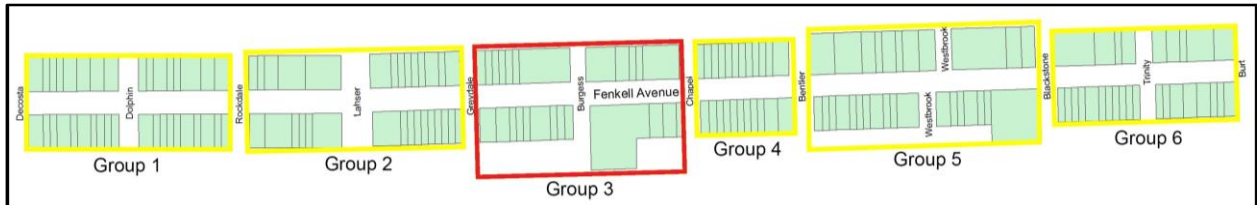
- There are no buildings recommended for deconstruction in this parcel group
- Review and clear access to alleyways behind buildings
- Prepare vacant parcels on southeast block for new general commercial development
 - Clear non-structural blight if applicable
 - Provide vehicle access if applicable

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had fair to good sidewalk scores aside from parcels on the southeast block – recommend replacement of sidewalk (south side, Lahser to Greydale)
- Moderate access to parking, using the lots of the businesses on the corner of Lahser and Fenkell. Do not recommend any parking improvements
- Begin promoting and selling vacant parcels to developers after necessary previous actions

Summary

The main focus for this parcel group is the rehabilitation of existing buildings in use. In addition, acquisition and clearing of vacant parcels for new commercial use should accelerate development. The southeast block of this parcel group will likely require five years to be ready for commercial use. The current business on the northwest corner may require support such as expansion, funding assistance, or selling the unused portion of the parcel. This parcel is currently underutilized.



Parcel Group 3 – Greydale to Chapel

Parcel group three has a wide variety of total scores, containing some of the highest and lowest scores in this study. There are two completely unserviceable structures on the south side of Fenkell Avenue, with the majority of the north side receiving high scores. The northwest section of this group received some of the highest scores in the study. There were only three vacant lots in this group, which scored relatively low.

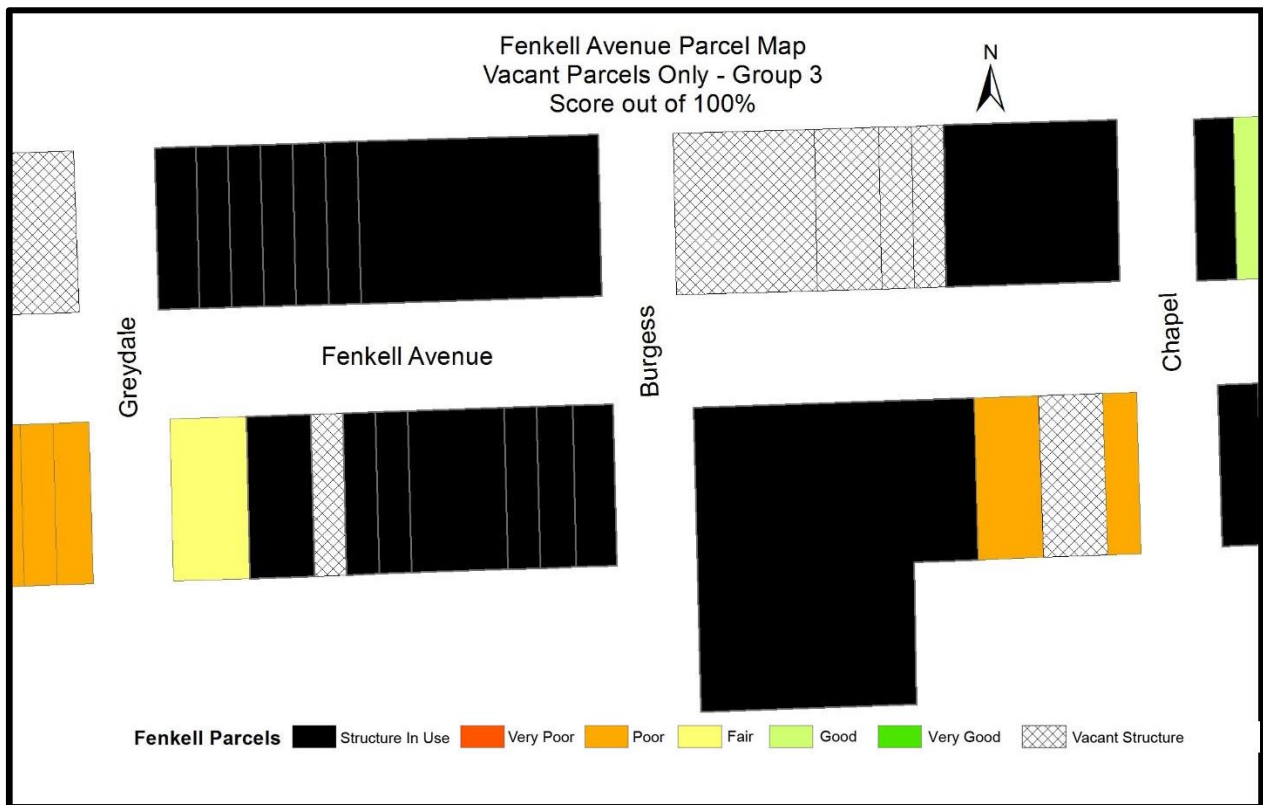


Figure 7.2.1.8 – Parcel group three, vacant parcel scores
Source: Practicum Team

There are fifteen parcels with a structure in use and six with a vacant structure. All of the parcels that are vacant are considered to be in poor to fair condition.

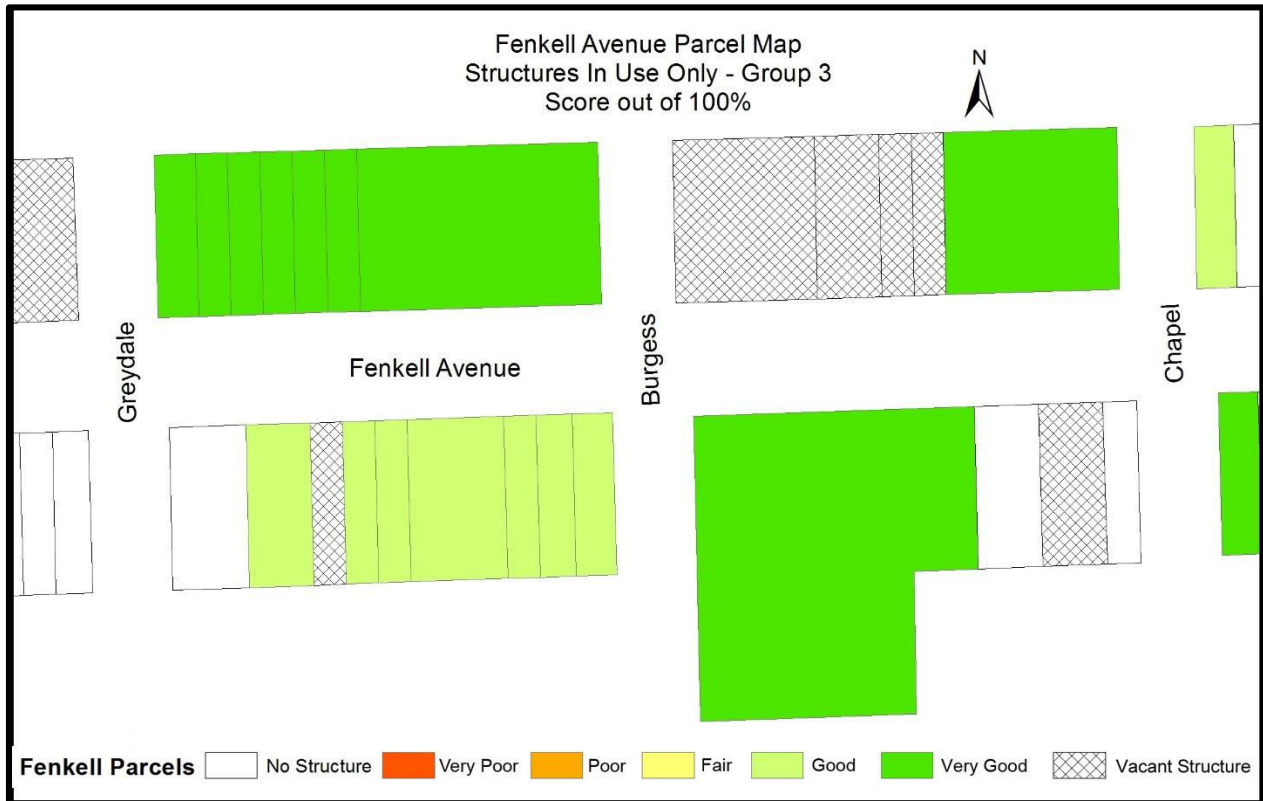
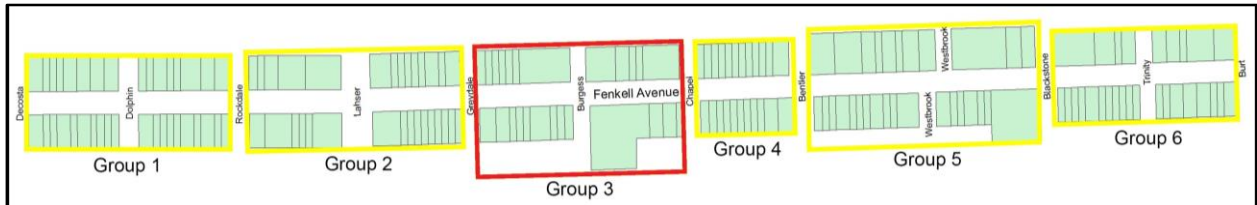


Figure 7.2.1.9 – Parcel group three, structure in use scores
Source: Practicum Team

There are six parcels vacant and three with no structure. All of the parcels with a structure in use are considered to be in good condition.

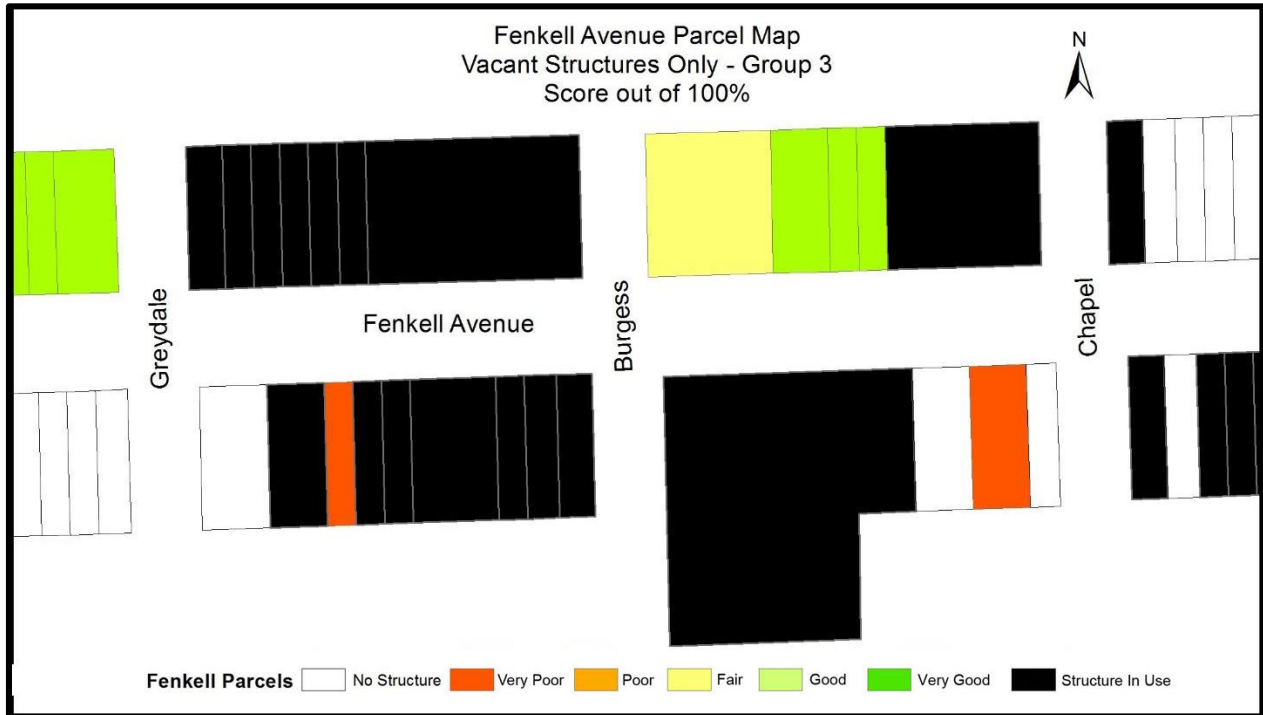
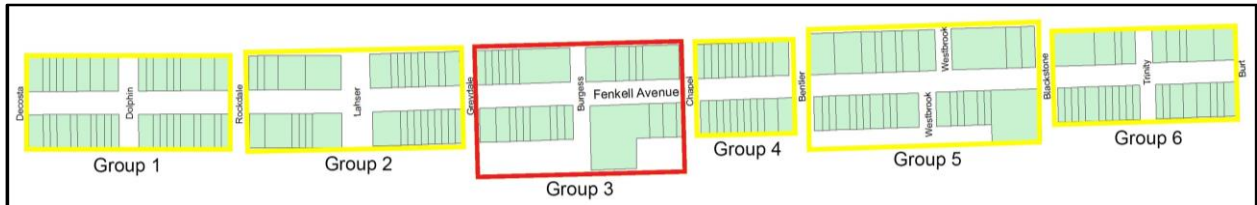
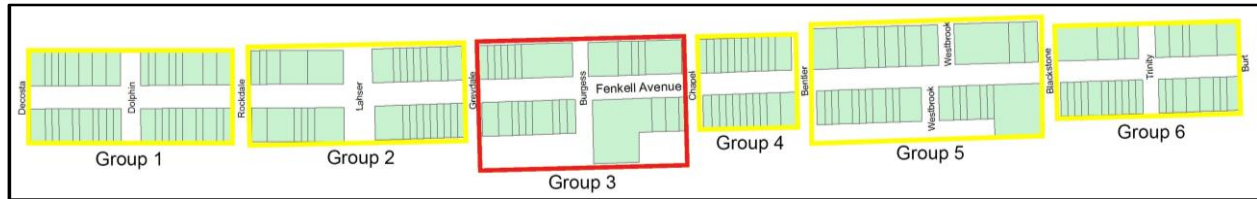


Figure 7.2.1.10 – Parcel group three, vacant structure scores
 Source: Practicum Team

There are sixteen parcels with a structure in use and three with no structure. Three of the parcels with a vacant structure are considered to be in good condition, one in fair condition fair, and two in poor condition.



Parcel Group 3 – Recommendations

One-Year Plan

- Façade Improvements to existing businesses
 - Structures that are in use in this block group are in good to very good condition, little to no improvement required
- Recommend improvement of vacant structure, which scored fairly on northwest corner of Burgess and Fenkell (refer to map)
- Investigate and acquire vacant structures on northeast block of group – excellent development potential with little to no investment
- Investigate old bank building – appeared to be in use, but may be vacant and has excellent development potential

Three-Year Plan

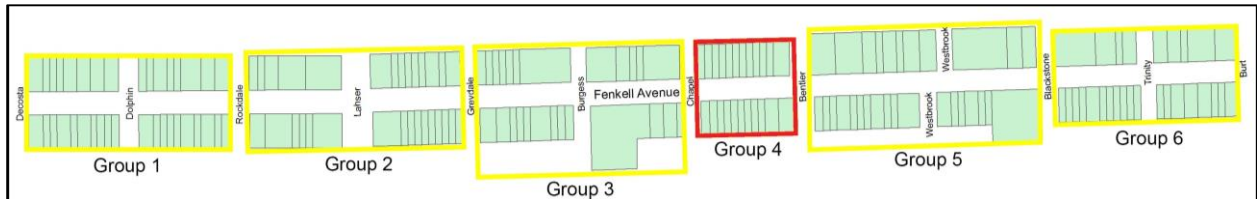
- Recommend deconstruction as soon as possible of structures in the southeast block of the group. Two joined structures are both in lowest possible scoring category (refer to Figure 7.2.1.10).
- Recommend deconstruction as soon as possible of structure in the southwest block of the group. Single brick structure attached to buildings in use. In lowest possible scoring category.
- Review and clear access to alleyways behind buildings
- Prepare vacant parcels on southeast and southwest block for new general commercial development
 - Clear non-structural blight if applicable
 - Provide vehicle access if applicable
 - Excellent locations for small retail or cooperative businesses

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had fair to good sidewalk scores – minor improvements only
- Moderate access to parking, mostly at the old bank building on the southeast corner of Burgess and Fenkell. No parking improvements necessary
- Begin promoting and selling vacant parcels to developers after necessary previous actions

Summary

This parcel group is primarily occupied by buildings that are in use, priority deconstruction of two vacant buildings, vacant structures on north side of Fenkell are excellent development opportunities and should be acquired for development, old bank building at time of walking audit was listed as vacant but now thought to be in use – find status of building and if vacant acquire for large retail space with good parking – or possible service business



Parcel Group 4 – Chapel to Bentler

Parcel group four is largely unoccupied vacant lots. The vacant lots in this group scored higher than average. The lowest scoring area is the southeast portion of the group, which is occupied by apparently vacant structures. This section has a total of 14 vacant parcels.

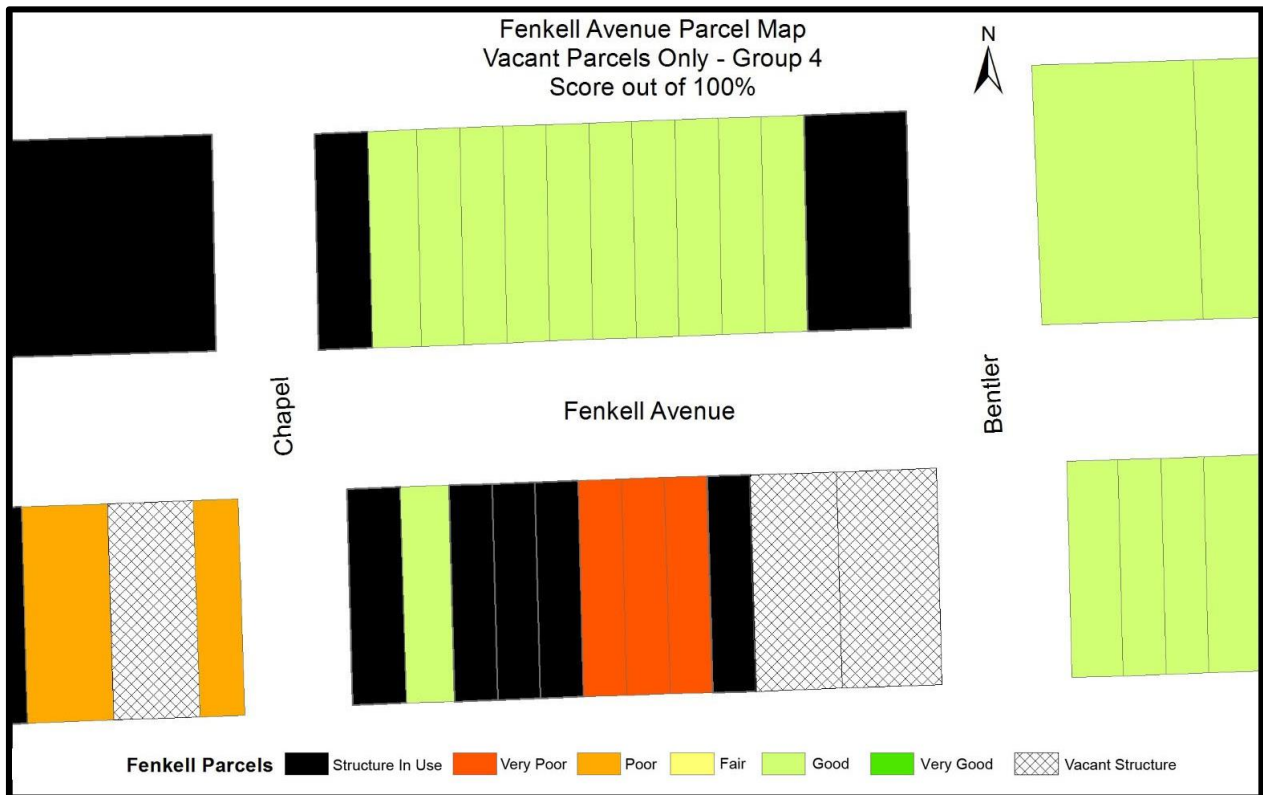


Figure 7.2.1.11 – Parcel group four, vacant parcel scores
Source: Practicum Team

There are seven parcels with a structure in use and two with a vacant structure. The majority of the parcels that are vacant are considered to be in good condition, with the exception of three in poor condition.

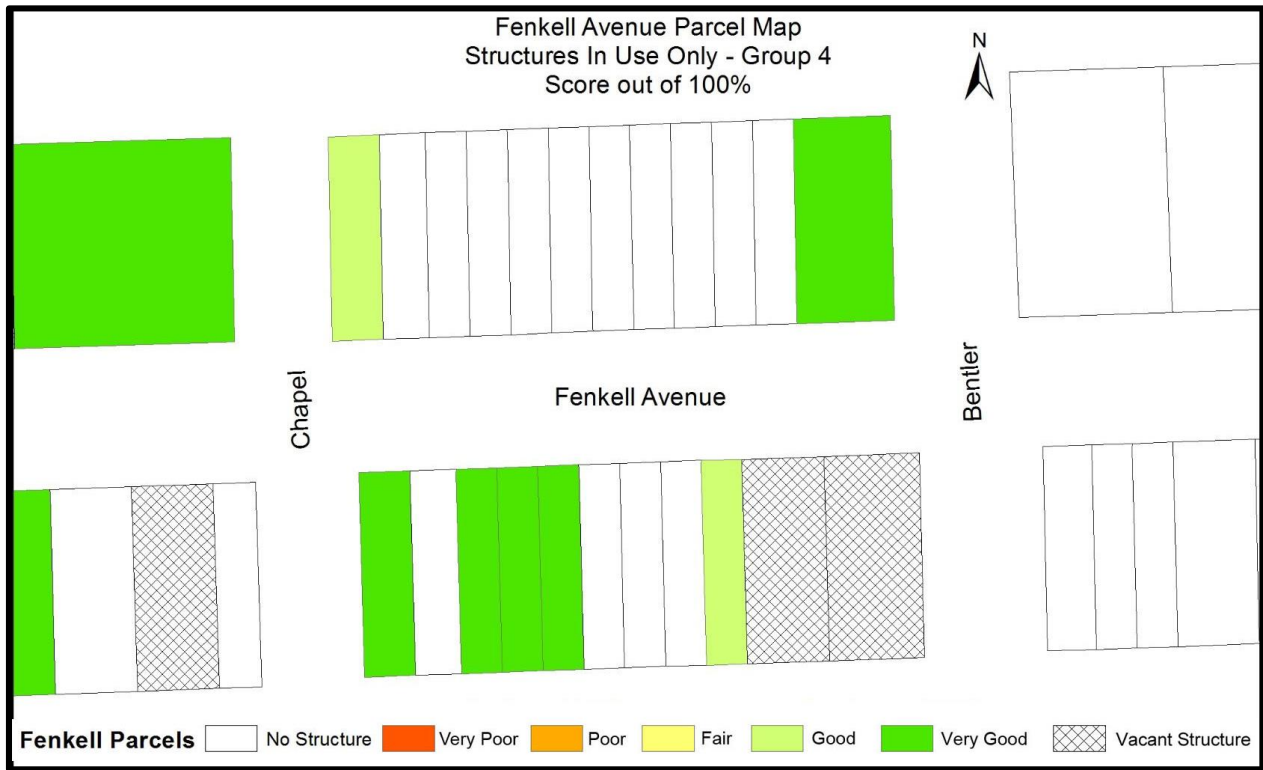
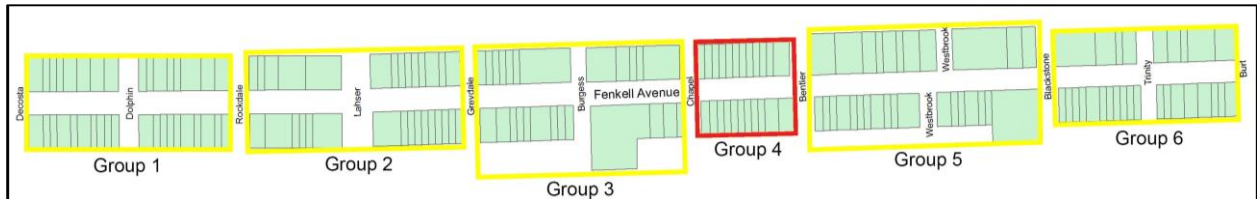


Figure 7.2.1.12 – Parcel group four, structure scores only
Source: Practicum Team

There are two parcels vacant and fourteen with no structure. All of the parcels with a structure in use are considered to be in good condition.

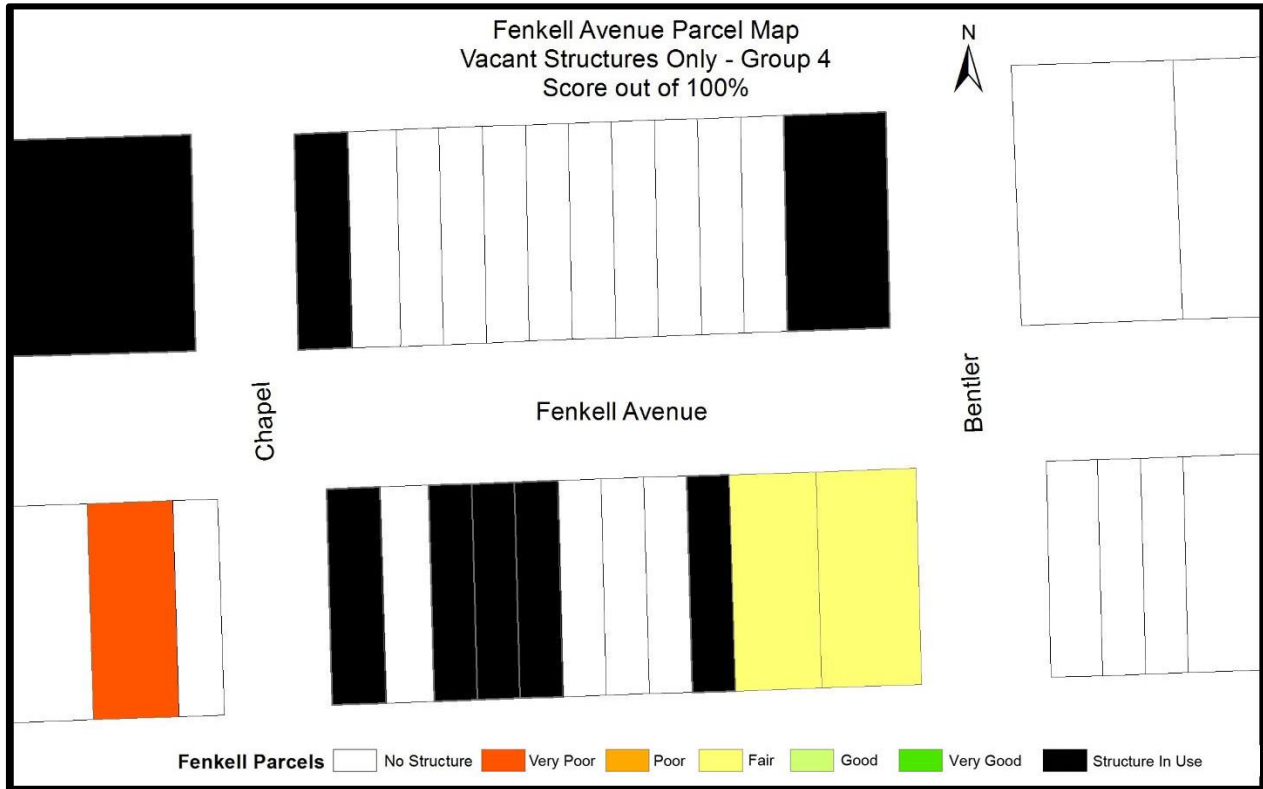
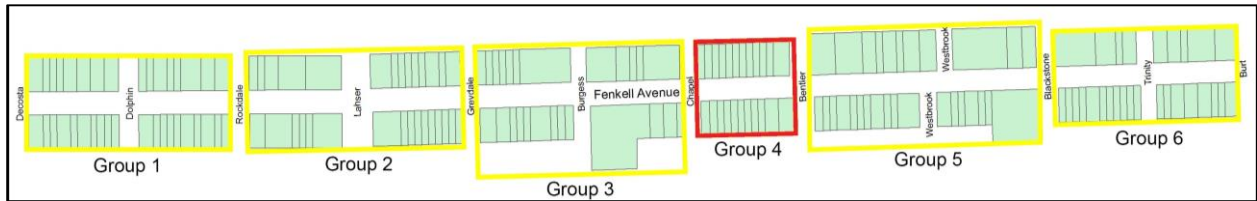
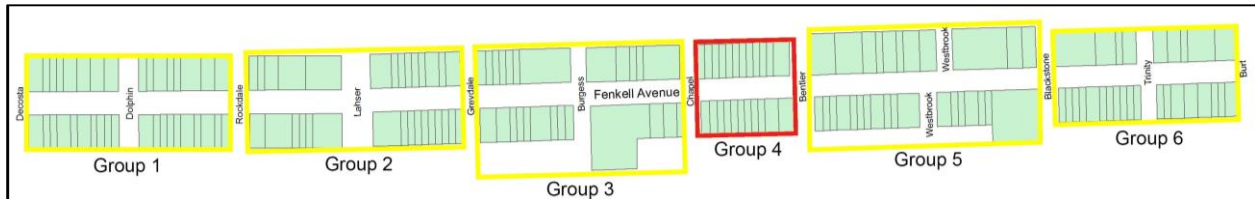


Figure 7.2.1.13 – Parcel group four, vacant structure scores
Source: Practicum Team

There are seven parcels with a structure in use and fourteen with no structure. All of the parcels with a vacant structure are considered to be in fair condition.



Parcel Group 4 – Recommendations

One-Year Plan

- Façade Improvements to existing businesses
 - Structures that are in use in this block group are in good to very good condition, little to no improvement required
- Recommend improvement of vacant structures, which scored fairly on southeast corner of group (refer to Figure 7.2.1.13)
- Investigate and acquire vacant structures on southeast corner of group – rapid development potential but may need improvements depending on use
- Parcels on north side of Fenkell are in good condition and completely vacant – largest cluster of good condition vacant parcels in study area

Three-Year Plan

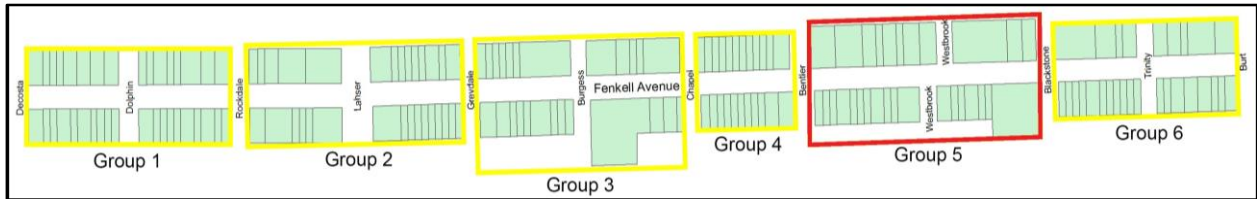
- No deconstruction recommended in this parcel group
- Review and clear access to alleyways behind buildings
- Regarding three poorly scoring vacant parcels in center of south side of street
 - Currently mapped as vacant, if vacant significant non-structural blight removal must occur before parcels are remotely usable (large debris, fencing, block walls)
 - If parcels are in use by a neighboring structure, contact owner to remove debris if possible
- Acquire and market vacant parcels if available, largest land area of highest ranked parcels

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had fair to good sidewalk scores – minor improvements only
- After parcels are acquired, development for general commercial use
 - Because of size, one large structure or more than one structure can be built
 - Recommended uses: building materials and supply dealers, lawn and garden equipment and supplies, appliance stores, and home furnishings stores

Summary

Because existing structures are in good condition, recommended infill development to supplement existing businesses. There are two areas that present strong opportunities, the first being the three vacant parcels on the South side of Fenkell. Additional investigation on the use of these parcels may be necessary to determine how these will be developed. The second group of parcels on the North side of Fenkell is the largest continuous group of vacant parcels in good condition. This presents various opportunities for development with the lowest preconstruction costs.



Parcel Group 5 – Bentler to Blackstone

This parcel group is mostly vacant lots. The parcels east of Westbrook received average to low scores, while the rest of the vacant parcels were above average. There is one abandoned structure on the south side of Fenkell Avenue that received the lowest score possible.

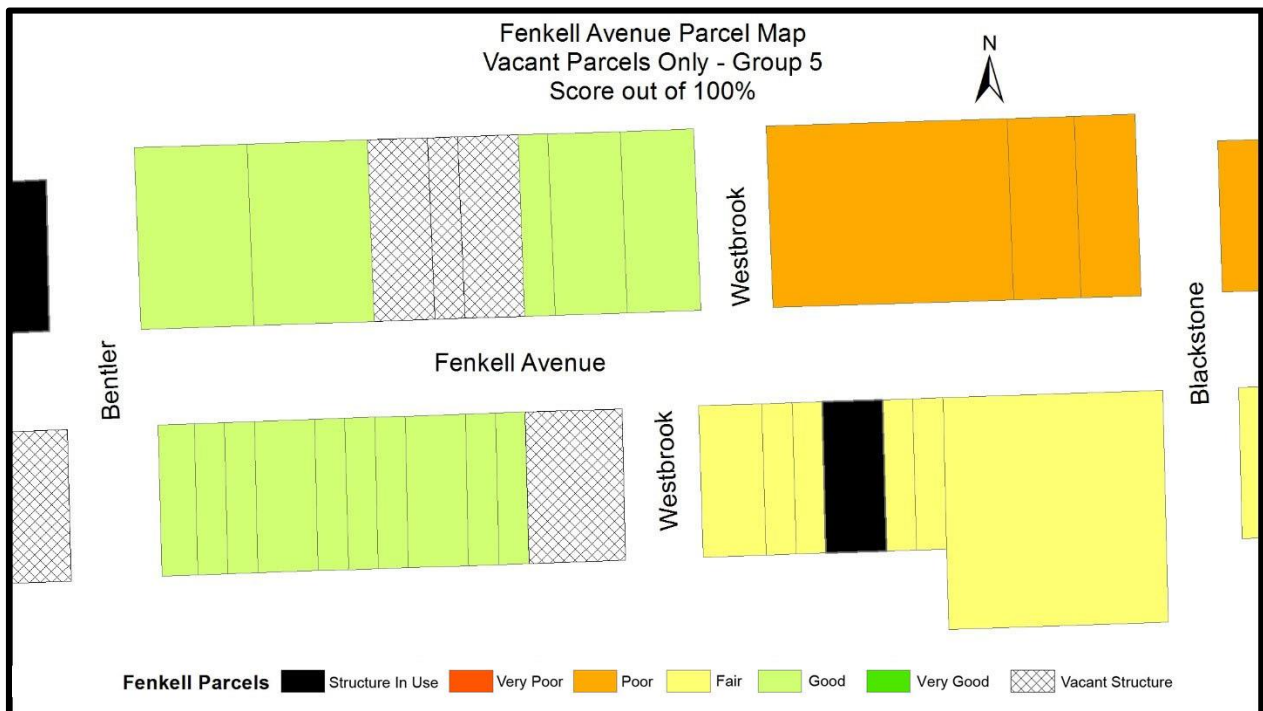


Figure 7.2.1.14 – Parcel group five, vacant parcel scores
Source: Practicum Team

There is one parcel with a structure in use and four with a vacant structure. The majority of the parcels that are vacant are considered to be in good condition, with the exception of three in poor condition, and six in fair condition.

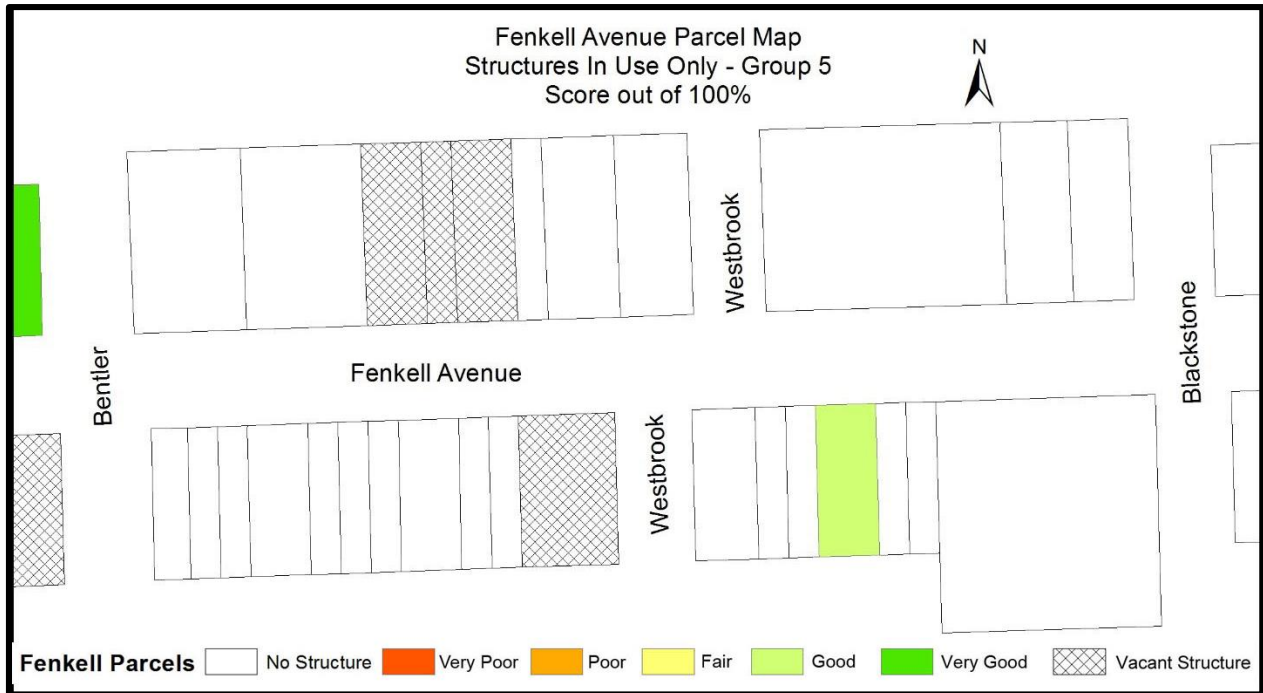
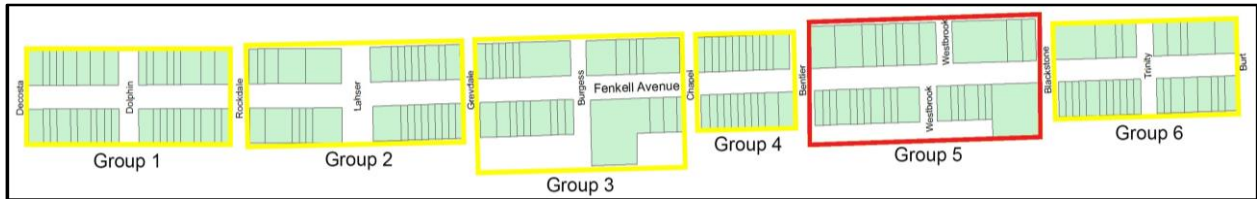


Figure 7.2.1.15 – Parcel group five, structure in use scores
Source: Practicum Team

There are four parcels vacant and twenty-four with no structure. All of the parcels with a structure in use are considered to be in good condition.

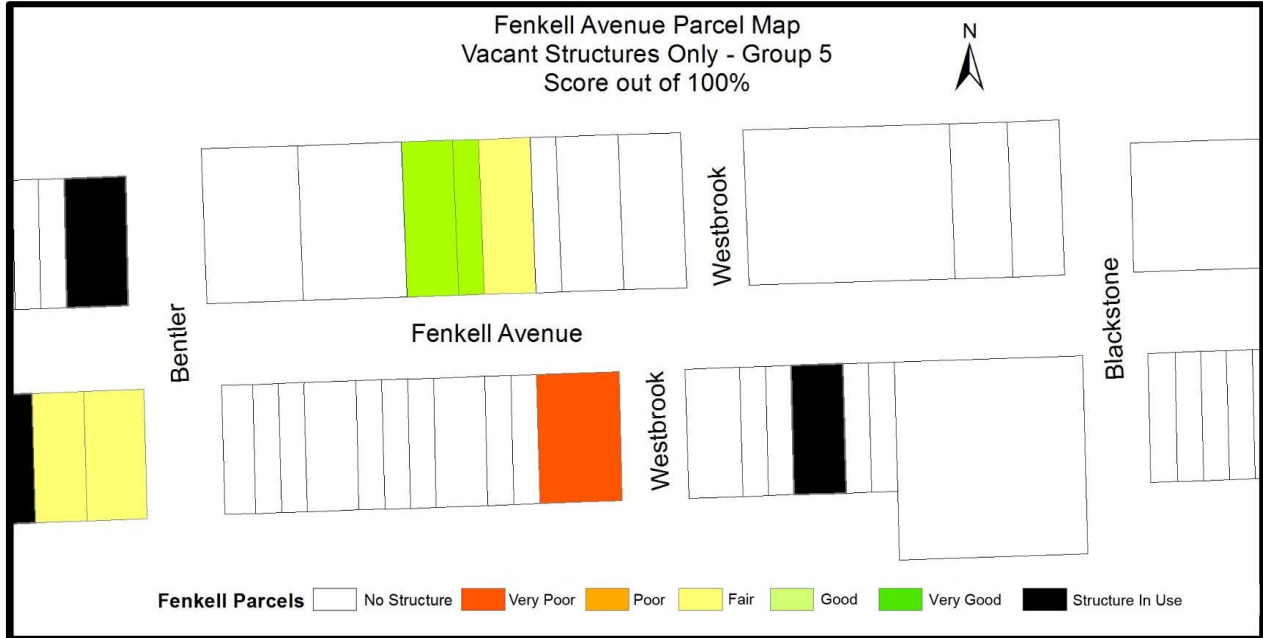
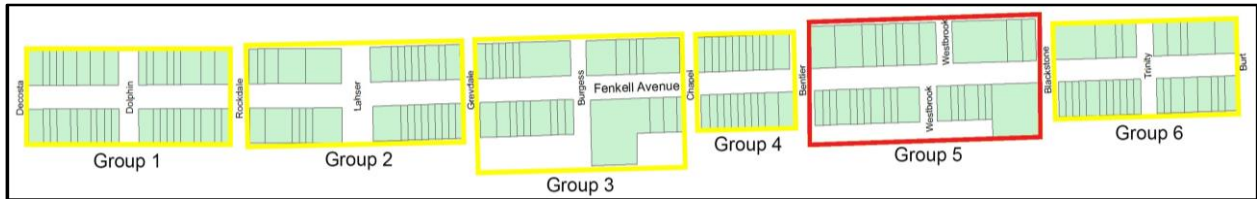
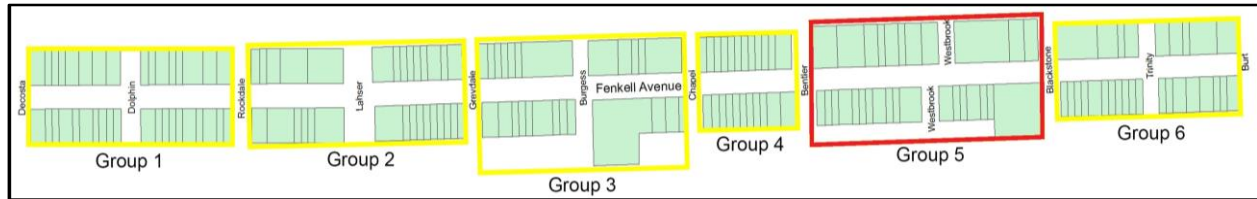


Figure 7.2.1.16 – Parcel group five, vacant structure scores
Source: Practicum Team

Group 5 from Bentler to Westbrook consists of two parcels in good condition to be utilized with versatility and seasonal appropriateness. Also between Bentler and Westbrook is a large parcel recommended for a possible deconstruction project. Please see 6.2.



Parcel Group 5 – Recommendations

One-Year Plan

- Façade improvements to existing businesses if applicable
- Minor improvement of vacant structures located on northwest side of Fenkell (refer to Figure 7.2.1.16).
- Parcels on west side of Westbrook are in good condition and near ready for development
- Acquire vacant parcels on Northeast block in this group for the purpose of establishing a community market – demand for this type of development is supported by
 - Economic analysis - need for used goods sales, specialty food markets, etc.
 - Community input – interest in urban agriculture and need for selling point

Three-Year Plan

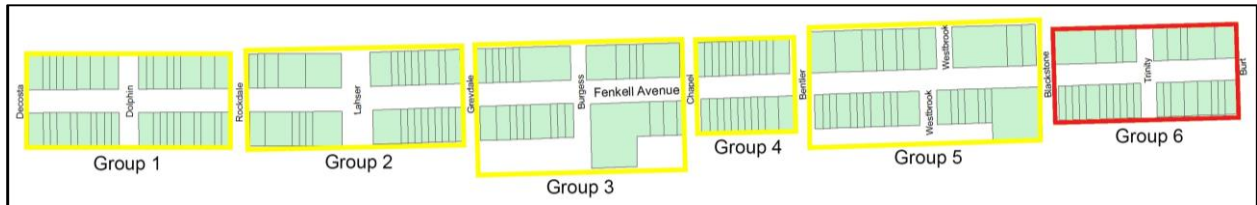
- Deconstruction recommended for the lowest scoring vacant structure in this group
- Review and clear access to alleyways behind buildings
- Market vacant parcels to possible developers for general commercial development (refer to market analysis for commercial uses)
- Minor improvement needed for parcels designated for community market – begin preliminary construction if possible

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had poor sidewalk scores – major improvements or complete replacement required
- Target for community market completion

Summary

This parcel group presents the most opportunities for the community to define space on the commercial corridor. The section is primarily vacant with varying degrees of parcels for different types of development. The northwest block of this group would be an excellent location for a community market, where residents could organize and sell goods outdoors. This would be a very effective area because there are no existing structures on the entire block. In addition, because the condition of the parcels is relatively low scoring, land acquisition is likely to be inexpensive. The rest of the vacant parcels are open for nearly any type of development recommended in the market analysis section. One opportunity that would greatly increase the desirability of this area would be the deconstruction of the lowest scoring vacant building in this group. For developers or business owners seeking existing structures there are three in the northwest block that are near ready for use.



Parcel Group 6 – Blackstone to Burt

The area between Blackstone and Trinity are largely vacant lots with low to average scores. The parcels between Trinity and Burt are largely occupied with structures, but they scored from very poor to average. Burt is considered a major intersection and does have marked crosswalks with crossing signals for pedestrians. The properties on the corner of Burt and Fenkell are the highest scoring parcels in this section.

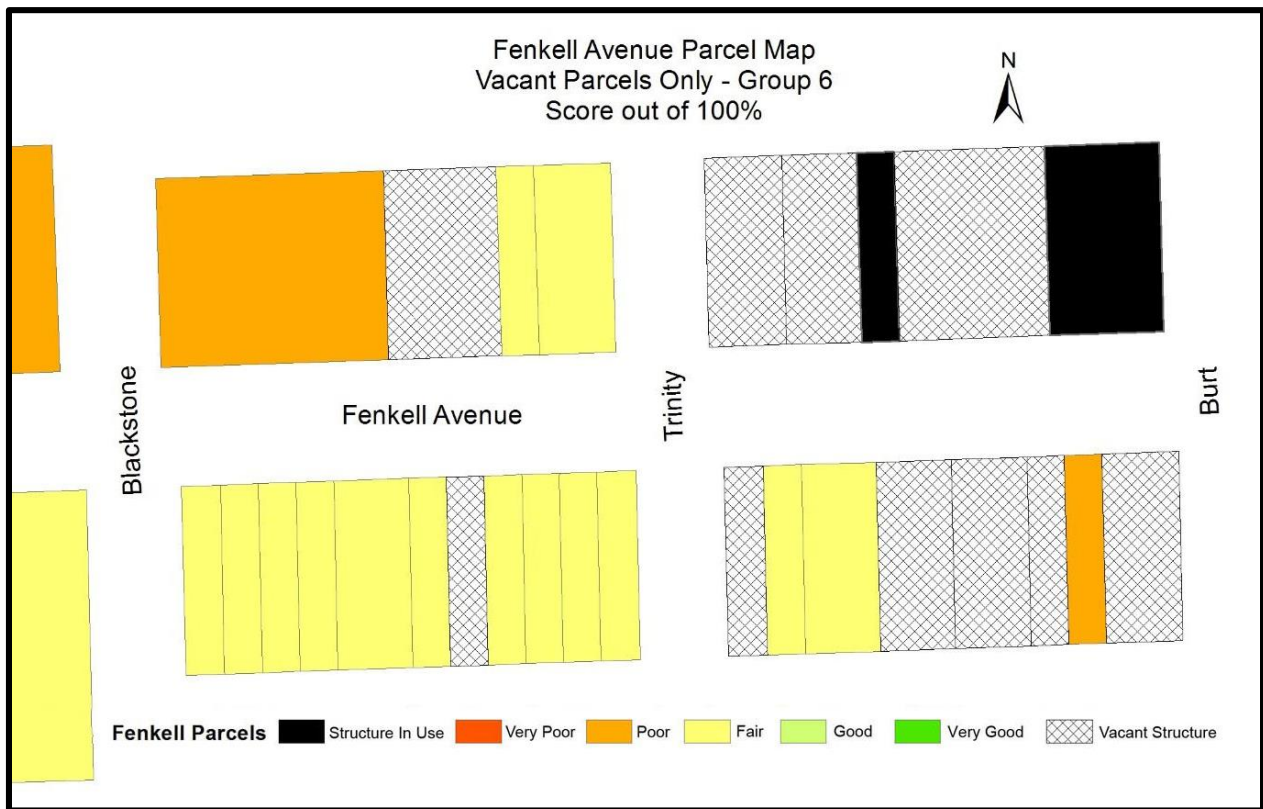


Figure 7.2.1.17 – Parcel group six, vacant parcel scores
Source: Practicum Team

This is Group 6 of vacant structures. On Fenkell Avenue between Trinity and Burt there are three parcels in use and three in good to fair condition. However, there are six parcels are scored in poor condition.

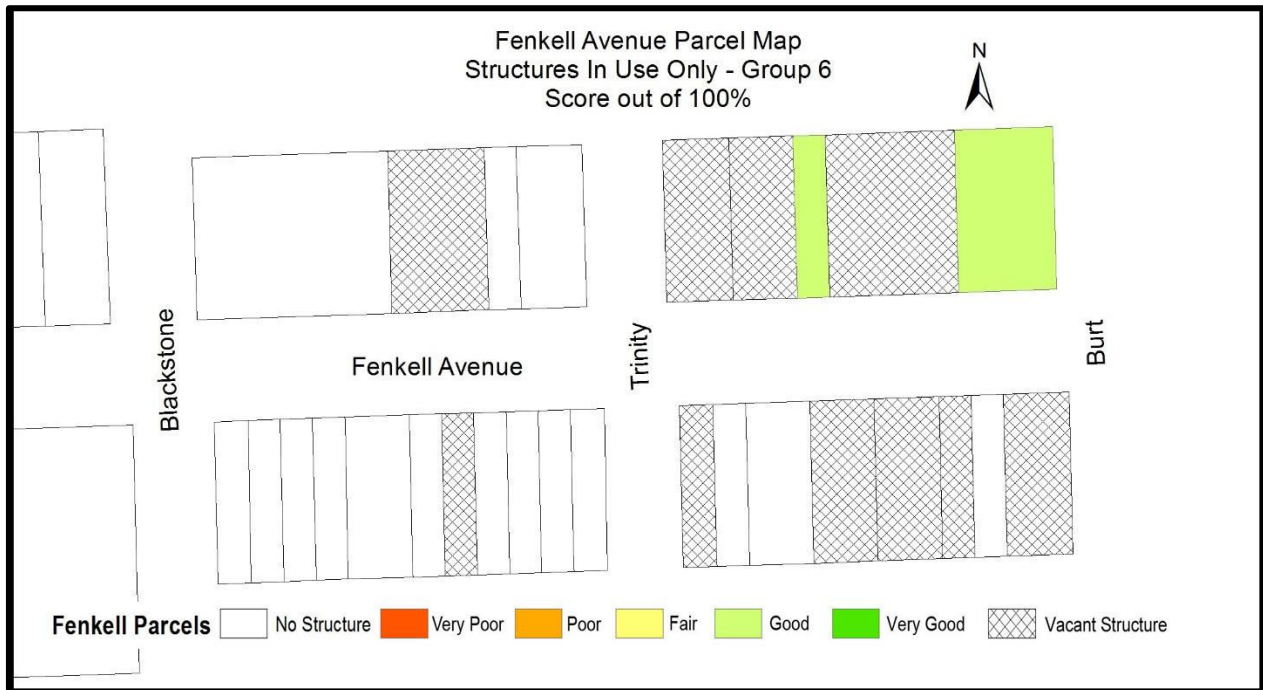
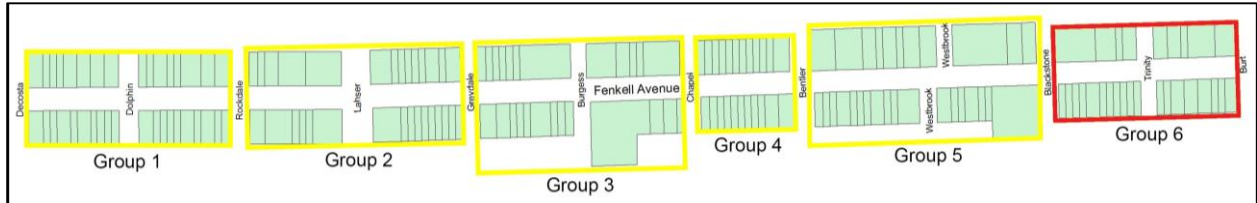


Figure 7.2.1.18 – Parcel group six, structure in use scores
Source: Practicum Team

Group 6 consists of three blocks between Blackstone and Burt of structures in use. Parcels between Trinity and Burt are scored in good condition.

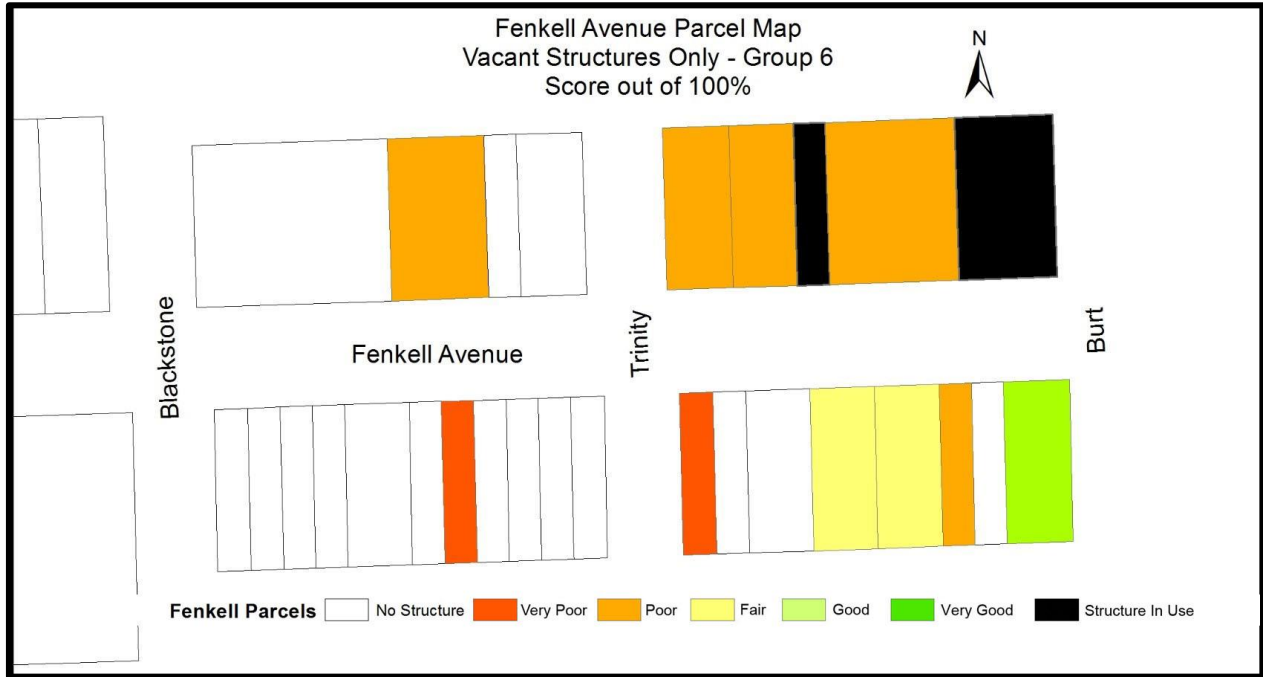
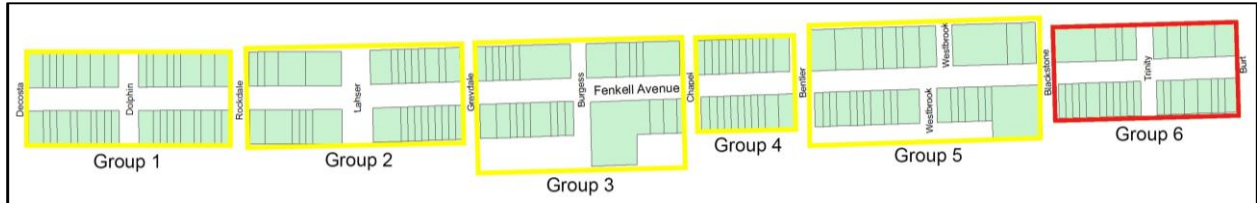
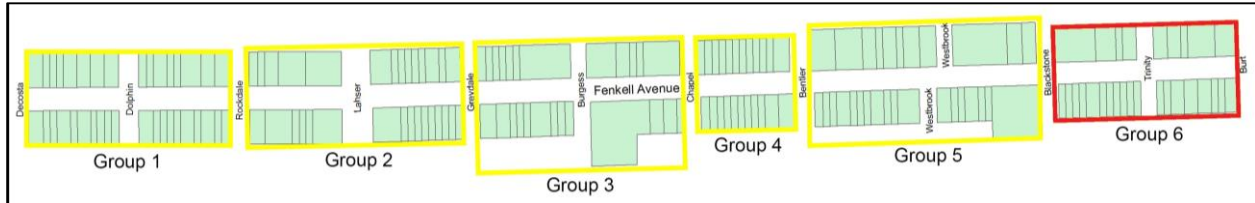


Figure 7.2.1.19 – Parcel group six, vacant structure scores
 Source: Practicum Team

Continued in Group 6 of vacant structures. Between Dacosta and Rockdale there are fourteen parcels scored in good condition. These parcels have versatile seasonal uses. Please see recommendation 6.2.



Parcel Group 6 – Recommendations

One-Year Plan

- Gateway and/or signage of boundary at Fenkell and Dacosta Streets
- Façade Improvements to existing businesses
 - Only two businesses operating in this group – good score but may need minor cosmetic improvements
- The two lowest scoring vacant structures in this section are recommended for deconstruction when possible
- All vacant structures in the next to lowest scoring category may be salvageable but will require heavy improvement before utilization (recommended for developers who are looking for low cost properties to invest in)
- The higher ranked vacant structure on the southwestern corner of Burt and Fenkell is ready for use

Three-Year Plan

- Implement deconstruction plans for any structure not salvageable
- Review and clear access to alleyways behind buildings

Five-Year Plan

- Recommend installation or upgrade of street lighting for South side of Fenkell Avenue
- Parcels in this group had poor sidewalk scores – recommend major improvements or complete replacement
- Development for general commercial use recommended in economic analysis section
- Public parking lot would be advantageous if development does not include adequate parking – this would also assist for parking with the proposed community market

Summary

A large amount of work is needed on this group to achieve the vision of this corridor. Deconstruction and new construction are recommended. The majority of development plans fall under a time line of five years and over. Clearance of non-structural blight and demolition of structural blight should be the top priority for this group. Any structures that receive poor scores but are salvageable can be marketed as low cost properties that need investment. These properties would also be recommended for special uses such as government facilities, training facilities, temporary employment facilities, etc. if this type of development is eventually required.

Block Group Five and Six Anchor Development

Based upon the findings of the physical assessment block groups 5 & 6 were identified as having the most development potential. Parcel by parcel scores and recommendations have been provided for these two blocks but a further study into the development of this area could prove advantageous to Brightmoor. Significant and effective development on these blocks could potentially anchor the corridor as a whole and stimulate economic growth throughout the neighborhood. Block group five and six also serve as the gateway into the corridor which could be leveraged into promoting pedestrian use.



Figure 7.2.1.20 – “We BELIEVE in Brightmoor” sticker, Scotty Simpson’s
Source: Practicum Group

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Local Zoning Ordinance

ARTICLE IX: BUSINESS ZONING DISTRICTS
DIVISION 5: B4 GENERAL BUSINESS DISTRICT
Sec. 61-9-71: Description.

Detroit Zoning Ordinance (21 Nov 2012)
(Ord. No. 11-05, §1, 5-28-05)

Secs. 61-9-67–61-9-70. Reserved.

DIVISION 5. B4 GENERAL BUSINESS DISTRICT

Sec. 61-9-71. Description.

The B4 General Business District provides for business and commercial uses of a thoroughfare-oriented nature. In addition to these uses, other businesses, which may benefit by drawing part of their clientele from passing traffic are permitted. Additional uses, which may be successfully blended with permitted by-right uses, are conditional.

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-72. Site plan review.

Site plan review is required for all Conditional Uses and for certain by-right uses. (See ARTICLE III, DIVISION 5)

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-73. By-right uses.

Uses permitted by right in the B4 District are delineated in Sec. 61-9-74 through Sec. 61-9-78 of this Code. (See ARTICLE XII for a complete listing of all use regulations and standards, ARTICLE III, DIVISION 5 to determine when Site Plan Review is required for by-right uses, and ARTICLE XII, DIVISION 5 for accessory uses, including home occupations.)

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-74. By-right residential uses.

- (1) Boarding school and dormitory
- (2) Child caring institution
- (3) Convalescent, nursing, or rest home
- (4) Lofts, inside the Central Business District
- (5) Religious residential facilities
- (6) Shelter for victims of domestic violence

(Ord. No. 11-05, §1, 5-28-05)

ARTICLE IX: BUSINESS ZONING DISTRICTS
DIVISION 5: B4 GENERAL BUSINESS DISTRICT
Sec. 61-9-75: By-right public, civic, and institutional uses.
Detroit Zoning Ordinance (21 Nov 2012)

Sec. 61-9-75. By-right public, civic, and institutional uses.

- (1) Adult day care center
- (2) Armory
- (3) Auditoriums, public
- (4) Child care center
- (5) Educational institution
- (6) Fire or police station, post office, court house, and similar public building

- (7) Governmental service agency
- (8) Hospital or hospice
- (9) Library
- (10) Museum
- (11) Neighborhood center, nonprofit
- (12) Outdoor recreation facility
- (13) Religious institution
- (14) School, elementary, middle/junior high, or high
(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-76. By-right retail, service, and commercial uses.

- (1) Animal-grooming shop
- (2) Art gallery
- (3) Assembly hall
- (4) Automated Teller Machine not accessory to another use on the same zoning lot, which is stand-alone, without drive-up or drive-through facilities
- (5) Bake shop, retail
- (6) Bank without drive-up or drive-through facilities
- (7) Barber or beauty shop
- (8) Brewpub or microbrewery or small distillery, inside the Central Business District
- (9) Business college or commercial trade school
- (10) Cabaret, inside the Central Business District
- (11) Customer service center without drive-up or drive-through facilities
- (12) Dance hall, public, inside the Central Business District
- (13) Dry cleaning, laundry, or laundromat
- (14) Establishment for the sale of beer or intoxicating liquor for consumption on the premises, inside the Central Business District
- (15) Greenhouse or nursery with stock for retail sales

ARTICLE IX: BUSINESS ZONING DISTRICTS

DIVISION 5: B4 GENERAL BUSINESS DISTRICT

Sec. 61-9-77: By-right manufacturing and industrial uses.

Detroit Zoning Ordinance (21 Nov 2012)

- (16) Hotel, inside the Central Business District
- (17) Medical or dental clinic, physical therapy clinic, or massage therapy clinic
- (18) Mortuary or funeral home
- (19) Motor vehicles, new, salesroom or sales lots
- (20) Motor vehicles, new, storage lot accessory to a salesroom or sales lot for new motor vehicles
- (21) Nail salon
- (22) Office, business or professional
- (23) Parking lots or parking areas for operable private passenger vehicles, except as restricted by Sec. 61-12-219 of this Code
- (24) Parking structure
- (25) Pet shop
- (26) Private club, lodge, or similar use
- (27) Radio or television station
- (28) Radio, television, or household appliance repair shop, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

- (29) Recreation, indoor commercial and health club
 - (30) Recording studio or photo studio or video studio, no assembly hall
 - (31) Restaurant, carry-out or fast-food, where located in a multi-story building and integrated into a mixed use or multi-tenant development, and without drive-up or drive-through facilities
 - (32) Restaurant, standard without drive-up or drive-through facilities
 - (33) Retail sales and personal service in business and professional offices
 - (34) Retail sales and personal service in multiple-residential structures
 - (35) School or studio of dance, gymnastics, music, art, or cooking
 - (36) Shoe repair shop
 - (37) Stores of a generally recognized retail nature whose primary business is the sale of new merchandise with or without drive-up or drive-through facilities
 - (38) Veterinary clinic for small animals
- (Ord. No. 11-05, §1, 5-28-05; Ord. No. 34-05, §1, 12-06-05; Ord. No. 13-11, §1, 8-23-11; Ord. No. 21-12, §1, 11-2-12)

Sec. 61-9-77. By-right manufacturing and industrial uses.

- (1) Blueprinting shop
 - (2) Trade services, general
- (Ord. No. 11-05, §1, 5-28-05)

ARTICLE IX: BUSINESS ZONING DISTRICTS
 DIVISION 5: B4 GENERAL BUSINESS DISTRICT
 Sec. 61-9-78: By-right other uses.
 Detroit Zoning Ordinance (21 Nov 2012)

Sec. 61-9-78. By-right other uses.

- (1) Antennas as provided for in ARTICLE XII, DIVISION 3, Subdivision G of this Chapter.
 - (2) Marinas
 - (3) Railroad right-of-way, not including storage tracks, yards, or buildings
 - (4) Signs as provided for in ARTICLE VI of this Chapter.
- (Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-79. Conditional uses.

Uses permitted conditionally in the B4 District are delineated in Sec. 61-9-80 through Sec. 61-9-84 of this Code. (See ARTICLE XII for a complete listing of all use regulations and standards, and ARTICLE XII, DIVISION 5 of this Chapter for accessory uses, including home occupations.)

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-80. Conditional residential uses.

- (1) Emergency shelter, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare
- (2) Fraternity or sorority house
- (3) Loft, outside the Central Business District
- (4) Multiple-family dwelling
- (5) Pre-release adjustment center, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare
- (6) Residential substance abuse service facility
- (7) Residential use combined in structures with permitted commercial uses
- (8) Rooming house

- (9) Single-family detached dwelling
 - (10) Single-room-occupancy housing, nonprofit
 - (11) Town house
 - (12) Two-family dwelling
- (Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-81. Conditional public, civic, and institutional uses.

- (1) Electric transformer station
- (2) Gas regulator station
- (3) Outdoor entertainment facility
- (4) Power or heating plant with fuel storage on site

ARTICLE IX: BUSINESS ZONING DISTRICTS

DIVISION 5: B4 GENERAL BUSINESS DISTRICT

Sec. 61-9-82: Conditional retail, service, and commercial uses.

Detroit Zoning Ordinance (21 Nov 2012)

- (5) Substance abuse service facility, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare
 - (6) Stadium or sports arena
 - (7) Telephone exchange building
 - (8) Water works, reservoir, pumping station, or filtration plant
- (Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-82. Conditional retail, service, and commercial uses.

- (1) Amusement park
- (2) Arcade
- (3) Automated Teller Machine not accessory to another use on the same zoning lot, which is stand-alone, with drive-up or drive-through facilities
- (4) Bank with drive-up or drive-through facilities
- (5) Bed and breakfast inn
- (6) Brewpub or microbrewery or small distillery, outside the Central Business District
- (7) Cabaret, outside the Central Business District
- (8) Customer service center with drive-up or drive-through facilities
- (9) Dance hall, public, outside the Central Business District
- (10) Employee recruitment center
- (11) Establishment for the sale of beer or intoxicating liquor for consumption on the premises, outside the Central Business District
- (12) Financial services center
- (13) Firearms dealership
- (14) Firearms target practice range, indoor
- (15) Food stamp distribution center
- (16) Go-cart track, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare
- (17) Golf course, miniature
- (18) Hotel, outside the Central Business District
- (19) Kennel, commercial
- (20) Lodging house, public
- (21) Motel
- (22) Motor vehicle filling station

(23) Motor vehicles, used, salesroom or sales lot, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

ARTICLE IX: BUSINESS ZONING DISTRICTS

DIVISION 5: B4 GENERAL BUSINESS DISTRICT

Sec. 61-9-82: Conditional retail, service, and commercial uses.

Detroit Zoning Ordinance (21 Nov 2012)

(24) Motor vehicles, used, storage lot accessory to a salesroom or sales lot for used motor vehicles, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(25) Motor vehicle services, major, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(26) Motor vehicle services, minor

(27) Motor vehicle washing and steam cleaning, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(28) Motorcycles, retail sales, rental or service

(29) Outdoor commercial recreation, not otherwise specified

(30) Parking lots or parking areas for operable private passenger vehicles, as restricted by Sec. 61-12-219(9)(e) of this Code

(31) Pawnshop, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(32) Plasma donation center, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(33) Pool or billiard hall

(34) Printing or engraving shops

(35) Public lodging house

(36) Rebound tumbling center, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(37) Rental hall

(38) Restaurant, carry-out or fast-food, with or without drive-up or drive-through facilities, except such use shall be prohibited on any zoning lot abutting the Woodward Avenue Gateway Radial Thoroughfare where there is drive-up or drive-through facilities or where not located in a multi-story building having a mixed-use or multi-tenant development

(39) Restaurant, standard, with drive-up or drive-through facilities, except such use having drive-up or drive-through facilities shall not be permitted on any zoning lot abutting the Woodward Avenue Gateway Radial Thoroughfare

(40) Secondhand stores and secondhand jewelry stores, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(41) Specially designated distributor's (SDD) or specially designated merchant's (SDM) establishment

(42) Tattoo and/or piercing parlor, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(43) Taxicab dispatch and/or storage, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(44) Theater and concert café, excluding drive-in theaters

ARTICLE IX: BUSINESS ZONING DISTRICTS

DIVISION 5: B4 GENERAL BUSINESS DISTRICT

Sec. 61-9-83: Conditional manufacturing and industrial uses.

Detroit Zoning Ordinance (21 Nov 2012)

(45) Trailer coaches or boat sale or rental, open air display, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial

Thoroughfare

(46) Trailers, utility, or cement mixers, pneumatic-tired, sales, rental or service; moving truck/trailer rental lots

(47) Youth hostel/hostel

(Ord. No. 11-05, §1, 5-28-05; Ord. No. 13-11, §1, 8-23-11)

Sec. 61-9-83. Conditional manufacturing and industrial uses.

(1) Confection manufacture, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(2) Dental products, surgical, or optical goods manufacture, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial

Thoroughfare

(3) Food catering establishment

(4) Ice manufacture, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(5) Jewelry manufacture, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(6) Lithographing, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(7) Research or testing laboratory

(8) Toiletries or cosmetic manufacturing, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(9) Tool, die, and gauge manufacturing, small items, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(10) Vending machine commissary, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(11) Wearing apparel manufacturing, except such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(12) Wholesaling, warehousing, storage buildings, or public storage houses, except excluding Gratiot Avenue, such use shall not be permitted on any zoning lot abutting a designated Gateway Radial Thoroughfare

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-84. Conditional other uses.

(1) Antennas as provided for in ARTICLE XII, DIVISION 3, Subdivision G of this Chapter.

(2) Signs as provided for in ARTICLE VI of this Chapter.

(3) Telecommunications building, private

ARTICLE IX: BUSINESS ZONING DISTRICTS

DIVISION 6: B5 MAJOR BUSINESS DISTRICT

Sec. 61-9-85: Intensity and dimensional standards

Detroit Zoning Ordinance (21 Nov 2012)

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-85. Intensity and dimensional standards

Development in the B4 District shall comply with the standards provided for in ARTICLE XIII, DIVISION 1, Subdivision C and in ARTICLE XIII, DIVISION 1, Subdivision D of this Chapter.

(Ord. No. 11-05, §1, 5-28-05)

Sec. 61-9-86. Other regulations.

Any land use featuring drive-up or drive-through facilities shall be subject to site plan review as provided for in Sec. 61-3-113(6) of this Code. No such drive-up or drive-through facilities or outdoor walk-up pass-through feature shall be approved without strict attention to traffic safety, as provided for in Sec. 61-3-231(5) of this Code and the adequacy of vehicle stacking/access lane(s), as provided for in ARTICLE XIV, DIVISION 1, Subdivision H of this Chapter. However, in no instance shall a Specially Designated Merchant's (SDM) establishment or a Specially Designated Distributor's (SDD) establishment be considered for drive-up or drive-through facilities.

(Ord. No. 11-05, §1, 5-28-05)

Community Vision Summaries

Brightmoor Focus Group Meeting

Brightmoor Community Alliance Conference Call
Kirk Mayes, Site Coordinator/Executive Director of
January 8, 2014 & January 16, 2014

Summary

The project began with Kirk Mayes as our Site Coordinator. He was then appointed as Deputy Group Executive for Jobs and Economy position by the Detroit City government. The meetings with Kirk addressed the following agenda items:

- Introductions of each team member and self-reported skill sets
- Contextual history to present conditions of Brightmoor
- A summative explanation of the systemic components of poverty in Brightmoor
- Vision for utilizing this project report
- Logistics and timeline of project
- Finalize scope of work for MSU SPDC Practicum Team Project. Revitalization Commercial Corridor Plan for Fenkell Ave, from Dacosta to Burt blocks.

MSU team meeting with residents and Brightmoor Community Alliance board members

Summary

These resident and commercial site visits happened weekly throughout the semester. These pre-determined meeting addressed a series of qualitative survey questions pointed to strengths, weakness, opportunities and threats. These meetings created a framework for a community narrative supported by many of the Brightmoor-based studies. This opportunity for community dialogue unified business and resident feedback at each meeting, giving an opportunity for community advocates, business owners and residents to hear and analyze Brightmoor's contextual challenges, strategies for revitalization and implementation projects. In addition to SWOT dialogue, opportunities to access the other Brightmoor studies, plan to organize and mobilize community action efforts.

Driving Audit

January 11, 2014

Summary

It was understood that team members would directly visit Brightmoor. We were given a mobile tour of Brightmoor's assets, projects and challenges. This was an opportunity to visually document our findings with the expert narrative report of Joe Rashid, now Interim Executive Director of Brightmoor Community Alliance. He is also the lead of the Community Development Advocates of Detroit (CDAD) report "Restore the Moor." This qualitative approach to data collection jump-started this report.

Walking Audit

January 23, 2014 & January 30, 2014

Summary

MSU SPDC Practicum team participated in a walking audit through the 12 blocks from Dacosta to Burt. Photo documentation and walking audit inventory list was used to rate parcel sites. This process aided to document current parcel and Fenkell Avenue corridor use. A formalized criteria parcel inventory was utilized in this audit. Criteria were then analyzed to generate an accurate parcel profile to foster community input for infill ideas.

Interview Participants

- Tech Town
- Motor City Blight Busters
- Resident SWOT Feedback
- Knucklehead Farm Bed and Breakfast business owner
- Joe Rashid, Interim Executive Director

Summary

These interview agenda items consisted of the following:

- Applicable studies and the location as references to this report out of Brightmoor
- Political and community action initiatives, past and current
- Network of Brightmoor residents and other Brightmoor partners to meet and survey
- Details of recommendations of other Brightmoor studies and implementation strategies
- Brightmoor partners/associates and their purpose and missions
- Planning of presentation materials
- Connectivity strategies to bridge resident reported needs to economic development on Fenkell Avenue.
- A review of the “Restore the Moor” study, Community Development Advocates of Detroit, CDAD

Fenkell Corridor Focus Area - Property Evaluation / Inventory

Vacant Parcel - No Structure

Parcel ID Number:

Physical Address:

General Parcel Condition

| | |
|---|---|
| 0 | Extreme and obvious environmental concerns, significant large debris, extreme brush growth, requires significant remediation (heavy equipment, specialized labor) |
| 1 | Obvious but correctable environmental concerns, considerable debris, tall unkempt brush growth, requires considerable remediation (intensive human labor) |
| 2 | Minor environmental concerns, light debris or litter, moderately maintained vegetation, requires light remediation (minor human labor) |
| 3 | No environmental concerns, no debris or significant litter, well maintained vegetation, requires little or no remediation (ready for development) |

Pedestrian Accessibility - Sidewalks

| | |
|---|---|
| 0 | No sidewalk access or severely damaged with large cracks/uneven surface, extremely difficult or impossible for pedestrians to access (major investment) |
| 1 | Sidewalk present and moderately damaged, accessible to only some pedestrians (requires moderate investment) |
| 2 | Sidewalk present and serviceable, accessible to most pedestrians, may require slight improvement for handicap access (requires little investment) |
| 3 | Sidewalk in excellent condition, accessible to all pedestrians (requires no investment) |

Pedestrian Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible crosswalks, extremely difficult or impossible for pedestrians to access (requires major investment) |
| 1 | Crosswalk distant from parcel yet visible and serviceable, convenient access for some pedestrians (requires moderate investment) |
| 2 | Crosswalk nearby parcel and serviceable, accessible to most pedestrians, (requires little investment) |
| 3 | Crosswalk well maintained and nearby with good signage and/or crossing signals, accessible to all pedestrians (requires no investment) |

Vehicle Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible parking* and bus stops, extremely difficult or impossible for vehicles to access (requires major investment) |
| 1 | Parking* and bus stops far but visible from the site, limited access for vehicles (requires moderate investment) |
| 2 | Parking* and bus stops at or near the site, offers limited capacity (ex. small lot or only street parking), (requires little investment) |
| 3 | Parking* and bus stops near or on site, large capacity lot or structure, easy access for many vehicles (requires no investment) |

* includes on-street parking

Safety - Street Lighting

| | |
|---|---|
| 0 | Lighting absent or in complete disrepair, impossible or extremely difficult to see at night (requires major investment) |
| 1 | Minimal lighting, still very difficult to see at night (requires moderate investment) |
| 2 | Adequate lighting, majority of pedestrians and vehicles visible at night (may require small investment) |
| 3 | Area well lit at all times, area completely visible at night (requires no investment) |

Surrounding (Behind Corridor)/Visible Land Use

| | |
|---|--|
| 0 | Abandoned or unserviceable buildings near site, no nearby commercial activity |
| 1 | Surrounding buildings and parcels are poorly or intermittently maintained (appearance, safety, signage), little commercial activity, poorly maintained housing stock |
| 2 | Surrounding buildings and parcels are somewhat maintained (appearance, safety, signage), moderate commercial activity or serviceable housing stock |
| 3 | Surrounding buildings and parcels are well maintained (appearance, safety, signage), significant commercial activity or well-maintained housing stock |

| | |
|---------------------------|---|
| <u>Total Score</u> | |
| 0 to 4 | - - - - - Vacant lot requires large landowner and government investments to be considered for economic development. |
| 5 to 9 | Vacant lot generally in poor condition, requires significant landowner and government investment to be considered for economic development. |
| 10 to 14 | Vacant lot in serviceable condition needs minor landowner and government investment to be considered for economic development. |
| 15 to 18 | Vacant lot in good condition, prime development potential. Requires little to no investment for economic development. |

Fenkell Corridor Focus Area - Property Evaluation / Inventory

Parcel With Existing Structure (Not in Use)

Parcel ID Number:

Physical Address:

Land Use:

General Parcel Condition

| | |
|---|---|
| 0 | Extreme and obvious environmental concerns, significant large debris, extreme brush growth, requires significant remediation (heavy equipment, specialized labor) |
| 1 | Obvious but correctable environmental concerns, considerable debris, tall unkempt brush growth, requires considerable remediation (dedicated human labor) |
| 2 | Minor environmental concerns, light debris or litter, intermittently maintained vegetation, requires light remediation (minor human labor) |
| 3 | No environmental concerns, no debris or significant litter, well maintained vegetation, requires little or no remediation (ready for development) |

Pedestrian Accessibility - Sidewalks

| | |
|---|---|
| 0 | No sidewalk access or severely damaged with large cracks/uneven surface, extremely difficult or impossible for pedestrians to access (major investment) |
| 1 | Sidewalk present and damaged but usable for some pedestrians, accessible to some pedestrians (requires moderate investment) |
| 2 | Sidewalk present and serviceable, accessible to most pedestrians, may require slight improvement for handicap access (requires little investment) |
| 3 | Sidewalk in excellent condition, accessible to all pedestrians (requires no investment) |

Pedestrian Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible crosswalks, extremely difficult or impossible for pedestrians to access (requires major investment) |
| 1 | Crosswalk distant but visible and serviceable, convenient access for some pedestrians (requires moderate investment) |
| 2 | Crosswalk nearby and serviceable, accessible to most pedestrians, (requires little investment) |
| 3 | Crosswalk well maintained and nearby with good signage and/or crossing signals, accessible to all pedestrians (requires no investment) |

Vehicle Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible parking, extremely difficult or impossible for vehicles to access (requires major investment) |
| 1 | Parking far but visible from the site, convenient access for a few vehicles (requires moderate investment) |
| 2 | Parking at or near the site, limited capacity (such as on street, small lot), (requires little investment) |
| 3 | Parking near or on site, large capacity lot or structure, easy access for many vehicles (requires no investment) |

Safety - Street Lighting

| | |
|---|---|
| 0 | Lighting absent or in complete disrepair, impossible or extremely difficult to see at night (requires major investment) |
| 1 | Minimal lighting, still very difficult to see at night (requires moderate investment) |
| 2 | Adequate lighting, most pedestrians and vehicles visible at night (may require small investment) |
| 3 | Area well lit at all times, area completely visible at night (requires no investment) |

Surrounding (Behind Corridor)/Visible Land Use

| | |
|---|--|
| 0 | Abandoned or unserviceable buildings near site, no nearby commercial activity |
| 1 | Surrounding buildings and parcels are poorly or intermittently maintained (appearance, safety, signage), little commercial activity or poorly maintained housing stock |
| 2 | Surrounding buildings and parcels are somewhat maintained (appearance, safety, signage), moderate commercial activity or serviceable housing stock |
| 3 | Surrounding buildings and parcels are well maintained (appearance, safety, signage), significant commercial activity or well-maintained housing stock |

Structure - Roof

| | |
|---|---|
| 0 | Roof has visible collapse and/or holes, complete replacement required (including structural). |
| 1 | Roof obviously unserviceable, requires removal and replacement (structural intact). |
| 2 | Roof in acceptable condition, may need minor repair but not total replacement. |
| 3 | Roof in good condition, no attention required. |

Structure - Doors/Security

| | |
|---|--|
| 0 | No doors present or in complete disrepair, visibly apparent intrusions. |
| 1 | Doors present but need replacement, still prohibiting outside access. |
| 2 | Doors serviceable, may require light improvement (painting, new hardware). |
| 3 | Doors in good condition, no attention required. |

Structure - Windows

| | |
|---|---|
| 0 | Multiple windows broken, frames destroyed (total replacement). |
| 1 | Multiple windows broken, frames intact (window pane replacement). |
| 2 | Windows intact, but need cosmetic/minor improvements (painting, caulking, etc.) |
| 3 | Windows in good condition, no attention required. |

Structure - Façade and Siding/Appearance

| | |
|---|---|
| 0 | Façade in complete disrepair, siding absent or completely unserviceable, needs total replacement. |
| 1 | Façade in poor condition, siding present but in poor condition, requires maintenance (partial replacement). |
| 2 | Façade in acceptable condition, siding in serviceable condition, some light maintenance required. |
| 3 | Façade and siding in good condition, no attention required. |

Structure - Driveway/Parking

| | |
|---|--|
| 0 | No paved areas or have large holes and cracks, needs total replacement. |
| 1 | Paved areas have substantial holes/cracks, needs heavy maintenance. |
| 2 | Paved areas in acceptable condition, may require light patching/maintenance. |
| 3 | Paved areas in good condition, no attention required. |

Structure - Lighting/Signage

| | |
|---|---|
| 0 | No exterior lighting present on building or in complete disrepair, needs total replacement. |
| 1 | Exterior lighting on building visibly broken, will require maintenance. |
| 2 | Lighting appears largely intact with few broken exterior lights on building. |
| 3 | Exterior lighting on building in good condition, no attention required. |

| | | |
|-------------------------------|--|-----------|
| <u>Parcel Score</u> | | - - - - - |
| 0 to 4 | Lot requires large landowner and government investments to be considered for economic development. | |
| 5 to 9 | Lot generally in poor condition, requires significant landowner and government investment to be considered for economic development. | |
| 10 to 14 | Lot in serviceable condition, needs minor landowner and government investment to be considered for economic development. | |
| 15 to 18 | Lot in good condition, prime development potential. Requires little to no investment for economic development. | |
| <u>Structure Score</u> | | - |
| 0 to 4 | Completely unserviceable, recommend deconstruction. | |
| 5 to 9 | Structure requires significant investment to be serviceable. | |
| 10 to 14 | Structure requires little to moderate investment to be serviceable. | |
| 15 to 18 | Structure is ready to be utilized as is. No investment required. | |
| <u>Total Score</u> | | |
| 0 to 7 | Parcel and structure combined need immediate and significant remediation. | |
| 8 to 17 | Parcel and structure combined require major investment to be serviceable. | |
| 18 to 27 | Parcel and structure combined require little to moderate investment to be serviceable. | |
| 28 to 36 | Parcel and structure combined require little to no investment. | |

Fenkell Corridor Focus Area - Property Evaluation / Inventory

Parcel With Existing Structure (In Use)

Parcel ID Number:

Physical Address:

Current Land Use/Name:

General Parcel Condition

| | |
|---|---|
| 0 | Extreme and obvious environmental concerns, significant large debris, extreme brush growth, requires significant remediation (heavy equipment, specialized labor) |
| 1 | Obvious but correctable environmental concerns, considerable debris, tall unkempt brush growth, requires considerable remediation (dedicated human labor) |
| 2 | Minor environmental concerns, light debris or litter, intermittently maintained vegetation, requires light remediation (minor human labor) |
| 3 | No environmental concerns, no debris or significant litter, well maintained vegetation, requires little or no remediation (ready for development) |

Pedestrian Accessibility - Sidewalks

| | |
|---|---|
| 0 | No sidewalk access or severely damaged with large cracks/uneven surface, extremely difficult or impossible for pedestrians to access (major investment) |
| 1 | Sidewalk present and damaged but usable for some pedestrians, accessible to some pedestrians (requires moderate investment) |
| 2 | Sidewalk present and serviceable, accessible to most pedestrians, may require slight improvement for handicap access (requires little investment) |
| 3 | Sidewalk in excellent condition, accessible to all pedestrians (requires no investment) |

Pedestrian Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible crosswalks, extremely difficult or impossible for pedestrians to access (requires major investment) |
| 1 | Crosswalk distant but visible and serviceable, convenient access for some pedestrians (requires moderate investment) |
| 2 | Crosswalk nearby and serviceable, accessible to most pedestrians, (requires little investment) |
| 3 | Crosswalk well maintained and nearby with good signage and/or crossing signals, accessible to all pedestrians (requires no investment) |

Vehicle Accessibility - Site Access

| | |
|---|--|
| 0 | No nearby/visible parking, extremely difficult or impossible for vehicles to access (requires major investment) |
| 1 | Parking far but visible from the site, convenient access for a few vehicles (requires moderate investment) |
| 2 | Parking at or near the site, limited capacity (such as on street, small lot), (requires little investment) |
| 3 | Parking near or on site, large capacity lot or structure, easy access for many vehicles (requires no investment) |

Safety - Lighting

| | |
|---|---|
| 0 | Lighting absent or in complete disrepair, impossible or extremely difficult to see at night (requires major investment) |
| 1 | Minimal lighting, still very difficult to see at night (requires moderate investment) |
| 2 | Adequate lighting, most pedestrians and vehicles visible at night (may require small investment) |
| 3 | Area well lit at all times, area completely visible at night (requires no investment) |

Surrounding (Behind Corridor)/Visible Land Use

| | |
|---|--|
| 0 | Abandoned or unserviceable buildings near site, no nearby commercial activity |
| 1 | Surrounding buildings and parcels are poorly or intermittently maintained (appearance, safety, signage), little commercial activity or poorly maintained housing stock |
| 2 | Surrounding buildings and parcels are somewhat maintained (appearance, safety, signage), moderate commercial activity or serviceable housing stock |
| 3 | Surrounding buildings and parcels are well maintained (appearance, safety, signage), significant commercial activity or well-maintained housing stock |

Structure - Roof

| | |
|---|---|
| 0 | Roof has visible collapse and/or holes, complete replacement required (including structural). |
| 1 | Roof obviously unserviceable, requires removal and replacement (structural intact). |
| 2 | Roof in acceptable condition, may need minor repair but not total replacement. |
| 3 | Roof in good condition, no attention required. |

Structure - Doors/Security

| | |
|---|--|
| 0 | No doors present or in complete disrepair. |
| 1 | Doors present but need replacement, still prohibiting outside access. |
| 2 | Doors serviceable, may require light improvement (painting, new hardware). |
| 3 | Doors in good condition, no attention required. |

Structure - Windows

| | |
|---|---|
| 0 | Multiple windows broken, frames destroyed (total replacement). |
| 1 | Multiple windows broken, frames intact (window pane replacement). |
| 2 | Windows intact, but need cosmetic/minor improvements (painting, caulking, etc.) |
| 3 | Windows in good condition, no attention required. |

Structure - Façade and Siding/Appearance

| | |
|---|---|
| 0 | Façade in complete disrepair, siding absent or completely unserviceable, needs total replacement. |
| 1 | Façade in poor condition, siding present but in poor condition, requires maintenance (partial replacement). |
| 2 | Façade in acceptable condition, siding in serviceable condition, some light maintenance required. |
| 3 | Façade and siding in good condition, no attention required. |

Structure - Driveway/Parking

| | |
|---|--|
| 0 | No paved areas or have large holes and cracks, needs total replacement. |
| 1 | Paved areas have substantial holes/cracks, needs heavy maintenance. |
| 2 | Paved areas in acceptable condition, may require light patching/maintenance. |
| 3 | Paved areas in good condition, no attention required. |

Structure - Lighting/Signage

| | |
|---|---|
| 0 | No exterior lighting present or in complete disrepair, needs total replacement. |
| 1 | Exterior lighting visibly broken, will require maintenance. |
| 2 | Lighting appears largely intact with few broken exterior lights. |
| 3 | Exterior lighting in good condition, no attention required. |

Existing Land Use

| | |
|---|--|
| 0 | Non-conforming land use or very detrimental to surrounding parcels (noise, crime). |
| 1 | Moderate impact to development potential of surrounding parcels (noise, crime). |
| 2 | Little to no impact to development potential of surrounding parcels. |
| 3 | Key feature or promotional area - positive impact to development of surrounding parcels. |

| | | |
|---------------------------------------|--|-----------|
| <u>Parcel Score</u> | | - - - - - |
| 0 to 4 | Lot requires large landowner and government investments to be considered for economic development. | |
| 5 to 9 | Lot generally in poor condition, requires significant landowner and government investment to be considered for economic development. | |
| 10 to 14 | Lot in serviceable condition, needs minor landowner and government investment to be considered for economic development. | |
| 15 to 18 | Lot in good condition, prime development potential. Requires little to no investment for economic development. | |
| <u>Structure Score</u> | | - |
| 0 to 4 | Completely unserviceable, recommend deconstruction. | |
| 5 to 9 | Structure requires significant investment to be serviceable. | |
| 10 to 14 | Structure requires little to moderate investment to be serviceable. | |
| 15 to 18 | Structure is ready to be utilized as is. No investment required. | |
| <u>Existing Land Use Score</u> | | |
| 0 | Non-conforming land use or very detrimental to surrounding parcels (noise, crime). | |
| 1 | Moderate impact to development potential of surrounding parcels (noise, crime). | |
| 2 | Little to no impact to development potential of surrounding parcels. | |
| 3 | Key feature or promotional area - positive impact to development of surrounding parcels. | |
| <u>Total Score</u> | | |
| 0 to 9 | Parcel and structure combined need immediate and significant remediation. | |
| 10 to 19 | Parcel and structure combined require major investment to be serviceable. | |
| 20 to 29 | Parcel and structure combined require little to moderate investment to be serviceable. | |
| 30 to 39 | Parcel and structure combined require little to no investment. | |

7.5 APPENDIX V

| BUILDINGS BY BLOCK: | Physical Address | Parcel ID | Category | General Parcel Condition | Sidewalk | Ped. Site Access | Vehicle Site Access | Street Lighting | Surrounding Land Use |
|------------------------------------|------------------|------------|----------|--------------------------|----------|------------------|---------------------|-----------------|----------------------|
| <u>Burt to Trinity</u> | | | | | | | | | |
| North (East to West) | | | | | | | | | |
| Paulie's Hardware Store | 20900 | 22011312 | IU | 2 | 2 | 3 | 3 | 3 | 2 |
| Vacant (Elias Market Liquor Store) | 20912 | 22011311 | VS | 2 | 1 | 3 | 2 | 2 | 2 |
| Cash for Gold | 20930 | 22011310 | IU | 2 | 1 | 2 | 2 | 2 | 1 |
| Vacant | 20938 | 22011308-9 | VS | 2 | 1 | 2 | 1 | 2 | 1 |
| Vacant | 20942 | 22011307 | VS | 2 | 1 | 2 | 1 | 2 | 1 |
| South (East to West) | | | | | | | | | |
| Vacant (Old Coney Island) | 20901 | 22010867 | VS | 2 | 2 | 3 | 3 | 1 | 2 |
| Vacant Lot | | 22010868 | V | 1 | 2 | 3 | 1 | 1 | 2 |
| Vacant | 20915 | 22010869 | VS | 1 | 2 | 3 | 1 | 1 | 2 |
| Vacant | 20919 | 22010870-1 | VS | 2 | 2 | 3 | 1 | 1 | 2 |
| Vacant | 20923 | 22010872 | VS | 2 | 2 | 3 | 1 | 1 | 2 |
| Vacant Lot | | 22010873-4 | V | 2 | 2 | 2 | 2 | 1 | 2 |

| | | | | | | | | | |
|------------|-------|----------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010875 | V | 2 | 2 | 2 | 2 | 1 | 2 |
| Vacant | 20941 | 22010876 | VS | 2 | 2 | 2 | 2 | 1 | 2 |

Trinity to Blackstone

North

| | | | | | | | | | |
|-----------------------|--|------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22011306 | V | 2 | 1 | 2 | 2 | 3 | 2 |
| Vacant Lot | | 22011305 | V | 2 | 1 | 2 | 1 | 3 | 2 |
| Abandoned Residential | | 22011303-4 | VS | 1 | 1 | 2 | 1 | 3 | 2 |
| Vacant Lot | | 22011302 | V | 1 | 1 | 2 | 1 | 3 | 2 |

South

| | | | | | | | | | |
|-----------------------------|-------|----------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010877 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | | 22010878 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | | 22010879 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | | 22010880 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant (Midwest Employment) | 21117 | 22010881 | VS | 1 | 2 | 2 | 2 | 1 | 2 |
| Vacant Lot | | 22010882 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | | 22010883 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | | 22010884 | V | 3 | 2 | 2 | 2 | 1 | 1 |

| | | | | | | | | |
|------------|----------|---|---|---|---|---|---|---|
| Vacant Lot | 22010885 | V | 3 | 2 | 2 | 2 | 1 | 1 |
| Vacant Lot | 22010886 | V | 3 | 2 | 2 | 2 | 1 | 2 |
| Vacant Lot | 22010887 | V | 3 | 2 | 2 | 2 | 1 | 2 |

Blackstone to Westbrook

North

| | | | | | | | | |
|------------|------------|---|---|---|---|---|---|---|
| Vacant Lot | 22011300-1 | V | 2 | 1 | 1 | 2 | 2 | 2 |
| Vacant Lot | 22011299 | V | 2 | 1 | 1 | 2 | 2 | 2 |
| Vacant Lot | 22011298 | V | 2 | 1 | 1 | 2 | 2 | 2 |

South

| | | | | | | | | | |
|----------------------------|----------|----------|----|---|---|---|---|---|---|
| Vacant Lot | 22010888 | V | 2 | 2 | 2 | 2 | 1 | 2 | |
| Vacant Lot | 22010889 | V | 2 | 2 | 2 | 2 | 1 | 2 | |
| Vacant Lot | 22010890 | V | 2 | 2 | 2 | 2 | 1 | 2 | |
| Christian Faith Ministries | 21241 | 22010891 | IU | 2 | 2 | 2 | 2 | 1 | 2 |
| Vacant Lot | 22010892 | V | 2 | 2 | 2 | 2 | 1 | 2 | |
| Vacant Lot | 22010893 | V | 2 | 2 | 2 | 2 | 1 | 2 | |
| Vacant Lot | 22010894 | V | 2 | 2 | 2 | 2 | 1 | 2 | |

Westbrook to Bentler

North

| | | | | | | | | | |
|-------------------------|-------|----------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22011297 | V | 2 | 2 | 2 | 2 | 3 | 2 |
| Vacant Lot | | 22011296 | V | 2 | 2 | 2 | 2 | 3 | 2 |
| Vacant Lot | | 22011295 | V | 2 | 2 | 2 | 2 | 3 | 2 |
| Vacant | | 22011294 | VS | 2 | 2 | 2 | 2 | 3 | 2 |
| Vacant (Service Garage) | 21346 | 22011293, -292 | VS | 3 | 3 | 3 | 2 | 3 | 2 |
| Vacant | 21364 | 22011290-1 | V | 2 | 2 | 3 | 2 | 3 | 3 |
| Vacant | 21364 | 22011288-9 | V | 2 | 2 | 3 | 2 | 3 | 3 |

South

| | | | | | | | | | |
|---------------------|--|------------|----|---|---|---|---|---|---|
| Vacant (Tastee Hut) | | 22010895-7 | VS | 1 | 1 | 2 | 2 | 1 | 2 |
| Vacant Lot | | 22010898 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010899 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010900 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010901 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010902 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010903 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010904 | V | 2 | 1 | 3 | 3 | 2 | 2 |

| | | | | | | | | | |
|------------|--|----------|---|---|---|---|---|---|---|
| Vacant Lot | | 22010905 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010906 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010907 | V | 2 | 1 | 3 | 3 | 2 | 2 |
| Vacant Lot | | 22010908 | V | 2 | 1 | 3 | 3 | 2 | 2 |

Bentler to Chapel

North

| | | | | | | | | | |
|---------------------|-------|------------|----|---|---|---|---|---|---|
| Tabernacle of Faith | 21406 | 22011286-7 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Vacant Lot | | 22011285 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011284 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011283 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011282 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011281 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011280 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011279 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011278 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011277 | V | 2 | 2 | 2 | 2 | 3 | 3 |
| Vacant Lot | | 22011276 | V | 2 | 2 | 2 | 2 | 3 | 3 |

| | | | | | | | | | |
|---------------------------------|----------|----------------------|----|---|---|---|---|---|---|
| Body of Christ outreach | 21452 | 22011275 | IU | 3 | 2 | 2 | 2 | 2 | 2 |
| South | | | | | | | | | |
| Vacant | 21401 | 22010908-9 | VS | 2 | 2 | 3 | 2 | 1 | 2 |
| Vacant | 21407 | 22010910-1 | VS | 2 | 2 | 3 | 1 | 1 | 2 |
| Vacant | 21411 | 22010912 | IU | 1 | 2 | 3 | 1 | 1 | 2 |
| Vacant Lot | | 22010913 | V | 0 | 2 | 3 | 1 | 1 | 2 |
| Vacant Lot | | 22010914 | V | 0 | 2 | 3 | 1 | 1 | 2 |
| Vacant Lot | | 22010915 | V | 0 | 2 | 3 | 1 | 1 | 2 |
| Colin Powell Amvets | 21431 | 22010916, -917, -918 | IU | 3 | 2 | 3 | 3 | 1 | 2 |
| Vacant Lot | | 22010919 | V | 3 | 3 | 2 | 2 | 1 | 2 |
| Slabbee's Ribs and Soul | 21451 | 22010920 | IU | 3 | 3 | 2 | 3 | 1 | 2 |
| <u>Chapel to Burgess</u> | | | | | | | | | |
| North | | | | | | | | | |
| Gas Station | 21500 | 22011271-4 | IU | 3 | 2 | 2 | 3 | 3 | 2 |
| Vacant | 21522 | 22011269, -270 | VS | 2 | 2 | 2 | 1 | 3 | 2 |
| Vacant | 21534 | 22011267-8 | VS | 2 | 2 | 2 | 1 | 2 | 2 |
| Vacant | 21550/54 | 22011264-6 | VS | 1 | 2 | 2 | 2 | 3 | 2 |

South

| | | | | | | | | | |
|------------------------|-------|------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010921 | V | 2 | 2 | 2 | 2 | 1 | 1 |
| Vacant (Chapel Market) | | 22010922 | VS | 1 | 2 | 2 | 2 | 1 | 1 |
| Vacant | | 22010923-4 | V | 2 | 2 | 2 | 2 | 1 | 1 |
| Vacant (Old Bank) | 21551 | 22010925-7 | VS | 2 | 3 | 2 | 3 | 1 | 2 |

Burgess to Greydale

North

| | | | | | | | | | |
|--------------------------------|-------|-----------------|----|---|---|---|---|---|---|
| Islamic Center | 21628 | 22011262-3 | IU | 3 | 3 | 2 | 3 | 3 | 2 |
| Islamic Center Satellite / Lot | 21632 | 22011256 to 261 | IU | 2 | 3 | 2 | 3 | 3 | 2 |

South

| | | | | | | | | | |
|--------------------------|-------|--|----|---|---|---|---|---|---|
| Forbidden Wheels Detroit | 21607 | 22010928, -929.001, -929.002L, -930, -933, -934 | IU | 2 | 2 | 2 | 3 | 1 | 1 |
| Vacant | 21611 | 22010935 | VS | 2 | 2 | 2 | 1 | 1 | 1 |
| Vacant | | 22010936-7 | IU | 2 | 2 | 2 | 1 | 1 | 1 |
| Vacant Lot | 21639 | 22010938-9 | V | 2 | 2 | 2 | 2 | 2 | 2 |

Greydale to Lahser

North

| | | | | | | | | | |
|--------------------------|-------|---|----|---|---|---|---|---|---|
| 19. Used/Vacant? | 21700 | 22011251-2, -253, -254-5 | VS | 2 | 3 | 2 | 2 | 3 | 3 |
| 20. Marathon Gas Station | 21740 | 22011250, -249, -248, -247, -246, -243-5 | IU | 3 | 3 | 3 | 3 | 3 | 2 |

South

| | | | | | | | | | |
|---------------------------|-------|-------------|----|---|---|---|---|---|---|
| Vacant | | 22010940 | V | 2 | 1 | 2 | 2 | 1 | 2 |
| Vacant | | 22010941 | V | 2 | 1 | 2 | 2 | 1 | 2 |
| Vacant | | 22010942 | V | 2 | 1 | 2 | 2 | 1 | 2 |
| Vacant | | 22010943 | V | 2 | 1 | 2 | 2 | 1 | 1 |
| Vacant (Glamorous Towing) | | 22010944 | VS | 2 | 1 | 2 | 1 | 1 | 2 |
| Vacant | | 22010945 | V | 3 | 1 | 3 | 1 | 1 | 1 |
| Vacant | | 22010946 | V | 3 | 2 | 3 | 1 | 1 | 2 |
| Vacant | | 22010947 | V | 3 | 2 | 3 | 1 | 1 | 2 |
| Comcast Owned-Building | | 22010948 | IU | 3 | 2 | 3 | 2 | 1 | 2 |
| Regal Spirits | 21741 | 22010949-51 | IU | 3 | 2 | 3 | 3 | 1 | 2 |

Lahser to Rockdale

| | | | | | | | | | |
|--------------|--------|-------------|----|---|---|---|---|---|---|
| North | | | | | | | | | |
| Car Repair | 22010? | 22011238-42 | IU | 2 | 2 | 3 | 3 | 2 | 3 |

| | | | | | | | | | |
|------------------------------------|-------|-----------------------|----|---|---|---|---|---|---|
| Perfectionist Barber and Styles | 22020 | 22011237 | IU | 2 | 1 | 3 | 1 | 3 | 3 |
| Vacant | 22022 | 22011236 | VS | 3 | 2 | 3 | 1 | 3 | 3 |
| Vacant (for rent) | 22030 | 22011235 | VS | 3 | 2 | 3 | 1 | 3 | 3 |
| Vacant (for rent) | 22038 | 22011234 | VS | 2 | 3 | 3 | 1 | 3 | 3 |
| South | | | | | | | | | |
| Grandy's Coney Island | 22001 | 22010952-4 | IU | 3 | 3 | 3 | 3 | 1 | 2 |
| Brightmoor Bible Missionary Church | 22019 | 22010955 | IU | 2 | 3 | 3 | 1 | 1 | 2 |
| Vacant | 22023 | 22010956 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Vacant | 22027 | 22010957 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Atlas Collision | 22047 | 22010958-61, 22010962 | IU | 3 | 3 | 2 | 3 | 1 | 2 |
| <u>Rockdale to Dolphin</u> | | | | | | | | | |
| North | | | | | | | | | |
| Vacant | 22100 | 22011233 | VS | 1 | 1 | 2 | 2 | 3 | 2 |
| Vacant Lot | | 22011232 | V | 1 | 1 | 2 | 2 | 3 | 2 |
| Occupied House | 22126 | 22011229-31 | IU | 2 | 2 | 2 | 2 | 3 | 1 |
| Vacant Lot | | 22011228 | V | 2 | 2 | 2 | 2 | 3 | 1 |
| Vacant Lot | | 22011227 | V | 2 | 2 | 2 | 2 | 3 | 1 |

| | | | | | | | | | |
|--------------------------|-------|----------------|----|---|---|---|---|---|---|
| Vacant (Walk of Faith) | 22138 | 22011225-6 | VS | 2 | 2 | 2 | 3 | 3 | 2 |
| Scotty Simpson's Parking | | 22011224, -223 | IU | 2 | 2 | 2 | 3 | 3 | 2 |

South

| | | | | | | | | | |
|------------------------|-------|--|----|---|---|---|---|---|---|
| Residential | 22111 | 22010963, -964, -965-6, -967 | VS | 2 | 2 | 2 | 2 | 1 | 1 |
| Penetrators Detroit MC | 22131 | 22010968, -969.001, -969.002L, -970, -971 | IU | 2 | 2 | 2 | 2 | 1 | 1 |
| Penetrators Detroit MC | 22151 | 22010972-3 | IU | 1 | 2 | 2 | 2 | 1 | 1 |

Dolphin to Dacosta

North

| | | | | | | | | | |
|---------------------------------|--------|------------------------------|----|---|---|---|---|---|---|
| Scotty Simpson's Fish and Chips | 22200 | 22011221-2 | IU | 3 | 3 | 2 | 3 | 3 | 3 |
| Vacant (1st Stop Market) | | 22011220 | VS | 3 | 2 | 2 | 1 | 3 | 3 |
| Vacant | | 22011219.001, 22011219.002L | VS | 2 | 3 | 2 | 2 | 3 | 3 |
| Mac-nificent Car Wash | 22234 | 22011216, 22011217, 22011218 | IU | 3 | 3 | 2 | 3 | 3 | 3 |
| Phat-headz Barber Shop | 22246 | 22011214-5 | IU | 3 | 3 | 2 | 2 | 3 | 3 |
| All Wet Laundry | 22246B | 22011214-5 | IU | 3 | 3 | 2 | 2 | 3 | 3 |

South

| | | | | | | | | | |
|-------------------------------|--------|----------------------|----|---|---|---|---|---|---|
| Vacant | 22209 | 22010974, -975, -976 | VS | 2 | 3 | 2 | 2 | 1 | 2 |
| Vacant (Gods People Outreach) | 22215 | 22010977 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Vacant | 22221 | 22010978-9 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Vacant | 22221B | 22010978-9 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Vacant | 22225 | 22010980 | VS | 3 | 3 | 2 | 1 | 1 | 2 |
| Mills Heating and Cooling | 22233 | 22010981 | IU | 3 | 3 | 2 | 1 | 1 | 2 |
| Vacant? | 22237 | 22010982 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| Vacant | 22243 | 22010983 | VS | 2 | 3 | 2 | 1 | 1 | 2 |
| St. Christine Soup Kitchen | 22261 | 22010984 | IU | 3 | 3 | 2 | 2 | 1 | 2 |

| BUILDINGS BY BLOCK: | Physical Address | Parcel ID | Category | Structure Roof | Structure Doors/Security | Structure Windows | Structure Façade Appearance | Structure Driveway Parking | Structure Lighting/Signage |
|------------------------------------|------------------|------------|----------|----------------|--------------------------|-------------------|-----------------------------|----------------------------|----------------------------|
| <u>Burt to Trinity</u> | | | | | | | | | |
| North (East to West) | | | | | | | | | |
| Paulie's Hardware Store | 20900 | 22011312 | IU | 2 | 2 | 1 | 2 | 2 | 2 |
| Vacant (Elias Market Liquor Store) | 20912 | 22011311 | VS | 1 | 1 | 1 | 1 | 1 | 1 |
| Cash for Gold | 20930 | 22011310 | IU | 2 | 2 | 2 | 2 | 2 | 2 |
| Vacant | 20938 | 22011308-9 | VS | 2 | 1 | 2 | 1 | 0 | 0 |
| Vacant | 20942 | 22011307 | VS | 2 | 0 | 0 | 1 | 0 | 0 |
| South (East to West) | | | | | | | | | |
| Vacant (Old Coney Island) | 20901 | 22010867 | VS | 2 | 2 | 2 | 2 | 2 | 2 |
| Vacant Lot | | 22010868 | V | | | | | | |
| Vacant | 20915 | 22010869 | VS | 0 | 1 | 1 | 1 | 1 | 1 |
| Vacant | 20919 | 22010870-1 | VS | 2 | 2 | 0 | 1 | 1 | 1 |
| Vacant | 20923 | 22010872 | VS | 2 | 2 | 0 | 1 | 1 | 1 |
| Vacant Lot | | 22010873-4 | V | | | | | | |
| Vacant Lot | | 22010875 | V | | | | | | |

| | | | | | | | | | |
|--------|-------|----------|----|---|---|---|---|---|---|
| Vacant | 20941 | 22010876 | VS | 1 | 0 | 0 | 0 | 0 | 0 |
|--------|-------|----------|----|---|---|---|---|---|---|

Trinity to Blackstone

North

| | | | | | | | | | |
|-----------------------|--|------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22011306 | V | | | | | | |
| Vacant Lot | | 22011305 | V | | | | | | |
| Abandoned Residential | | 22011303-4 | VS | 2 | 0 | 0 | 2 | 0 | 1 |
| Vacant Lot | | 22011302 | V | | | | | | |

South

| | | | | | | | | | |
|-----------------------------|-------|----------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010877 | V | | | | | | |
| Vacant Lot | | 22010878 | V | | | | | | |
| Vacant Lot | | 22010879 | V | | | | | | |
| Vacant Lot | | 22010880 | V | | | | | | |
| Vacant (Midwest Employment) | 21117 | 22010881 | VS | 0 | 0 | 0 | 0 | 0 | 0 |
| Vacant Lot | | 22010882 | V | | | | | | |
| Vacant Lot | | 22010883 | V | | | | | | |
| Vacant Lot | | 22010884 | V | | | | | | |
| Vacant Lot | | 22010885 | V | | | | | | |

| | | | | | | | | | |
|------------|--|----------|---|--|--|--|--|--|--|
| Vacant Lot | | 22010886 | V | | | | | | |
| Vacant Lot | | 22010887 | V | | | | | | |

Blackstone to Westbrook

North

| | | | | | | | | | |
|------------|--|------------|---|--|--|--|--|--|--|
| Vacant Lot | | 22011300-1 | V | | | | | | |
| Vacant Lot | | 22011299 | V | | | | | | |
| Vacant Lot | | 22011298 | V | | | | | | |

South

| | | | | | | | | | |
|----------------------------|-------|----------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010888 | V | | | | | | |
| Vacant Lot | | 22010889 | V | | | | | | |
| Vacant Lot | | 22010890 | V | | | | | | |
| Christian Faith Ministries | 21241 | 22010891 | IU | 2 | 3 | 3 | 3 | 1 | 2 |
| Vacant Lot | | 22010892 | V | | | | | | |
| Vacant Lot | | 22010893 | V | | | | | | |
| Vacant Lot | | 22010894 | V | | | | | | |

Westbrook to Bentler

North

| | | | | | | | | | |
|-------------------------|-------|----------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22011297 | V | | | | | | |
| Vacant Lot | | 22011296 | V | | | | | | |
| Vacant Lot | | 22011295 | V | | | | | | |
| Vacant | | 22011294 | VS | 3 | 2 | 0 | 1 | 2 | 2 |
| Vacant (Service Garage) | 21346 | 22011293, -292 | VS | 3 | 3 | 3 | 3 | 3 | 0 |
| Vacant | 21364 | 22011290-1 | V | | | | | | |
| Vacant | 21364 | 22011288-9 | V | | | | | | |

South

| | | | | | | | | | |
|---------------------|--|------------|----|---|---|---|---|---|---|
| Vacant (Tastee Hut) | | 22010895-7 | VS | 0 | 0 | 0 | 0 | 0 | 0 |
| Vacant Lot | | 22010898 | V | | | | | | |
| Vacant Lot | | 22010899 | V | | | | | | |
| Vacant Lot | | 22010900 | V | | | | | | |
| Vacant Lot | | 22010901 | V | | | | | | |
| Vacant Lot | | 22010902 | V | | | | | | |
| Vacant Lot | | 22010903 | V | | | | | | |
| Vacant Lot | | 22010904 | V | | | | | | |
| Vacant Lot | | 22010905 | V | | | | | | |

| | | | | | | | | | |
|------------|--|----------|---|--|--|--|--|--|--|
| Vacant Lot | | 22010906 | V | | | | | | |
| Vacant Lot | | 22010907 | V | | | | | | |
| Vacant Lot | | 22010908 | V | | | | | | |

Bentler to Chapel

North

| | | | | | | | | | |
|-------------------------|-------|------------|----|---|---|---|---|---|---|
| Tabernacle of Faith | 21406 | 22011286-7 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Vacant Lot | | 22011285 | V | | | | | | |
| Vacant Lot | | 22011284 | V | | | | | | |
| Vacant Lot | | 22011283 | V | | | | | | |
| Vacant Lot | | 22011282 | V | | | | | | |
| Vacant Lot | | 22011281 | V | | | | | | |
| Vacant Lot | | 22011280 | V | | | | | | |
| Vacant Lot | | 22011279 | V | | | | | | |
| Vacant Lot | | 22011278 | V | | | | | | |
| Vacant Lot | | 22011277 | V | | | | | | |
| Vacant Lot | | 22011276 | V | | | | | | |
| Body of Christ outreach | 21452 | 22011275 | IU | 2 | 3 | 0 | 3 | 2 | 3 |

South

| | | | | | | | | | |
|-------------------------|-------|----------------------|----|---|---|---|---|---|---|
| Vacant | 21401 | 22010908-9 | VS | 1 | 2 | 2 | 1 | 1 | 1 |
| Vacant | 21407 | 22010910-1 | VS | 1 | 2 | 2 | 1 | 1 | 1 |
| Vacant | 21411 | 22010912 | IU | 2 | 3 | 3 | 2 | 1 | 1 |
| Vacant Lot | | 22010913 | V | | | | | | |
| Vacant Lot | | 22010914 | V | | | | | | |
| Vacant Lot | | 22010915 | V | | | | | | |
| Colin Powell Amvets | 21431 | 22010916, -917, -918 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Vacant Lot | | 22010919 | V | | | | | | |
| Slabbee's Ribs and Soul | 21451 | 22010920 | IU | 3 | 3 | 3 | 2 | 3 | 3 |

Chapel to Burgess

North

| | | | | | | | | | |
|-------------|----------|----------------|----|---|---|---|---|---|---|
| Gas Station | 21500 | 22011271-4 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Vacant | 21522 | 22011269, -270 | VS | 3 | 3 | 0 | 2 | 1 | 2 |
| Vacant | 21534 | 22011267-8 | VS | 2 | 3 | 1 | 2 | 2 | 2 |
| Vacant | 21550/54 | 22011264-6 | VS | 2 | 1 | 1 | 2 | 1 | 2 |

South

| | | | | | | | | | |
|------------------------|-------|------------|----|---|---|---|---|---|---|
| Vacant Lot | | 22010921 | V | | | | | | |
| Vacant (Chapel Market) | | 22010922 | VS | 0 | 0 | 0 | 0 | 2 | 0 |
| Vacant | | 22010923-4 | V | | | | | | |
| Vacant (Old Bank) | 21551 | 22010925-7 | VS | 3 | 3 | 3 | 2 | 3 | 2 |

Burgess to Greystone

North

| | | | | | | | | | |
|--------------------------------|-------|-----------------|----|---|---|---|---|---|---|
| Islamic Center | 21628 | 22011262-3 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Islamic Center Satellite / Lot | 21632 | 22011256 to 261 | IU | 2 | 3 | 3 | 3 | 3 | 2 |

South

| | | | | | | | | | |
|--------------------------|-------|---|----|---|---|---|---|---|---|
| Forbidden Wheels Detroit | 21607 | 22010928, -929.001, -929.002L, -930, -933, -934 | IU | 3 | 3 | 2 | 2 | 3 | 1 |
| Vacant | 21611 | 22010935 | VS | 0 | 0 | 0 | 0 | 0 | 0 |
| Vacant | | 22010936-7 | IU | 3 | 3 | 3 | 3 | 1 | 2 |
| Vacant Lot | 21639 | 22010938-9 | V | | | | | | |

Greystone to Lahser

North

| | | | | | | | | | |
|------------------|-------|--------------------------|----|---|---|---|---|---|---|
| 19. Used/Vacant? | 21700 | 22011251-2, -253, -254-5 | VS | 2 | 2 | 2 | 1 | 2 | 2 |
|------------------|-------|--------------------------|----|---|---|---|---|---|---|

| | | | | | | | | | |
|----------------------------------|--------|---|----|---|---|---|---|---|---|
| 20. Marathon Gas Station | 21740 | 22011250, -249, -248, -247, -246, -243-5 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| South | | | | | | | | | |
| Vacant | | 22010940 | V | | | | | | |
| Vacant | | 22010941 | V | | | | | | |
| Vacant | | 22010942 | V | | | | | | |
| Vacant | | 22010943 | V | | | | | | |
| Vacant (Glamorous Towing) | | 22010944 | VS | 0 | 1 | 0 | 0 | 0 | 0 |
| Vacant | | 22010945 | V | | | | | | |
| Vacant | | 22010946 | V | | | | | | |
| Vacant | | 22010947 | V | | | | | | |
| Comcast Owned-Building | | 22010948 | IU | 3 | 3 | 0 | 3 | 2 | 2 |
| Regal Spirits | 21741 | 22010949-51 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| <u>Lahser to Rockdale</u> | | | | | | | | | |
| North | | | | | | | | | |
| Car Repair | 22010? | 22011238-42 | IU | 3 | 2 | 1 | 2 | 1 | 1 |
| Perfectionist Barber and Styles | 22020 | 22011237 | IU | 3 | 3 | 3 | 3 | 1 | 1 |
| Vacant | 22022 | 22011236 | VS | 3 | 3 | 3 | 3 | 1 | 2 |

| | | | | | | | | | |
|------------------------------------|-------|-----------------------|----|---|---|---|---|---|---|
| Vacant (for rent) | 22030 | 22011235 | VS | 3 | 3 | 3 | 3 | 1 | 0 |
| Vacant (for rent) | 22038 | 22011234 | VS | 3 | 3 | 3 | 2 | 1 | 1 |
| South | | | | | | | | | |
| Grandy's Coney Island | 22001 | 22010952-4 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Brightmoor Bible Missionary Church | 22019 | 22010955 | IU | 3 | 3 | 0 | 3 | 0 | 1 |
| Vacant | 22023 | 22010956 | VS | 3 | 3 | 3 | 3 | 0 | 1 |
| Vacant | 22027 | 22010957 | VS | 0 | 2 | 2 | 2 | 0 | 0 |
| Atlas Collision | 22047 | 22010958-61, 22010962 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| <u>Rockdale to Dolphin</u> | | | | | | | | | |
| North | | | | | | | | | |
| Vacant | 22100 | 22011233 | VS | 3 | 3 | 2 | 1 | 1 | 1 |
| Vacant Lot | | 22011232 | V | | | | | | |
| Occupied House | 22126 | 22011229-31 | IU | 3 | 3 | 1 | 2 | 2 | 3 |
| Vacant Lot | | 22011228 | V | | | | | | |
| Vacant Lot | | 22011227 | V | | | | | | |
| Vacant (Walk of Faith) | 22138 | 22011225-6 | VS | 0 | 3 | 1 | 2 | 3 | 1 |
| Scotty Simpson's Parking | | 22011224, -223 | IU | | | | | | |

| South | | | | | | | | | |
|---------------------------------|--------|---|----|---|---|---|---|---|---|
| Residential | 22111 | 22010963, -964, -965-6, -967 | VS | 1 | 3 | 0 | 1 | 1 | 2 |
| Penetrators Detroit MC | 22131 | 22010968, -969.001, -969.002L, -970, -971 | IU | 3 | 3 | 2 | 3 | 3 | 3 |
| Penetrators Detroit MC | 22151 | 22010972-3 | IU | 2 | 2 | 2 | 2 | 1 | 1 |
| <u>Dolphin to Dacosta</u> | | | | | | | | | |
| North | | | | | | | | | |
| Scotty Simpson's Fish and Chips | 22200 | 22011221-2 | IU | 3 | 3 | 3 | 3 | 3 | 3 |
| Vacant (1st Stop Market) | | 22011220 | VS | 2 | 3 | 1 | 2 | 0 | 1 |
| Vacant | | 22011219.001, 22011219.002L | VS | 3 | 3 | 0 | 2 | 1 | 2 |
| Mac-nificent Car Wash | 22234 | 22011216, 22011217, 22011218 | IU | 3 | 3 | 3 | 2 | 3 | 3 |
| Phat-headz Barber Shop | 22246 | 22011214-5 | IU | 3 | 3 | 3 | 3 | 0 | 3 |
| All Wet Laundry | 22246B | 22011214-5 | IU | 3 | 3 | 3 | 3 | 0 | 3 |
| South | | | | | | | | | |
| Vacant | 22209 | 22010974, -975, -976 | VS | 2 | 2 | 2 | 2 | 2 | 2 |
| Vacant (Gods People Outreach) | 22215 | 22010977 | VS | 2 | 3 | 3 | 2 | 1 | 1 |
| Vacant | 22221 | 22010978-9 | VS | 2 | 2 | 2 | 2 | 1 | 2 |
| Vacant | 22221B | 22010978-9 | VS | 2 | 2 | 0 | 2 | 1 | 2 |

| | | | | | | | | | |
|----------------------------|-------|----------|----|---|---|---|---|---|---|
| Vacant | 22225 | 22010980 | VS | 2 | 3 | 3 | 3 | 1 | 1 |
| Mills Heating and Cooling | 22233 | 22010981 | IU | 3 | 3 | 3 | 3 | 1 | 3 |
| Vacant? | 22237 | 22010982 | VS | 2 | 3 | 3 | 2 | 1 | 3 |
| Vacant | 22243 | 22010983 | VS | 2 | 1 | 0 | 1 | 1 | 0 |
| St. Christine Soup Kitchen | 22261 | 22010984 | IU | 3 | 3 | 1 | 2 | 2 | 2 |

BUILDINGS BY BLOCK:

| Physical Address | Parcel ID | Category | Existing Land Use | Total Score | Possible Score | Total Score as % | Structure Subscore | Possible Score | Structure Score as % | Parcel Subscore | Possible Score | Parcel Score as % | |
|------------------------------------|-----------|------------|-------------------|-------------|----------------|------------------|--------------------|----------------|----------------------|-----------------|----------------|-------------------|--------|
| Burt to Trinity | | | | | | | | | | | | | |
| North (East to West) | | | | | | | | | | | | | |
| Paulie's Hardware Store | 20900 | 22011312 | IU | 2 | 28 | 39 | 71.79% | 11 | 18 | 61.11% | 15 | 18 | 83.33% |
| Vacant (Elias Market Liquor Store) | 20912 | 22011311 | VS | | 18 | 36 | 50.00% | 6 | 18 | 33.33% | 12 | 18 | 66.67% |
| Cash for Gold | 20930 | 22011310 | IU | 2 | 24 | 39 | 61.54% | 12 | 18 | 66.67% | 10 | 18 | 55.56% |
| Vacant | 20938 | 22011308-9 | VS | | 15 | 36 | 41.67% | 6 | 18 | 33.33% | 9 | 18 | 50.00% |
| Vacant | 20942 | 22011307 | VS | | 12 | 36 | 33.33% | 3 | 18 | 16.67% | 9 | 18 | 50.00% |
| South (East to West) | | | | | | | | | | | | | |
| Vacant (Old Coney Island) | 20901 | 22010867 | VS | | 25 | 36 | 69.44% | 12 | 18 | 66.67% | 13 | 18 | 72.22% |
| Vacant Lot | | 22010868 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant | 20915 | 22010869 | VS | | 15 | 36 | 41.67% | 5 | 18 | 27.78% | 10 | 18 | 55.56% |
| Vacant | 20919 | 22010870-1 | VS | | 18 | 36 | 50.00% | 7 | 18 | 38.89% | 11 | 18 | 61.11% |
| Vacant | 20923 | 22010872 | VS | | 18 | 36 | 50.00% | 7 | 18 | 38.89% | 11 | 18 | 61.11% |
| Vacant Lot | | 22010873-4 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010875 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |

| | | | | | | | | | | | | | |
|-------------------------------------|-------|------------|----|--|----|----|--------|---|----|--------|----|----|--------|
| Vacant | 20941 | 22010876 | VS | | 12 | 36 | 33.33% | 1 | 18 | 5.56% | 11 | 18 | 61.11% |
| <u>Trinity to Blackstone</u> | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | |
| Vacant Lot | | 22011306 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| Vacant Lot | | 22011305 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Abandoned Residential | | 22011303-4 | VS | | 15 | 36 | 41.67% | 5 | 18 | 27.78% | 10 | 18 | 55.56% |
| Vacant Lot | | 22011302 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| South | | | | | | | | | | | | | |
| Vacant Lot | | 22010877 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010878 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010879 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010880 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant (Midwest Employment) | 21117 | 22010881 | VS | | 10 | 36 | 27.78% | 0 | 18 | 0.00% | 10 | 18 | 55.56% |
| Vacant Lot | | 22010882 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010883 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010884 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Vacant Lot | | 22010885 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |

| | | | | | | | | | | | |
|------------|--|----------|---|--|----|----|--------|--|----|----|--------|
| Vacant Lot | | 22010886 | V | | 12 | 18 | 66.67% | | 12 | 18 | 66.67% |
| Vacant Lot | | 22010887 | V | | 12 | 18 | 66.67% | | 12 | 18 | 66.67% |

Blackstone to Westbrook

North

| | | | | | | | | | | | |
|------------|--|------------|---|--|----|----|--------|--|----|----|--------|
| Vacant Lot | | 22011300-1 | V | | 10 | 18 | 55.56% | | 10 | 18 | 55.56% |
| Vacant Lot | | 22011299 | V | | 10 | 18 | 55.56% | | 10 | 18 | 55.56% |
| Vacant Lot | | 22011298 | V | | 10 | 18 | 55.56% | | 10 | 18 | 55.56% |

South

| | | | | | | | | | | | | | |
|----------------------------|-------|----------|----|---|----|----|--------|----|----|--------|--------|----|--------|
| Vacant Lot | | 22010888 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |
| Vacant Lot | | 22010889 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |
| Vacant Lot | | 22010890 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |
| Christian Faith Ministries | 21241 | 22010891 | IU | 2 | 27 | 39 | 69.23% | 14 | 18 | 77.78% | 11 | 18 | 61.11% |
| Vacant Lot | | 22010892 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |
| Vacant Lot | | 22010893 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |
| Vacant Lot | | 22010894 | V | | 11 | 18 | 61.11% | | 11 | 18 | 61.11% | | |

Westbrook to Bentler

North

| | | | | | | | | | | | | | |
|-------------------------|-------|----------------|----|--|----|----|--------|----|----|--------|----|----|--------|
| Vacant Lot | | 22011297 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22011296 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22011295 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant | | 22011294 | VS | | 23 | 36 | 63.89% | 10 | 18 | 55.56% | 13 | 18 | 72.22% |
| Vacant (Service Garage) | 21346 | 22011293, -292 | VS | | 31 | 36 | 86.11% | 15 | 18 | 83.33% | 16 | 18 | 88.89% |
| Vacant | 21364 | 22011290-1 | V | | 15 | 18 | 83.33% | | | | 15 | 18 | 83.33% |
| Vacant | 21364 | 22011288-9 | V | | 15 | 18 | 83.33% | | | | 15 | 18 | 83.33% |
| South | | | | | | | | | | | | | |
| Vacant (Tastee Hut) | | 22010895-7 | VS | | 9 | 36 | 25.00% | 0 | 18 | 0.00% | 9 | 18 | 50.00% |
| Vacant Lot | | 22010898 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010899 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010900 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010901 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010902 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010903 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010904 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010905 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |

| | | | | | | | | | | | | | |
|------------|--|----------|---|--|----|----|--------|--|--|--|----|----|--------|
| Vacant Lot | | 22010906 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010907 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |
| Vacant Lot | | 22010908 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% |

Bentler to Chapel

North

| | | | | | | | | | | | | | |
|-------------------------|-------|------------|----|---|----|----|---------|----|----|---------|----|----|---------|
| Tabernacle of Faith | 21406 | 22011286-7 | IU | 3 | 39 | 39 | 100.00% | 18 | 18 | 100.00% | 18 | 18 | 100.00% |
| Vacant Lot | | 22011285 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011284 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011283 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011282 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011281 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011280 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011279 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011278 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011277 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Vacant Lot | | 22011276 | V | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |
| Body of Christ outreach | 21452 | 22011275 | IU | 2 | 28 | 39 | 71.79% | 13 | 18 | 72.22% | 13 | 18 | 72.22% |

| South | | | | | | | | | | | | | 0 | 18 |
|--------------------------|----------|----------------------|----|---|----|----|--------|----|----|---------|----|----|--------|----|
| Vacant | 21401 | 22010908-9 | VS | | 20 | 36 | 55.56% | 8 | 18 | 44.44% | 12 | 18 | 66.67% | |
| Vacant | 21407 | 22010910-1 | VS | | 19 | 36 | 52.78% | 8 | 18 | 44.44% | 11 | 18 | 61.11% | |
| Vacant | 21411 | 22010912 | IU | 2 | 24 | 39 | 61.54% | 12 | 18 | 66.67% | 10 | 18 | 55.56% | |
| Vacant Lot | | 22010913 | V | | 9 | 18 | 50.00% | | | | 9 | 18 | 50.00% | |
| Vacant Lot | | 22010914 | V | | 9 | 18 | 50.00% | | | | 9 | 18 | 50.00% | |
| Vacant Lot | | 22010915 | V | | 9 | 18 | 50.00% | | | | 9 | 18 | 50.00% | |
| Colin Powell Amvets | 21431 | 22010916, -917, -918 | IU | 2 | 34 | 39 | 87.18% | 18 | 18 | 100.00% | 14 | 18 | 77.78% | |
| Vacant Lot | | 22010919 | V | | 13 | 18 | 72.22% | | | | 13 | 18 | 72.22% | |
| Slabbee's Ribs and Soul | 21451 | 22010920 | IU | 2 | 33 | 39 | 84.62% | 17 | 18 | 94.44% | 14 | 18 | 77.78% | |
| <u>Chapel to Burgess</u> | | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | | |
| Gas Station | 21500 | 22011271-4 | IU | 2 | 35 | 39 | 89.74% | 18 | 18 | 100.00% | 15 | 18 | 83.33% | |
| Vacant | 21522 | 22011269, -270 | VS | | 23 | 36 | 63.89% | 11 | 18 | 61.11% | 12 | 18 | 66.67% | |
| Vacant | 21534 | 22011267-8 | VS | | 23 | 36 | 63.89% | 12 | 18 | 66.67% | 11 | 18 | 61.11% | |
| Vacant | 21550/54 | 22011264-6 | VS | | 21 | 36 | 58.33% | 9 | 18 | 50.00% | 12 | 18 | 66.67% | |
| South | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | |
|-----------------------------------|-------|---|----|---|----|----|--------|----|----|---------|----|----|--------|
| Vacant Lot | | 22010921 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant (Chapel Market) | | 22010922 | VS | | 11 | 36 | 30.56% | 2 | 18 | 11.11% | 9 | 18 | 50.00% |
| Vacant | | 22010923-4 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant (Old Bank) | 21551 | 22010925-7 | VS | | 29 | 36 | 80.56% | 16 | 18 | 88.89% | 13 | 18 | 72.22% |
| <u>Burgess to Greydale</u> | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | |
| Islamic Center | 21628 | 22011262-3 | IU | 3 | 37 | 39 | 94.87% | 18 | 18 | 100.00% | 16 | 18 | 88.89% |
| Islamic Center Satellite / Lot | 21632 | 22011256 to 261 | IU | 2 | 33 | 39 | 84.62% | 16 | 18 | 88.89% | 15 | 18 | 83.33% |
| South | | | | | | | | | | | | | |
| Forbidden Wheels Detroit | 21607 | 22010928, -929.001, -929.002L, -930, -933, -934 | IU | 1 | 26 | 39 | 66.67% | 14 | 18 | 77.78% | 11 | 18 | 61.11% |
| Vacant | 21611 | 22010935 | VS | | 9 | 36 | 25.00% | 0 | 18 | 0.00% | 9 | 18 | 50.00% |
| Vacant | | 22010936-7 | IU | 2 | 26 | 39 | 66.67% | 15 | 18 | 83.33% | 9 | 18 | 50.00% |
| Vacant Lot | 21639 | 22010938-9 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| <u>Greydale to Lahser</u> | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | |
| 19. Used/Vacant? | 21700 | 22011251-2, -253, -254-5 | VS | | 26 | 36 | 72.22% | 11 | 18 | 61.11% | 15 | 18 | 83.33% |

| | | | | | | | | | | | | | |
|---------------------------------|--------|--|----|---|----|----|--------|----|----|---------|----|----|--------|
| 20. Marathon Gas Station | 21740 | 22011250, -249, -248, -247, -246, -243-5 | IU | 2 | 37 | 39 | 94.87% | 18 | 18 | 100.00% | 17 | 18 | 94.44% |
| South | | | | | | | | | | | | | |
| Vacant | | 22010940 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant | | 22010941 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant | | 22010942 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant | | 22010943 | V | | 9 | 18 | 50.00% | | | | 9 | 18 | 50.00% |
| Vacant (Glamorous Towing) | | 22010944 | VS | | 10 | 36 | 27.78% | 1 | 18 | 5.56% | 9 | 18 | 50.00% |
| Vacant | | 22010945 | V | | 10 | 18 | 55.56% | | | | 10 | 18 | 55.56% |
| Vacant | | 22010946 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| Vacant | | 22010947 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| Comcast Owned-Building | | 22010948 | IU | 2 | 28 | 39 | 71.79% | 13 | 18 | 72.22% | 13 | 18 | 72.22% |
| Regal Spirits | 21741 | 22010949-51 | IU | 2 | 34 | 39 | 87.18% | 18 | 18 | 100.00% | 14 | 18 | 77.78% |
| Lahser to Rockdale | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | |
| Car Repair | 22010? | 22011238-42 | IU | 2 | 27 | 39 | 69.23% | 10 | 18 | 55.56% | 15 | 18 | 83.33% |
| Perfectionist Barber and Styles | 22020 | 22011237 | IU | 2 | 29 | 39 | 74.36% | 14 | 18 | 77.78% | 13 | 18 | 72.22% |
| Vacant | 22022 | 22011236 | VS | | 30 | 36 | 83.33% | 15 | 18 | 83.33% | 15 | 18 | 83.33% |

| | | | | | | | | | | | | | |
|------------------------------------|-------|-----------------------|----|---|----|----|--------|----|----|---------|----|----|--------|
| Vacant (for rent) | 22030 | 22011235 | VS | | 28 | 36 | 77.78% | 13 | 18 | 72.22% | 15 | 18 | 83.33% |
| Vacant (for rent) | 22038 | 22011234 | VS | | 28 | 36 | 77.78% | 13 | 18 | 72.22% | 15 | 18 | 83.33% |
| South | | | | | | | | | | | | | |
| Grandy's Coney Island | 22001 | 22010952-4 | IU | 2 | 35 | 39 | 89.74% | 18 | 18 | 100.00% | 15 | 18 | 83.33% |
| Brightmoor Bible Missionary Church | 22019 | 22010955 | IU | 2 | 24 | 39 | 61.54% | 10 | 18 | 55.56% | 12 | 18 | 66.67% |
| Vacant | 22023 | 22010956 | VS | | 24 | 36 | 66.67% | 13 | 18 | 72.22% | 11 | 18 | 61.11% |
| Vacant | 22027 | 22010957 | VS | | 17 | 36 | 47.22% | 6 | 18 | 33.33% | 11 | 18 | 61.11% |
| Atlas Collision | 22047 | 22010958-61, 22010962 | IU | 2 | 34 | 39 | 87.18% | 18 | 18 | 100.00% | 14 | 18 | 77.78% |
| <u>Rockdale to Dolphin</u> | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | |
| Vacant | 22100 | 22011233 | VS | | 22 | 36 | 61.11% | 11 | 18 | 61.11% | 11 | 18 | 61.11% |
| Vacant Lot | | 22011232 | V | | 11 | 18 | 61.11% | | | | 11 | 18 | 61.11% |
| Occupied House | 22126 | 22011229-31 | IU | 2 | 28 | 39 | 71.79% | 14 | 18 | 77.78% | 12 | 18 | 66.67% |
| Vacant Lot | | 22011228 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| Vacant Lot | | 22011227 | V | | 12 | 18 | 66.67% | | | | 12 | 18 | 66.67% |
| Vacant (Walk of Faith) | 22138 | 22011225-6 | VS | | 24 | 36 | 66.67% | 10 | 18 | 55.56% | 14 | 18 | 77.78% |
| Scotty Simpson's Parking | | 22011224, -223 | IU | | 14 | 18 | 77.78% | | | | 14 | 18 | 77.78% |

| South | | | | | | | | | | | | | | |
|---------------------------------|--------|---|----|---|----|----|--------|----|----|---------|----|----|--------|--|
| Residential | 22111 | 22010963, -964, -965-6, -967 | VS | | 18 | 36 | 50.00% | 8 | 18 | 44.44% | 10 | 18 | 55.56% | |
| Penetrators Detroit MC | 22131 | 22010968, -969.001, -969.002L, -970, -971 | IU | 1 | 28 | 39 | 71.79% | 17 | 18 | 94.44% | 10 | 18 | 55.56% | |
| Penetrators Detroit MC | 22151 | 22010972-3 | IU | 1 | 20 | 39 | 51.28% | 10 | 18 | 55.56% | 9 | 18 | 50.00% | |
| Dolphin to Dacosta | | | | | | | | | | | | | | |
| North | | | | | | | | | | | | | | |
| Scotty Simpson's Fish and Chips | 22200 | 22011221-2 | IU | 3 | 38 | 39 | 97.44% | 18 | 18 | 100.00% | 17 | 18 | 94.44% | |
| Vacant (1st Stop Market) | | 22011220 | VS | | 23 | 36 | 63.89% | 9 | 18 | 50.00% | 14 | 18 | 77.78% | |
| Vacant | | 22011219.001, 22011219.002L | VS | | 26 | 36 | 72.22% | 11 | 18 | 61.11% | 15 | 18 | 83.33% | |
| Mac-nificent Car Wash | 22234 | 22011216, 22011217, 22011218 | IU | 2 | 36 | 39 | 92.31% | 17 | 18 | 94.44% | 17 | 18 | 94.44% | |
| Phat-headz Barber Shop | 22246 | 22011214-5 | IU | 2 | 33 | 39 | 84.62% | 15 | 18 | 83.33% | 16 | 18 | 88.89% | |
| All Wet Laundry | 22246B | 22011214-5 | IU | 2 | 33 | 39 | 84.62% | 15 | 18 | 83.33% | 16 | 18 | 88.89% | |
| South | | | | | | | | | | | | | | |
| Vacant | 22209 | 22010974, -975, -976 | VS | | 24 | 36 | 66.67% | 12 | 18 | 66.67% | 12 | 18 | 66.67% | |
| Vacant (Gods People Outreach) | 22215 | 22010977 | VS | | 23 | 36 | 63.89% | 12 | 18 | 66.67% | 11 | 18 | 61.11% | |
| Vacant | 22221 | 22010978-9 | VS | | 22 | 36 | 61.11% | 11 | 18 | 61.11% | 11 | 18 | 61.11% | |
| Vacant | 22221B | 22010978-9 | VS | | 20 | 36 | 55.56% | 9 | 18 | 50.00% | 11 | 18 | 61.11% | |

| | | | | | | | | | | | | | |
|----------------------------|-------|----------|----|---|----|----|--------|----|----|--------|----|----|--------|
| Vacant | 22225 | 22010980 | VS | | 25 | 36 | 69.44% | 13 | 18 | 72.22% | 12 | 18 | 66.67% |
| Mills Heating and Cooling | 22233 | 22010981 | IU | 2 | 30 | 39 | 76.92% | 16 | 18 | 88.89% | 12 | 18 | 66.67% |
| Vacant? | 22237 | 22010982 | VS | | 25 | 36 | 69.44% | 14 | 18 | 77.78% | 11 | 18 | 61.11% |
| Vacant | 22243 | 22010983 | VS | | 16 | 36 | 44.44% | 5 | 18 | 27.78% | 11 | 18 | 61.11% |
| St. Christine Soup Kitchen | 22261 | 22010984 | IU | 2 | 28 | 39 | 71.79% | 13 | 18 | 72.22% | 13 | 18 | 72.22% |

