

EXHIBIT A

CITY OF DETROIT  
BROWNFIELD REDEVELOPMENT AUTHORITY

BROWNFIELD PLAN FOR THE  
RED ARROW  
REDEVELOPMENT PROJECT

Prepared by:

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\_\_\_\_\_, 2022

**CITY OF DETROIT  
BROWNFIELD REDEVELOPMENT AUTHORITY  
BROWNFIELD PLAN**

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## **I. INTRODUCTION**

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In order to promote the revitalization of environmentally distressed and blighted areas within the boundaries of the City of Detroit, Michigan (the “City”), the City has established the City of Detroit Brownfield Redevelopment Authority (the “DBRA”) pursuant to Michigan Public Act 381 of 1996, as amended (“Act 381”).

The primary purpose of this Brownfield Plan (“Plan”) is to promote the redevelopment of and private investment in certain “brownfield” properties within the City. Inclusion of property within this Plan will facilitate financing of environmental response and other eligible activities at eligible properties, and will also provide tax incentives to eligible taxpayers willing to invest in revitalization of eligible sites, commonly referred to as “brownfields.” By facilitating redevelopment of brownfield properties, this Plan is intended to promote economic growth for the benefit of the residents of the City and all taxing units located within and benefited by the DBRA.

This Plan is intended to apply to the eligible property identified in this Plan and, if tax increment revenues are proposed to be captured from that eligible property, to identify and authorize the eligible activities to be funded by such tax increment revenues.

This Plan is intended to be a living document, which may be modified or amended in accordance with the requirements of Act 381, as necessary to achieve the purposes of Act 381. A subsequent change to the identification or designation of the developer or the proposed use of the eligible property after the approval of this Plan by the governing body (as defined by Act 381) shall not necessitate an amendment to the Plan, affect the application of this Plan to the eligible property or impair the rights available to the DBRA under this Plan. The applicable sections of Act 381 are noted throughout the Plan for reference purposes.

This Plan describes the project to be completed (see Attachment C) and contains all of the information required by Section 13(2) of Act 381.

## II. GENERAL PROVISIONS

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### **A. Description of the Eligible Property (Section 13 (2)(h)) and the Project**

The property comprising the eligible property consists of one (1) parcel. The parcel is listed in the table below. Brownfield eligibility is outlined in Section II.B below. The parcel and all tangible personal property located thereon will comprise the eligible property and is collectively referred to herein as the “Property.”

Attachment A includes a site map of the Property. The Property is located in Corktown, bounded by Church Street to the north, 10<sup>th</sup> Street to the west, and an alley to the south. The Property is adjoined by a parking lot to the east, residential development to the south, and commercial development to the north.

Parcel information for the Property is outlined below.

Address	Parcel ID	Legal Description
1567 Church Street	08000462	S CHURCH 5 THRU 7 BLK 80 WOODBRIDGE FARM L1 P146-7 PLATS, W C R 8/2 124 X 130

Oxford Perennial Corktown PropCo II, LLC is the owner and project developer (“Developer”). For purposes of this Plan, the term “Developer” shall also include any affiliate of the Developer that the Developer utilizes to complete the project contemplated herein. The development consists of the rehabilitation of an existing two-story industrial building to multi-family apartment units and indoor parking. The two-story multi-family residential use building will total approximately 32,000 square feet, including approximately 16,839 square feet of apartments - 7 units on the ground floor (i.e., six 1-bedroom apartments, and one studio) and 15 units on the second floor (i.e., ten 1-bedroom apartments and five 2-bedroom apartments), with at least 10% of the apartments designated as affordable at 60% AMI. The development will also include approximately 6,480 square feet of ground-level integrated parking garage space (8 spaces), with the remaining approximately 8,681 square feet consisting of tenant storage, maintenance room, and amenity space (i.e., lounge, common areas, stairs, elevator, trash, and mail areas). Site development also entails infrastructure improvements, including sidewalks, brick paver walks, curbs, asphalt paving, and landscaping in the public right-of-way.

It is currently anticipated that construction will begin in 2023 and that all eligible activities will be completed within 18 months from commencement of construction. The project description provided herein is a summary of the proposed development at the time of the adoption of this Plan. The actual development may vary from the project description provided herein (including, without limitation, the references to square footage or number of units), without necessitating an amendment to this Plan, so long as such variations are not material and/or arise as a result of changes in market and/or financing conditions affecting the project and/or are related to the addition or immaterial removal of amenities to the project. All material changes, as determined by DBRA in its sole discretion, to the project description are subject to the approval of the DBRA staff and shall be consistent

with the overall nature of the proposed development, its proposed public purpose, and the purposes of Act 381.

Attachment C provides a detailed description of the project to be completed at the Property (the “Project”), and Attachment D includes letters of support for the Project.

**B. Basis of Eligibility (Section 13 (2)(h) and Section 2 (o))**

The Property is considered "eligible property" as defined by Act 381, Section 2 because (a) the Property was previously utilized for commercial and residential purposes; (b) it is located within the City of Detroit, which is a qualified local governmental unit (Core Community) under Act 381; and (c) the Property is a historic resource as defined in Act 381.

Address	Acreage	Brownfield Qualification
1567 Church Street	0.37	Historic resource

The Property is located in the Corktown Historic District. The Property was developed with a building in 1894 as the John Whittaker Planing Mill. In 1916, the building expanded to the current footprint. From the 1920s to 1970s, the building was occupied by the Red Arrow Bottling Works. In 1999, the building was sold to Downtown Storage Company. Refer to Attachment H for a copy of the Detroit Historic District Commission’s Certificate of Appropriateness approving the restoration and renovation activities planned for the Project.

**C. Summary of Eligible Activities and Description of Costs (Section 13 (2)(a),(b))**

The “eligible activities” that are intended to be carried out at the Property pursuant to this Plan are considered “eligible activities” as defined by Section 2 of Act 381, because they include department specific activities, demolition and lead and asbestos abatement, site preparation, infrastructure improvements, interest, and the development, preparation, and implementation of a brownfield plan and/or Act 381 work plan(s).

A summary of the eligible activities and the estimated cost of each eligible activity intended to be reimbursed with tax increment revenues generated and captured from the Property are shown in the table attached hereto as Attachment E. The eligible activities described in Attachment E are not exhaustive. Subject to the approval of DBRA staff in writing, additional eligible activities may be carried out at the Property, without requiring an amendment to this Plan, so long as such eligible activities are permitted by Act 381 and the costs of such eligible activities do not exceed the total costs stated in Attachment E.

Unless otherwise agreed to in writing by the DBRA, all eligible activities shall commence within eighteen (18) months after the date the governing body approves this Plan and be completed within three (3) years after execution of the Reimbursement Agreement (as that term is defined below). Any long-term monitoring or operation and maintenance activities or obligations that may be required will be performed in compliance with the terms of this Plan and any documents prepared pursuant to this Plan.

The Developer desires to be reimbursed for the costs of eligible activities as described herein. Some eligible activities may commence prior to the adoption of this Plan and to the extent permitted by Act 381 shall be reimbursable pursuant to the Reimbursement Agreement. To the extent permitted by Act 381, tax increment revenue generated by the Property will be captured by the DBRA and used to reimburse the cost of the eligible activities completed on the Property pursuant to the terms of a Reimbursement Agreement to be executed by the DBRA and the Developer after approval of this Plan (the “Reimbursement Agreement”). In the event this Plan contemplates the capture of tax increment revenue derived from “taxes levied for school operating purposes” (as defined by Section 2(uu) of Act 381 and hereinafter referred to as “School Taxes”), the Developer acknowledges and agrees that DBRA’s obligation to reimburse the Developer for the cost of eligible activities with tax increment revenue derived from Local Taxes, or Specific Taxes that are considered Local Taxes, (as these capitalized terms are defined by Act 381) is contingent upon: (i) the Developer receiving at least the initial applicable work plan approvals by the Michigan Strategic Fund (“MSF” and the Michigan Department of Environment, Great Lakes, and Energy (“EGLE”), as may be required pursuant to Act 381, within 270 days after the date this Plan is approved by the governing body or such other date as the DBRA may agree to in writing, or (ii) the Developer providing the DBRA with evidence, satisfactory to DBRA, that the Developer has the financial means to complete the Project without the capture of, and subsequent reimbursement with, the contemplated School Taxes.

The costs listed in Attachment E are estimated costs and may increase or decrease depending on the nature and extent of any environmental contamination and other unknown conditions encountered on the Property. The actual cost of those eligible activities encompassed by this Plan that will qualify for reimbursement from tax increment revenues generated from the Property and captured by the DBRA shall be governed by the terms of the Reimbursement Agreement. No costs of eligible activities will be qualified for reimbursement except to the extent permitted in accordance with the terms and conditions of the Reimbursement Agreement and Act 381. The Reimbursement Agreement and this Plan will dictate the total cost of eligible activities subject to payment or reimbursement, provided that the total cost of eligible activities subject to payment or reimbursement under the Reimbursement Agreement shall not exceed the estimated costs set forth in Attachment E. As long as the total aggregate costs are not exceeded, line item costs of eligible activities may be adjusted after the date this Plan is approved by the governing body, to the extent the adjustments do not violate the terms of the approved EGLE or MSF work plan.

**D. Estimate of Captured Taxable Value and Tax Increment Revenues (Section 13(2)(c)); Beginning Date of Capture of Tax Increment Revenues (Section 13(2)(f)); Impact of Tax Increment Financing on Taxing Jurisdictions (Section 13(2)(g))**

This Plan anticipates the capture of tax increment revenues to reimburse the Developer for the costs of eligible activities under this Plan in accordance with the Reimbursement Agreement. Subject to Section 13(b)(16) of Act 381, a table of estimated tax increment revenues to be captured pursuant to this Plan is attached as Attachment F. The figures included in Attachment F are estimates and are subject to change depending on actual assessed values and changes to annual millage rates.

Tax increments are projected to be captured and applied to (i) reimbursement of eligible activity costs and payment of DBRA administrative and operating expenses, (ii) make deposits into the State Brownfield Redevelopment Fund, and (iii) make deposits into the DBRA’s Local Brownfield Revolving Fund, as follows:

	Reimbursement Costs	Adm. Costs	State Brownfield Fund	Local Revolving Fund	Total
School Operating	\$423,214	\$0	\$0	\$22,068	\$445,283
SET	\$70,536	\$0	\$78,513	\$3,678	\$152,727
Wayne County Charter	\$98,579	\$33,038	\$0	\$6,268	\$137,885
Wayne County	\$17,349	\$5,814	\$0	\$1,103	\$24,267
Wayne County Public Safety	\$16,444	\$5,511	\$0	\$1,046	\$23,001
Wayne County Parks	\$4,311	\$1,445	\$0	\$274	\$6,029
HCMA	\$3,671	\$1,230	\$0	\$233	\$5,135
City of Detroit	\$350,605	\$117,501	\$0	\$22,293	\$490,399
RESA	\$1,690	\$567	\$0	\$107	\$2,364
Wayne County RESA	\$59,036	\$19,785	\$0	\$3,754	\$82,575
Wayne County Special Ed	\$34,927	\$11,705	\$0	\$2,221	\$48,853
Wayne County RESA ENH	\$56,896	\$19,068	\$0	\$3,618	\$79,582
Library	<u>\$81,373</u>	<u>\$27,271</u>	<u>\$0</u>	<u>\$5,174</u>	<u>\$113,818</u>
<b>TOTALS</b>	<b>\$1,218,631</b>	<b>\$242,936</b>	<b>\$78,513</b>	<b>\$71,838</b>	<b>\$1,611,918</b>

In addition, the following taxes are projected to be generated but shall not be captured during the life of this Plan:

City Debt	\$214,105
School Debt & Judgment	\$0
Wayne County Zoo	\$2,379
Wayne County DIA	<u>\$4,759</u>
Total	\$221,243



The Developer intends to apply for a tax abatement under the Neighborhood Enterprise Zone Act (hereinafter referred to as the “NEZ”). If approved, the NEZ abatement will reduce the property tax obligations of the Property for the period applicable under the tax abatement certificates, thereby reducing the amount of tax increment revenues available pursuant to this Plan. It is anticipated that: the NEZ tax abatement will be approved by the State Tax Commission prior to December 31, 2023; the calendar year 2024 will be a construction year under the abatement; and that the 17-year term of the abatement will run from 2025 through 2041. The NEZ abatement is included in the tax capture assumptions provided with this Plan in Attachment F. The tax increment financing contemplated by this Plan and the NEZ abatement are necessary for Project feasibility; without these incentives, the Project cannot proceed. Notwithstanding the tax capture projections described in Attachment F, the DBRA shall be permitted to capture tax increment revenue derived from Local Taxes, or Specific Taxes that are considered Local Taxes during the abatement period.

In no event shall the duration of this Plan exceed thirty-five (35) years following the date of the governing body’s resolution approving this Plan, nor shall the duration of the tax capture exceed the lesser of the period authorized under subsection (5) of Section 13 of Act 381 or 30 years. Further, in no event shall the beginning date of the capture of tax increment revenues be later than five (5) years after the date of the governing body’s resolution approving this Plan or such other date authorized by Act 381. The base year and beginning date of the capture of tax increment revenues shall be the 2024 tax year (commencing with the 2024 tax year winter property taxes).

**E. Plan of Financing (Section 13(2)(d)); Maximum Amount of Indebtedness (Section 13(2)(e))**

The eligible activities are to be financed solely by the Developer. The DBRA will reimburse the Developer for the cost of approved eligible activities, but only from tax increment revenues generated and captured from the Property. No advances have been or shall be made by the City or the DBRA for the costs of eligible activities under this Plan.

All reimbursements authorized under this Plan shall be governed by the Reimbursement Agreement. The inclusion of eligible activities and estimates of costs to be reimbursed in this Plan are intended to authorize the DBRA to fund such reimbursements and does not obligate the DBRA or the City to fund any reimbursement or to enter into the Reimbursement Agreement providing for the reimbursement of any costs for which tax increment revenues may be captured under this Plan, or which are permitted to be reimbursed under this Plan. The amount and source of any tax increment revenues that will be used for purposes authorized by this Plan, and the terms and conditions for such use and upon any reimbursement of the expenses permitted by this Plan, will be provided solely under the Reimbursement Agreement contemplated by this Plan.

If agreed upon by the Developer and the DBRA, and so long as the applicable agency/department of the State of Michigan approves a work plan including this Plan, the DBRA may incur note or bonded indebtedness to finance the purposes of this Plan; provided that any such note or bonded indebtedness contemplated by this section shall be (i) subject to approval by the DBRA Board of Directors and other approvals required in accordance and compliance with Act 381 and applicable law; (ii) non-recourse to the DBRA; and (iii) in an amount not to exceed the maximum amount of tax increment revenues authorized for capture under this Plan and any subsequent Act 381 work plan approvals.

Interest shall be paid under this Plan as provided in the Reimbursement Agreement, provided that to the extent that the MSF or EGLE does not approve the payment of interest on an eligible activity with School Taxes, interest shall not accrue or be paid under this Plan from School Taxes with respect to the cost of such eligible activity. Unless otherwise agreed upon by the Developer, the DBRA, and the applicable agency/department of the State of Michigan, the DBRA may approve interest on the local portion of the reimbursement to the extent that the projected internal rate of return to the Developer does not exceed twenty (20%), as more specifically stated in the Reimbursement Agreement.

Reimbursements under the Reimbursement Agreement shall not exceed the cost of eligible activities permitted under this Plan. For the avoidance of doubt, if the approved interest rate for interest on eligible activities described in this Plan would result in actual reimbursement to the Developer that would exceed the estimated total costs for reimbursement described in Attachment E (the “Maximum Reimbursement”); notwithstanding the approved interest rate for eligible activities in this Plan, the actual reimbursement to Developer for all eligible activities (including interest) shall under no circumstances exceed the Maximum Reimbursement.

The Developer acknowledges and agrees that any eligible activities funded by a grant or loan that is forgiven, or for which the Developer receives a credit for, shall be ineligible for reimbursement under this Plan and shall not be included in any reimbursement requests to DBRA by or on behalf of the Developer. However, any loans that the Developer is required to unconditionally repay shall be eligible for reimbursement under the Plan, subject to the Reimbursement Agreement.

**F. Duration of Plan (Section 13(2)(f))**

Subject to Section 13b(16) of Act 381, the beginning date and duration of capture of tax increment revenues for the Property shall occur in accordance with the tax increment financing (TIF) table described in Attachment F. In no event, however, shall this Plan extend beyond the maximum term allowed by Section 13(b)(16) of Act 381 for the duration of this Plan.

Furthermore, this Plan, or any subsequent amendment thereto, may be abolished or terminated in accordance with Section 14(8) of Act 381 in the event of any of the following:

- a. The governing body may abolish this Plan (or any subsequent amendment thereto) when it finds that the purposes for which this Plan was established have been accomplished.

b. The governing body may terminate this Plan (or any subsequent amendment thereto) if the project for which eligible activities were identified in this Plan (or any subsequent amendment thereto) fails to occur with respect to the eligible property for at least two (2) years following the date of the governing body's resolution approving this Plan (or any subsequent amendment thereto), provided that the governing body first does both of the following: (i) gives 30 days' written notice to the Developer at its last known address by certified mail or other method that documents proof of delivery attempted; and (ii) provides the Developer with an opportunity to be heard at a public meeting.

Notwithstanding anything in this subsection to the contrary, this Plan (or any subsequent amendment thereto) shall not be abolished or terminated until the principal and interest on bonds, if any, issued under Section 17 of Act 381 and all other obligations to which the tax increment revenues are pledged have been paid or funds sufficient to make the payment have been identified or segregated.

**G. Effective Date of Inclusion in Brownfield Plan**

The Property will become a part of this Plan on the date this Plan is approved by the governing body.

**H. Displacement/Relocation of Individuals on Eligible Property (Section 13(2)(i-l))**

There are no persons or businesses residing on the Property and no occupied residences or businesses will be acquired or cleared, therefore there will be no displacement or relocation of persons or businesses under this Plan. The last occupant, a self-storage business, ceased operations and vacated the Property by at least 2021.

**I. Local Brownfield Revolving Fund ("LBRF") (Section 8; Section 13(2)(m))**

The DBRA has established a Local Brownfield Revolving Fund (LBRF). The LBRF will consist of all tax increment revenues authorized to be captured and deposited in the LBRF, as specified in Section 13(5) of Act 381, under this Plan and any other plan of the DBRA. It may also include funds appropriated or otherwise made available from public or private sources.

The amount of tax increment revenue authorized for capture and deposit in the LBRF is estimated at \$71,838. All funds, if any, deposited in the LBRF shall be used in accordance with Section 8 of Act 381.

**J. Brownfield Redevelopment Fund (Section 8a; Section 13(2)(m))**

The DBRA shall pay to the Department of Treasury at least once annually an amount equal to 50% of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, that are captured under this Plan for up to the first twenty-five (25) years of the duration of capture of tax increment revenues for each eligible property included in this Plan. If the DBRA pays an amount equal to 50% of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on a parcel of eligible property to the Department of Treasury under Section 13b(14) of Act 381, the percentage of local taxes levied on that parcel and used to reimburse eligible activities for the Project under this Plan

shall not exceed the percentage of local taxes levied on that parcel that would have been used to reimburse eligible activities for the Project under this Plan if 50% of the taxes levied under the state education tax, 1993 PA 331, MCL 211.901 to 211.906, on that parcel were not paid to the Department of Treasury under Section 13b(14) of Act 381.

**K. Developer's Obligations, Representations and Warrants (Section 13(2)(m))**

The Developer shall comply with all applicable laws, ordinances, executive orders, or other regulations imposed by the City or any other properly constituted governmental authority with respect to the Property and shall use the Property in accordance with this Plan.

The Developer, at its sole cost and expense, shall be solely responsible for and shall fully comply with all applicable federal, state, and local relocation requirements in implementing this Plan.

The Developer represents and warrants that a Phase I Environmental Site Assessment ("ESA") and Phase II ESA, pursuant to Part 201 of Michigan's Natural Resources and Environmental Protection Act (MCL 324.20101 *et seq.*), have been performed on the Property ("Environmental Documents"). Contamination has not been detected on the Property. Attached hereto as Attachment G is the City of Detroit's Department of Buildings, Safety Engineering and Environmental acknowledgement of its receipt of the Environmental Documents.

The Developer further represents and warrants that the Project does not and will not include a City of Detroit Land Bank Authority, Wayne County Land Bank Authority or State of Michigan Land Bank financing component.

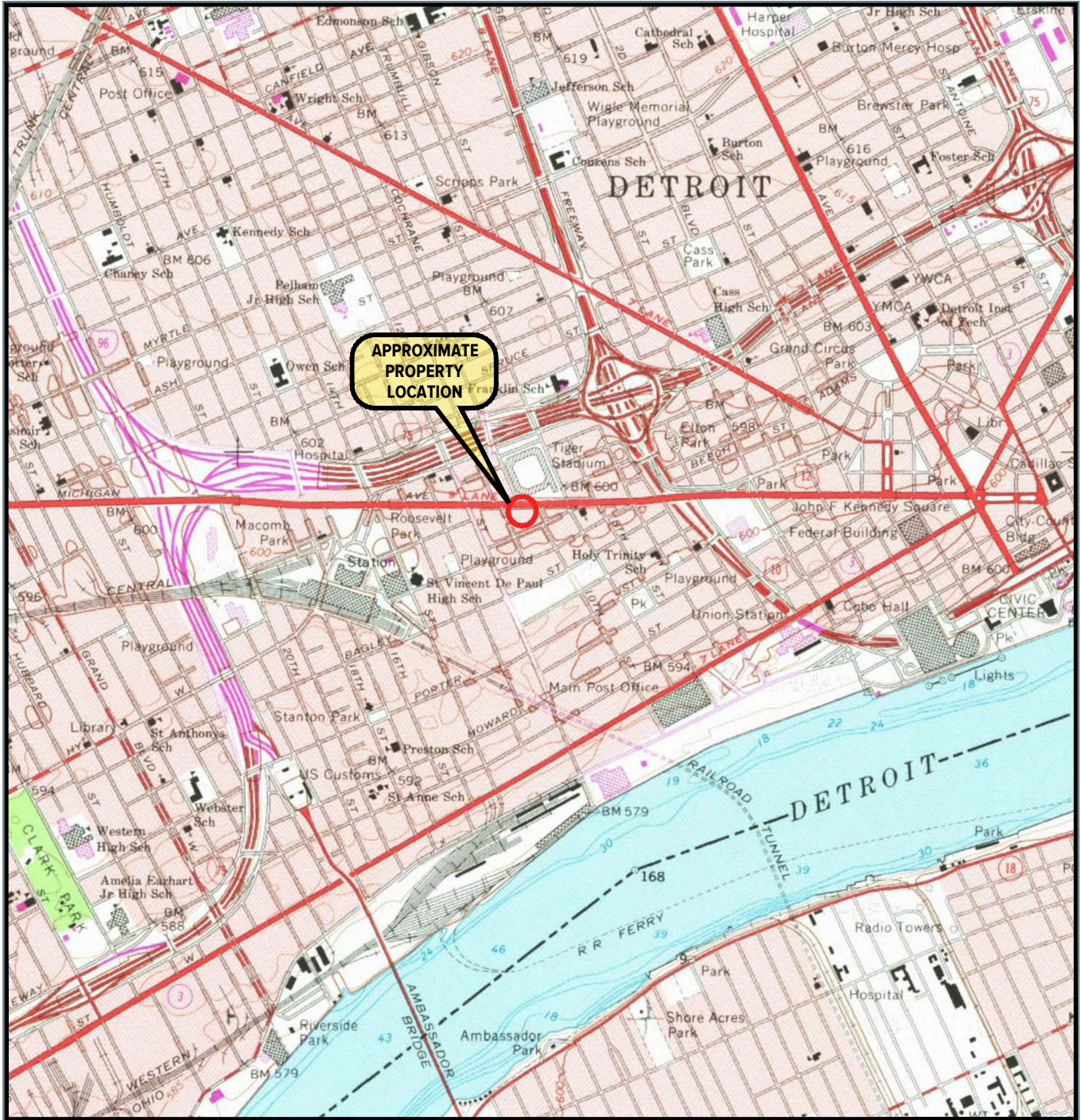
Except as otherwise agreed to by the DBRA, any breach of a representation or warranty contained in this Plan shall render the Plan invalid, subject to the Developer's reasonable opportunity to cure as described in the Reimbursement Agreement.

### **III. ATTACHMENTS**

**ATTACHMENT A**

**Site Map**





Base map obtained from USGS Store

USGS QUADRANGLE(S) REFERENCED

DETROIT (MI) 1980



SCALE: 1" = 2000'

No.	Revision Date	Date
		10-29-2020
	Drawn By	JAB
	Designed By	KP
	Scale	1" = 2000'
	Project	085407.00

**PROPERTY LOCATION MAP  
RED ARROW LOFTS  
1567 CHURCH STREET  
DETROIT, MICHIGAN**



www.sme-usa.com

**Figure No. 1**





## SITE PLAN



**ATTACHMENT B**

**Legal Description of Eligible Property to which the Plan Applies**

<b>Address</b>	<b>Parcel ID</b>	<b>Legal Description</b>
1567 Church Street	08000462	S CHURCH 5 THRU 7 BLK 80 WOODBRIDGE FARM L1 P146-7 PLATS, W C R 8/2 124 X 130



**ATTACHMENT C**

**Project Description**

## PROJECT SUMMARY

<b>Project Name:</b>	Red Arrow Lofts - Multi Family Use Redevelopment Project
<b>Project Location:</b>	The Property comprises 1 parcel on a the northwestern 0.37-acre portion of a city block in the Corktown neighborhood on the southwest side of Detroit. The Property is bounded by Church Street to the north, 10 <sup>th</sup> Street to the west, and an alley to the south. The Property is adjoined by a parking lot to the east, residential development to the south, and commercial development to the north.
<b>Type of Eligible Property:</b>	Historic resource
<b>Total Project Investment:</b>	\$11.9 million
<b>Eligible Activities:</b>	Department Specific Activities include BEA activities, preparation/implementation of a Brownfield Plan and an Act 381 Work Plan, and interest.  Non-Environmental Activities include demolition, infrastructure improvements, site preparation, preparation/implementation of a Brownfield Plan and an Act 381 Work Plan, and interest.
<b>Reimbursable Costs:</b>	\$1,218,631 (Estimated Eligible Activities, incl. contingency and interest) \$242,936 (Estimated BRA Administrative Fees) \$78,513 (State Revolving Loan Fund) <u>\$71,838 (Estimated Local Brownfield Revolving Fund)</u>
<b>Estimated Total:</b>	\$1,611,917
<b>Years to Complete Payback:</b>	Payback is projected to be complete at 24p years (including LBRF).
<b>Base TV:</b>	\$199,200
<b>New TV Estimate:</b>	\$2,915,017
<b>Project Overview:</b>	<p>The Property was developed with a building in 1894 as the John Whittaker Planing Mill. In 1916, the building expanded to the current footprint. From the 1920s to 1970s, the building was occupied by the Red Arrow Bottling Works. In 1999, the building was sold to Downtown Storage Company.</p> <p>The property at 1567 Church Street was most recently used as storage business and was unoccupied as of October 2022. Otherwise, the Property consists of paved parking areas and vacant landscaped areas.</p> <p>The development consists of the rehabilitation of an existing two-story industrial building to multi-family apartment units and indoor parking. The two-story multi-family residential use building will total approximately 32,000 square feet, including a 16,839 square feet of apartments (7 units on the ground floor 1 (six 1-bedroom apartments, and one studio) and 15 units on the second floor (ten 1-bedroom apartments and five 2-bedroom apartments), with at least</p>

10% of the apartments designated as affordable); 6,480 square feet of ground-level, integrated parking garage space (8 spaces), with the remaining 8,681 square feet consisting of tenant storage, maintenance room, amenity space (lounge, common areas, stairs, elevator, trash, and mail areas). Site development also entails infrastructure improvements, including sidewalks, brick paver walks, curbs, asphalt paving, and landscaping in the public right-of-way.

The project is also seeking a Neighborhood Enterprise Zone (NEZ) abatement. It is anticipated that the NEZ tax abatement will be approved by the State Tax Commission prior to December 31, 2023; that calendar year 2024 will be a construction year under the abatement; and that the 17-year term of the abatement will run from 2025 through 2041. The project is not financially feasible without Brownfield TIF and the NEZ.



EXTERIOR RENDER



RED ARROW LOFTS: NORTHWEST CORNER

RED ARROW LOFTS | CONCEPTUAL REVIEW

HUNTER PASTEUR | OXFORD CAPITAL GROUP, LLC | THE FORBES COMPANY | KRAEMER DESIGN GROUP | GIFFELS WEBSTER

**ATTACHMENT D**

**Supportive Letters**



**PLANNING AND  
DEVELOPMENT DEPARTMENT**

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

Phone 313•224•1339  
www.detroitmi.gov

November 29, 2022

Ms. Jennifer Kanalos  
Authorized Agent  
Detroit Brownfield Redevelopment Authority  
500 Griswold, Suite 2200  
Detroit, Michigan 48226

**RE: Red Arrow Brownfield Redevelopment Plan**

Dear Ms. Kanalos,

The Detroit Brownfield Redevelopment Authority (DBRA) has asked that the Planning and Development Department to review and comment on the Red Arrow Brownfield Redevelopment Plan (the "Plan").

Oxford Perennial Corktown PropCo II, LLC, is the project developer ("Developer"). The property in the Plan consists of one parcel (1567 Church Street) bounded by Church Street to the north, 10th Street to the west, and an alley to the south in the Corktown neighborhood of Detroit.

The project consists of the rehabilitation of an existing two-story historic building to multi-family apartment units with integrated parking. The two-story multi-family residential use building will total approximately 32,000 square feet, including 16,839 square feet of residential consisting of approximately 22 units. The residential units will be studio, one and two-bedroom units with 10% of the units designated as affordable. There will be approximately 8,681 square feet used for tenant amenities consisting of tenant storage, maintenance room, and amenity space (lounge, common areas, stairs, elevator, trash, and mail areas). The site development also entails infrastructure improvements, including sidewalks, brick paver walks, curbs, asphalt paving, and landscaping in the public right-of-way. Total investment is estimated to be \$11.9 million.

The review for this brownfield plan is complete and all comments have been forwarded to the developer. No adverse comments were received. The Planning and Development Department recommends approval of the brownfield plan as submitted.

Sincerely,

Russell Baltimore  
Assistant Director Design Review  
Planning and Development Department

c: B. Vosburg  
C. Capler





December 12th, 2022

Corktown Historical Society's letter of support to the Detroit Brownfield Redevelopment Authority (DBRA): Red Arrow Lofts Project

The Corktown Historical Society has been collaborating through community emails and meetings regarding the Red Arrow Lofts (former Detroit Downtown Storage building in Corktown) We had a November Corktown Historical Society meeting where the team presenting the project plan of The Red Arrow Lofts housing "22 for rent units consisting of a mix of studio, one- and two-bedroom unit types. There are 8 on-site parking spaces with bike storage, excess parking will be met with the adjacent 245-space private parking deck."

Withing the Corktown Historical Society this important building has been on our radar heavily these past few years to ensure the future of this historic structure. In 1894 it was erected as the John Whittaker Planing Mill (which provided lumber to many of properties across Detroit, then in the 1920's it was purchased and renovated to be the Red Arrow Bottling Works which sustained for 50 years. After that, in 1999 it was purchased by the Downtown Storage Company.

The Corktown Historical Society emailed our members to gain feedback and provide a message for the planning meetings with comments/concerns/questions. To be clear, the overall response from Corktown Historic District residents are in support of this exciting project. We strive to ensure our historic properties are not only preserved but allowing additional families to move in our neighborhood. We've been very happy with the constant communications for this project as it progresses.

We would happily invite the developers to any additional meetings to present project updates to the Corktown Historical Society, the East End Corktown Block Club, Central Corktown Block Club, and the Train Station Corktown Block Club. We would be happy to facilitate any meetings.

Thank you,  
Blake Almstead  
President  
Corktown Historical Society



Sheila Cockrel <sheila@crossroadsdetroit.com>

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## Red Arrow Lofts. Church at 10th

1 message

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**D B** <bdeb8575@gmail.com>

Mon, Dec 12, 2022 at 11:42 AM

To: Sheila Cockrel <sheila@crossroadsdetroit.com>

To: Detroit Brownfield Redevelopment Authority

As a resident of Corktown since 1994 it is my belief that as many historical buildings we have left, we must save and reuse.

The NAC that was formed heard from a large number of residents that they also did not want this building removed.

The developers have worked tirelessly to design a reuse that meets a need for new residents to come in to our community.

I support their project and hope that you will also.

Thank you  
Dorothy Bennick  
1406 Labrosse St, Detroit, MI 48216  
H# 313/965-3133

**ATTACHMENT E**

**Estimated Cost of Eligible Activities Table**

**ESTIMATED COST OF ELIGIBLE ACTIVITIES**

<b>Description of Eligible Activities</b>	<b>Estimated Cost</b>
<b>EGLE</b>	
Department Specific Activities- BEA Activities	\$27,500
Brownfield Plan Prep	\$10,000
Brownfield Plan Implementation	\$15,000
Asbestos & Lead-Based Paint	\$25,000
Interest	\$9,338
<b>MSF</b>	
Demolition & Abatement	\$507,327
Infrastructure Improvements	\$272,790
Site Preparation	\$40,736
15% Brownfield Contingency	\$126,878
Brownfield Plan/Work Plan Preparation	\$20,000
Brownfield Plan/Work Plan Implementation	\$15,000
Interest	\$149,061
<b>Subtotal Eligible Activities</b>	<b>\$1,218,631</b>
DBRA Administrative Costs	\$242,936
State Revolving Fund	\$78,513
Local Brownfield Revolving Fund	\$71,838
<b>Total Estimated Cost to be Funded Through TIF</b>	<b>\$1,611,916</b>

**ATTACHMENT F**

**TIF Tables**



**Table 2**  
**TAX INCREMENT REVENUE**  
**RED ARROW LOFTS**  
**DETROIT, MICHIGAN**  
**SME PROJECT #091413.00**  
**12/9/2022**

Estimated Taxable Value (TV) Increase Rate: 1% per year

Plan Year	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Calendar Year	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
*Base Taxable Value	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200
Land Value	\$ 35,000	\$ 35,350	\$ 35,704	\$ 36,061	\$ 36,421	\$ 36,785	\$ 37,153	\$ 37,525	\$ 37,900	\$ 38,279	\$ 38,662	\$ 39,048	\$ 39,439	\$ 39,833
Building Value	\$ 165,000	\$ 2,879,667	\$ 2,908,463	\$ 2,937,548	\$ 2,966,924	\$ 2,996,593	\$ 3,026,559	\$ 3,056,824	\$ 3,087,393	\$ 3,118,266	\$ 3,149,449	\$ 3,180,944	\$ 3,212,753	\$ 3,244,881
Estimated New TV <sup>1</sup>	\$ 200,000	\$ 2,915,017	\$ 2,944,167	\$ 2,973,609	\$ 3,003,345	\$ 3,033,378	\$ 3,063,712	\$ 3,094,349	\$ 3,125,293	\$ 3,156,545	\$ 3,188,111	\$ 3,219,992	\$ 3,252,192	\$ 3,284,714
Incremental Difference (New TV - Base TV)	\$ 800	\$ 2,715,817	\$ 2,744,967	\$ 2,774,409	\$ 2,804,145	\$ 2,834,178	\$ 2,864,512	\$ 2,895,149	\$ 2,926,093	\$ 2,957,345	\$ 2,988,911	\$ 3,020,792	\$ 3,052,992	\$ 3,085,514

School Capture	Millage Rate													
State Education Tax (SET)	6.0000	\$ 5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
School Operating Tax	17.0430	\$ 14	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>School Total</b>	<b>23.0430</b>	<b>\$ 19</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Local Capture	Millage Rate	NEZ Construction Period	NEZ Abatement Period											
City Operating	19.9520	\$ 16	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Library	4.6307	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Charter	5.6099	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County	0.9873	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Public Safety	0.9358	\$ 1	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Parks	0.2453	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Community College	3.2378	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Huron Clinton Metropolitan Authority	0.2089	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County RESA	0.0962	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Special Ed	3.3596	\$ 3	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County RESA ENH	1.9876	\$ 2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Local Total</b>	<b>41.2511</b>	<b>\$ 34</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Non-Capturable Millages	Millage Rate													
City of Detroit Debt Service	9.0000	\$ 4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
City of Detroit Voted Indebtedness		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Zoo	0.1000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County DIA	0.2000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Non-Capturable Taxes</b>	<b>9.3000</b>	<b>\$ 4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Total Tax Increment Revenue (TIR) Available for Capture** \$ 53 \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ - \$ -



**Table 2  
TAX INCREMENT REVENUE  
RED ARROW LOFTS  
DETROIT, MICHIGAN  
SME PROJECT #091413.00  
12/9/2022**

Estimated Taxable Value (TV)

	15	16	17	18	19	20	21	22	23	TOTAL	
	2038	2039	2040	2041	2042	2043	2044	2045	2046		
*Base:	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200	\$ 199,200		
	\$ 40,232	\$ 40,634	\$ 41,040	\$ 41,451	\$ 41,865	\$ 42,284	\$ 42,707	\$ 43,134	\$ 43,565		
	\$ 3,277,329	\$ 3,310,103	\$ 3,343,204	\$ 3,376,636	\$ 3,410,402	\$ 3,444,506	\$ 3,478,951	\$ 3,513,741	\$ 3,548,878		
Estin	\$ 3,317,561	\$ 3,350,737	\$ 3,384,244	\$ 3,418,086	\$ 3,452,267	\$ 3,486,790	\$ 3,521,658	\$ 3,556,874	\$ 3,592,443		
Incremental Difference (Nev)	\$ 3,118,361	\$ 3,151,537	\$ 3,185,044	\$ 3,218,886	\$ 3,253,067	\$ 3,287,590	\$ 3,322,458	\$ 3,357,674	\$ 3,393,243		
<b>School Capture</b>											
	Millage Rate	NEZ Phase Out									
State Education Tax (SET)	6.0000	\$ -	\$ 18,909	\$ 19,110	\$ 19,313	\$ 19,518	\$ 19,726	\$ 19,935	\$ 20,146	\$ 20,359	\$ 157,021
School Operating Tax	17.0430	\$ -	\$ 53,712	\$ 54,283	\$ 54,859	\$ 55,442	\$ 56,030	\$ 56,625	\$ 57,225	\$ 57,831	\$ 446,021
<b>School Total</b>	<b>23.0430</b>	<b>\$ -</b>	<b>\$ 72,621</b>	<b>\$ 73,393</b>	<b>\$ 74,172</b>	<b>\$ 74,960</b>	<b>\$ 75,756</b>	<b>\$ 76,560</b>	<b>\$ 77,371</b>	<b>\$ 78,190</b>	<b>\$ 603,042</b>
<b>Local Capture</b>											
	Millage Rate										
City Operating	19.9520	\$ -	\$ 39,299	\$ 47,661	\$ 56,195	\$ 64,905	\$ 65,594	\$ 66,290	\$ 66,992	\$ 67,702	\$ 474,655
Library	4.6307	\$ -	\$ 14,594	\$ 14,749	\$ 14,906	\$ 15,064	\$ 15,224	\$ 15,385	\$ 15,548	\$ 15,713	\$ 121,187
Wayne County Charter	5.6099	\$ -	\$ 11,050	\$ 13,401	\$ 15,801	\$ 18,249	\$ 18,443	\$ 18,639	\$ 18,836	\$ 19,036	\$ 133,459
Wayne County	0.9873	\$ -	\$ 1,945	\$ 2,359	\$ 2,781	\$ 3,212	\$ 3,246	\$ 3,280	\$ 3,315	\$ 3,350	\$ 23,489
Wayne County Public Safety	0.9358	\$ -	\$ 2,949	\$ 2,981	\$ 3,012	\$ 3,044	\$ 3,077	\$ 3,109	\$ 3,142	\$ 3,175	\$ 24,490
Wayne County Parks	0.2453	\$ -	\$ 773	\$ 781	\$ 790	\$ 798	\$ 806	\$ 815	\$ 824	\$ 832	\$ 6,419
Wayne County Community College	3.2378	\$ -	\$ 10,204	\$ 10,313	\$ 10,422	\$ 10,533	\$ 10,645	\$ 10,757	\$ 10,871	\$ 10,987	\$ 84,735
Huron Clinton Metropolitan Authority	0.2089	\$ -	\$ 658	\$ 665	\$ 672	\$ 680	\$ 687	\$ 694	\$ 701	\$ 709	\$ 5,466
Wayne County RESA	0.0962	\$ -	\$ 303	\$ 306	\$ 310	\$ 313	\$ 316	\$ 320	\$ 323	\$ 326	\$ 2,517
Wayne County Special Ed	3.3596	\$ -	\$ 10,588	\$ 10,700	\$ 10,814	\$ 10,929	\$ 11,045	\$ 11,162	\$ 11,280	\$ 11,400	\$ 87,921
Wayne County RESA ENH	1.9876	\$ -	\$ 6,264	\$ 6,331	\$ 6,398	\$ 6,466	\$ 6,534	\$ 6,604	\$ 6,674	\$ 6,744	\$ 52,017
<b>Local Total</b>	<b>41.2511</b>	<b>\$ -</b>	<b>\$ 98,627</b>	<b>\$ 110,247</b>	<b>\$ 122,101</b>	<b>\$ 134,193</b>	<b>\$ 135,617</b>	<b>\$ 137,055</b>	<b>\$ 138,506</b>	<b>\$ 139,974</b>	<b>\$ 1,016,354</b>
<b>Non-Capturable Millages</b>											
	Millage Rate										
City of Detroit Debt Service	9.0000	\$ -	\$ 17,728	\$ 21,499	\$ 25,349	\$ 29,278	\$ 29,588	\$ 29,902	\$ 30,219	\$ 30,539	\$ 214,105
City of Detroit Voted Indebtedness		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Wayne County Zoo	0.1000	\$ -	\$ 197	\$ 239	\$ 282	\$ 325	\$ 329	\$ 332	\$ 336	\$ 339	\$ 2,379
Wayne County DIA	0.2000	\$ -	\$ 394	\$ 478	\$ 564	\$ 651	\$ 658	\$ 664	\$ 672	\$ 679	\$ 4,759
<b>Total Non-Capturable Taxes</b>	<b>9.3000</b>	<b>\$ -</b>	<b>\$ 18,318</b>	<b>\$ 22,216</b>	<b>\$ 26,194</b>	<b>\$ 30,254</b>	<b>\$ 30,575</b>	<b>\$ 30,898</b>	<b>\$ 31,227</b>	<b>\$ 31,557</b>	<b>\$ 221,243</b>
<b>Total Tax Increment Revenue (TIR) Availab:</b>		<b>\$ -</b>	<b>\$ 171,248</b>	<b>\$ 183,640</b>	<b>\$ 196,273</b>	<b>\$ 209,153</b>	<b>\$ 211,373</b>	<b>\$ 213,615</b>	<b>\$ 215,877</b>	<b>\$ 218,164</b>	<b>\$ 1,619,396</b>





ATTACHMENT F  
TAX INCREMENT REVENUE ALLOCATION ESTIMATES  
RED ARROW LOFTS  
DETROIT, MICHIGAN  
SME PROJECT #091413.00  
12/9/2022

\$	242,936
\$	78,513
\$	71,838

	14	15	16	17	18	19	20	21	22	23	TOTAL
	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	
Total State Incremental Revenue	\$ -	\$ -	\$ 72,621	\$ 73,393	\$ 74,172	\$ 74,960	\$ 75,756	\$ 76,560	\$ 77,371	\$ 78,190	\$ 603,042
State Brownfield Revolving Fund (50% of SET)	\$ -	\$ -	\$ 9,455	\$ 9,555	\$ 9,657	\$ 9,759	\$ 9,863	\$ 9,968	\$ 10,073	\$ 10,180	\$ 78,513
State TIR Available for Reimbursement	\$ -	\$ -	\$ 63,166	\$ 63,838	\$ 64,515	\$ 65,201	\$ 65,893	\$ 66,592	\$ 67,298	\$ 68,010	\$ 524,529
Total Local Incremental Revenue	\$ -	\$ -	\$ 98,627	\$ 110,247	\$ 122,101	\$ 134,193	\$ 135,617	\$ 137,055	\$ 138,506	\$ 139,974	\$ 1,016,354
BRA Administrative Fee (15%)	\$ -	\$ -	\$ 25,687	\$ 27,546	\$ 29,441	\$ 31,373	\$ 31,706	\$ 32,042	\$ 32,382	\$ 32,725	\$ 242,936
Local TIR Available for Reimbursement	\$ -	\$ -	\$ 72,940	\$ 82,701	\$ 92,660	\$ 102,820	\$ 103,911	\$ 105,013	\$ 106,124	\$ 107,249	\$ 773,418
<b>Total State &amp; Local TIR Available</b>	\$ -	\$ -	\$ 136,106	\$ 146,539	\$ 157,175	\$ 168,021	\$ 169,804	\$ 171,605	\$ 173,422	\$ 175,259	\$ 1,297,947
<b>DEVELOPER</b>											
DEVELOPER Reimbursement Balance	\$ 1,218,615	\$ 1,218,615	\$ 1,082,509	\$ 935,970	\$ 778,795	\$ 610,774	\$ 440,970	\$ 269,365	\$ 95,943	\$ -	
<b>INTEREST ACCRUAL</b>											
Accrued Interest (Stated & Reduced During NEZ)											\$ -
NEZ Rate	0.00%	0.00%	5%	5%	5%	5%	5%	5%	5%	5%	
NEZ Adjusted Interest	\$ -	\$ -	\$ 46,206	\$ 38,879	\$ 31,020	\$ 22,619	\$ 14,129	\$ 5,548			\$ 158,399
Cumulative Accrued Interest Balance	\$ -	\$ -	\$ 46,206	\$ 85,084	\$ 116,104	\$ 138,723	\$ 152,851	\$ 158,399	\$ 158,399	\$ 158,399	
Reimbursement State Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 0	\$ -			\$ 0
Reimbursement Local Tax	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
<b>Total Interest Reimbursement Balance</b>	\$ -	\$ -	\$ 46,206	\$ 85,084	\$ 116,104	\$ 138,723	\$ 152,851	\$ 158,399	\$ 158,399	\$ 158,399	
<b>REIMBURSEMENT WITH INTEREST INCLUDED</b>											
MSF Non-Environmental Costs	\$ -	\$ -	\$ 128,083	\$ 137,901	\$ 147,910	\$ 158,116	\$ 159,794	\$ 161,489	\$ 163,199	\$ 90,286	\$ 1,146,793
State Tax Reimbursement	\$ -	\$ -	\$ 59,442	\$ 60,075	\$ 60,712	\$ 61,357	\$ 62,009	\$ 62,666	\$ 63,331	\$ 35,036	\$ 464,643
Local Tax Reimbursement	\$ -	\$ -	\$ 68,640	\$ 77,826	\$ 87,198	\$ 96,759	\$ 97,786	\$ 98,823	\$ 99,868	\$ 55,250	\$ 682,149
<b>Total MSF Reimbursement Balance</b>	\$ 1,146,778	\$ 1,146,778	\$ 1,018,695	\$ 880,794	\$ 732,884	\$ 574,768	\$ 414,974	\$ 253,485	\$ 90,286	\$ -	
EGLE Environmental Costs	\$ -	\$ -	\$ 8,023	\$ 8,638	\$ 9,265	\$ 9,905	\$ 10,010	\$ 10,116	\$ 10,223	\$ 5,657	\$ 71,838
State Tax Reimbursement	\$ -	\$ -	\$ 3,724	\$ 3,763	\$ 3,803	\$ 3,844	\$ 3,884	\$ 3,926	\$ 3,967	\$ 2,195	\$ 29,107
Local Tax Reimbursement	\$ -	\$ -	\$ 4,300	\$ 4,875	\$ 5,462	\$ 6,061	\$ 6,125	\$ 6,190	\$ 6,256	\$ 3,462	\$ 42,732
<b>Total EGLE Reimbursement Balance</b>	\$ 71,837	\$ 71,837	\$ 63,814	\$ 55,176	\$ 45,911	\$ 36,006	\$ 25,996	\$ 15,880	\$ 5,657	\$ -	
<b>Total Annual Developer Reimbursement</b>	\$ -	\$ -	\$ 136,106	\$ 146,539	\$ 157,175	\$ 168,021	\$ 169,804	\$ 171,605	\$ 173,422	\$ 95,943	\$ 1,218,631
<b>LOCAL BROWNFIELD REMEDIATION FUND</b>											
<b>LBRF Deposits</b>											
State Tax Capture (0%)	\$ -	\$ -	\$ -							\$ 25,747	\$ 25,747
Local Tax Capture (100%)	\$ -	\$ -	\$ -							\$ 46,091	\$ 46,091
<b>Total LBRF Capture</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 71,838	\$ 71,838



**ATTACHMENT G**

BSE&E Acknowledgement and Other Environmental Documents

## Attachment B

TO: THE DETROIT BROWNFIELD REDEVELOPMENT AUTHORITY

FROM: DETROIT, BUILDINGS, SAFETY ENGINEERING, AND ENVIRONMENTAL DEPARTMENT

PROJECT: Hunter Pasteur Homes

DATE: 06/14/2021

The undersigned, from the City of Detroit, Buildings, Safety Engineering, and Environmental Department acknowledges the receipt of the environmental documents listed below, which have been submitted by Hunter Pasteur Homes, as developer, as part of its Brownfield Plan submittal to the Detroit Brownfield Redevelopment Authority (DBRA), for the Corktown Mixed Use Project.

- 2   Phase I Environmental Site Assessment, pursuant to USEPA's. All Appropriate Inquiry using American Society of Testing Materials (ASTM) Standard E 1527-13
- 2   Phase II Environmental Site Assessment, pursuant to ASTM Standard 1903 (if appropriate)
- Baseline Environmental Assessment, pursuant to Part 201 of Michigan 's Natural Resources and Environmental Protection Act, MCL 324.20101 *et seq.* (if appropriate).
- Due Care Plan, pursuant to Part 201 of Michigan's Natural Resources and Environmental Protection Act, MCL 324.20101 *et seq.* (if appropriate).

Based upon its review of the above environmental documents and the representations of the developer, the City of Detroit, Buildings, Safety Engineering, and Environmental Department agrees with the environmental consultant that the site is a facility and has determined that the documents received for this project satisfy the DBRA Guidelines.

City of Detroit, Buildings, Safety  
Engineering, and Environmental Department

By: Anita Harrington  
Its: Environmental Specialist III

**ATTACHMENT H**  
**Historical Documentation**

# City of Detroit

CITY COUNCIL

42.

Historic Designation Advisory Board

## PROPOSED CORKTOWN HISTORIC DISTRICT

### Final Report

The proposed Corktown Historic District consists of two non-contiguous sections separated by the industrial buildings on the west side of Rosa Parks Blvd. The proposed district is located just west of the Central Business District and west of the John C. Lodge Expressway; mostly south of Michigan Avenue; east of Michigan Central Station and Roosevelt Park; and north of Bagley west of Trumbull, and Porter east of Trumbull. It contains approximately 280 structures, most of which are small-scale residences built in the latter half of the nineteenth century. Over ten of the structures are commercial in use and less than ten are in institutional or religious usage. The principal north-south streets running through Corktown and dividing the district into three parts are Rosa Parks Blvd., Trumbull Avenue, and Sixth Street. The principal east-west streets are Michigan Avenue and Bagley. The area included in the proposed district east of Rosa Parks Blvd. is located in the Corktown Historic District listed on the National Register, and most of the proposed district is located within the Corktown Neighborhood Strategy Area.

*BOUNDARIES:* The boundaries of the proposed district are as shown on the attached map and consist of two non-contiguous portions, whose boundaries are as follows:

Beginning at the intersection of the centerline of Porter Street with the centerline of Sixth Street, and proceeding westerly along the centerline of Porter Street to its intersection with the west line of Lot 11, Block 60 of the Baker Farm (L17/P272, L25/P424), extended southward; thence north along said line to its intersection with the centerline of the east-west alley lying between Porter and Labrosse Streets; thence westerly along the centerline of said alley to its intersection with the east line of Lot 3, Block 72 of the Woodbridge Farm (L1/P146), extended southerly and northerly; thence northerly along said line to its intersection with the centerline of Labrosse Street; thence westerly along the centerline of Labrosse to its intersection with the centerline of Trumbull Avenue; thence northerly along the centerline of Trumbull to its intersection with the centerline of Bagley Street; thence westerly along the centerline of

Bagley to its intersection with the centerline of Rosa Parks Blvd. (Twelfth Street); thence northerly along the centerline of Rosa Parks to its intersection with the centerline of the east-west alley lying northerly of Church Street at Eleventh Street, extended westward; thence easterly along the centerline of said alley, as extended, to its intersection with the centerline of Eleventh; thence northerly along the centerline of Eleventh to its intersection with the north line of Lot 18, G. L. Beecher's Sub of Part of O.L. 4 of the Lognon Farm (L21/P81) extended westerly; thence easterly along said line to its intersection with the north-south alley located in the block bounded by Church, Eleventh, Michigan, and Tenth; thence southerly along the centerline of said alley to its intersection with the centerline of the east-west alley lying north of Church Street at Eleventh extended easterly; thence easterly along the centerline of said alley as extended to its intersection with the centerline of Tenth Street; thence southerly along the centerline of Tenth to its intersection with the centerline of Church Street; thence easterly along the centerline of Church Street to its intersection with the centerline of Trumbull Avenue; thence northerly along the centerline of Trumbull to its intersection with a line drawn 79 feet south of and parallel to the south line of Elizabeth Street extended west; thence easterly along said line 79 feet south of the south line of Elizabeth to its intersection with the centerline of Eighth Street; thence southerly along the centerline of Eighth Street to its intersection with the centerline of the east-west alley lying between Michigan and Elizabeth; thence easterly along the centerline of said alley to its intersection with the easterly line of Lot 2, Dudley B. Woodbridge Sub of Out Lot 88 of the Woodbridge Farm (L4/P86); thence southerly along said line extended southerly to its intersection with the centerline of Michigan Avenue; thence northwesterly along the centerline of Michigan to its intersection with the centerline of Eighth Street; thence southerly along the centerline of Eighth Street to its intersection with the centerline of the east-west alley lying

between Bagley and Leverette, extended eastward; thence easterly along the centerline of said alley as extended to its intersection with the western line of Lot 10, Block 58, Baker Farm (L25/P424); thence northerly along said lot line to its intersection with the alley between Bagley and Leverette at Brooklyn; thence southeasterly along centerline of said alley to its intersection with the centerline of Brooklyn Street; thence continuing southeasterly along the centerline of the east-west alley between Michigan and Bagley Street, extended westward, to its intersection with the westerly line of Lot 6 of Moreton's Sub of Lot 1, Block 57 of the Labrosse Farm (L22/P37), extended southward; thence northerly along said line to its intersection with the northern boundary of said Lot 6 extended eastward; thence easterly along said line as extended to its intersection with the westerly boundary of the John C. Lodge Freeway; thence southerly along the westerly boundary of said freeway to its intersection with the centerline of the east-west alley lying between Labrosse and Porter Streets; thence westerly along the centerline of said alley to its intersection with the centerline of Sixth Street; thence southerly along the centerline of Sixth Street to the point of beginning;

and

Beginning at the intersection of Vermont Street with the centerline of the alley lying south of and parallel to Michigan Avenue and north of Dalzelle Street, and proceeding southerly along the centerline of Vermont to its intersection with the centerline of the east-west alley lying between Bagley and Marantette; thence westerly along the centerline of said alley to its intersection with the centerline of the north-south alley lying between Vermont and Wabash; thence northerly along the centerline of said alley to its intersection with the south line extended easterly and westerly of Lot 77, Block 1, Lafferty Farm (L1/P193); thence westerly along said line as extended to its intersection with the centerline of Wabash; thence southerly along the centerline of Wabash to its intersection with the centerline of Bagley Street; thence westerly along the centerline of Bagley to its intersection with the centerline of the north-south alley

lying between Wabash and Fourteenth Streets; thence northerly along the centerline of said alley to its intersection with the centerline of Marantette Street; thence easterly along the centerline of Marantette Street to its intersection with the centerline of Wabash Street; thence northerly along the centerline of Wabash to its intersection with the centerline of Dalzelle; thence westerly along the centerline of Dalzelle to its intersection with the centerline of Fourteenth Street; thence northerly along the centerline of Fourteenth Street to its intersection with the centerline of the southern service drive of the Fisher Freeway; thence easterly along the centerline of said service drive to its intersection with the centerline of the north-south alley lying easterly of Wabash Street; thence southerly along the centerline of said alley to its intersection with the centerline of the east-west alley lying between Michigan and the Fisher service drive; thence easterly along the centerline of said alley to its intersection with the centerline of Vermont Street; thence northerly along the centerline of Vermont to its intersection with the centerline of the southerly service drive of the Fisher Freeway; thence easterly along the centerline of said service drive to its intersection with a line drawn 60 feet east of and parallel to the eastern boundary of Private Claim 228, the Lafferty Farm; thence southerly along said line 60 feet east of the eastern boundary of P.C. 228 to its intersection with the southerly line of Lot 7, Block 4, part of the Cabacier Farm (L44/P435); thence westerly along said southerly line of Lot 7 to its intersection with the easterly boundary of P.C. 228, the Lafferty Farm (L1/P134); thence southerly along said easterly boundary of P.C. 228 to its intersection with the centerline of Michigan Avenue; thence southeasterly along the centerline of Michigan Avenue to its intersection with the centerline of Rosa Parks Blvd. (Twelfth Street); thence southerly along the centerline of Rosa Parks to its intersection with the northerly line, extended east and west, of Lot 53, Block 3, Cabacier Farm Sub (L4/P74-76); thence westerly along said line as extended to its intersection with the centerline of the north-south alley lying

north of Dalzelle and between Rosa Parks and Vermont; thence northerly along the centerline of said alley to its intersection with the centerline of the alley lying south of and parallel to Michigan Avenue and north of Dalzelle; thence westerly along the centerline of said alley to the point of the beginning.

*HISTORY:* Corktown is significant as the traditional Irish immigrant neighborhood in the city of Detroit and as the oldest extant neighborhood in the city. Its diversity of architectural styles is representative of working class housing from the late 1840s to the early 1900s and its combination of land uses typifies development in the nineteenth century walking city.

The proposed Corktown Historic District covers an area once occupied by the back lot zones of seven different ribbon farms. From east to west stretched over the area known as Corktown are the Labrosse Farm (P.C. 246), the Baker Farm (P.C. 24), the Woodbridge Farm (P.C. 22 and P.C. 248), the Longnon Farm (P.C. 27), the Thompson Farm (P.C. 227), the Lafferty Farm (P.C. 228), and the Godfroy Farm (P.C. 726). The back lots of ribbon farms were commonly used for crop cultivation, orchards, and letting animals out to pasture. Although the city limits were extended to the east line of the Baker Farm (to approximately 7th Street) in 1824 and the surveying and construction of Chicago Road (later Michigan Avenue) took place a year later, minor development or settlement did not occur in Corktown until well into the 1830s, and then only in the Labrosse and Baker Farms, over an area covering approximately 6th to 8th Streets. The Baker Farm, Labrosse Farm, and Woodbridge Farm were platted with street right-of-ways rendered by the city surveyor in 1835.

In general, the City of Detroit, although founded in 1701, remained a frontier village until the second quarter of the nineteenth century. Its location between Lake Huron and Lake Erie became advantageous with the opening of the Erie Canal in the 1820s. Many Irish emigrating from Ireland because of the potato famine went westward, beyond the coastal cities of New York and Boston, to Detroit in the 1830s and 40s. By 1850 one of seven persons in Detroit was Irish, and people from Ireland constituted the city's largest national group. In 1853, the 8th Ward, which included most of the area referred to as Corktown, was 47% Irish. The Irish originally rented or purchased existing homes in what is now downtown, and when they acquired enough resources to build houses just west of downtown they built them in the styles then in fashion. Typical of the early settler's occupations were patternmakers, draymen, and laborers.



In the late 1840s significant development began in the Labrosse and Baker Farms, with settlers of predominately Irish heritage. By 1849 the English speaking parish of Holy Trinity moved its church building to the corner of Porter and Sixth Streets to better serve the growing Irish Catholic population. Also in 1849 the city limits were extended to include the area up to the east line of the Woodbridge Farm, at approximately Eighth Street.

Although all of Corktown was included in the city limits by 1857, development in the Woodbridge Farm, from approximately 8th to 10th Streets, occurred between 1860 and 1880. A contributing factor to development of the Woodbridge Farm and farms westward was the opening of the Michigan Avenue street railway line in 1863 and the Baker Street line in 1873.

The Longnon Farm, from approximately 10th Street to 12th Street, was not subdivided into town lots until 1873, and therefore represents the latest development in Corktown, having been settled from the mid-1880s until post-1900. This is the most intact part of Corktown today.

Although subdivided into town lots in 1851, the Thompson Farm now houses more recent warehouses, factory buildings, and parking lots south of Michigan Avenue on 12th Street and St. Boniface Church north of Michigan. A new wave of German immigration to North America, and consequently Detroit, occurred during the post-Civil War period and many settled in Corktown. Also, some Germans formerly living on the east side of the city moved to the west side. St. Boniface Parish was established in 1869 to meet the religious needs of Catholic Germans west of 3rd Street.

By 1885, virtually every lot on the Lafferty Farm, primarily between Vermont and Wabash Streets, was occupied, usually by low-cost frame houses built in the 1870s. The Lafferty Farm was subdivided into house lots in 1846. The Godfroy Farm was subdivided in 1864 and lot sales began immediately thereafter. This area, from Wabash to 14th Street, was settled during the Civil War and post-war period.

Street names in Corktown frequently reflect the names of landowners and thus, the history of the area. Labrosse was named in 1835 after Dominique Labrosse, the owner of the farm when the Federal Land Board was confirming titles in 1808. Baker (later to become Bagley) was named after Colonel Daniel Baker, the landowner of the Baker Farm who at one time was stationed in Detroit. Porter Street was named after Augustus S. Porter, senator from 1840-1845. Leverette was named after Gov. William Leverette Woodbridge, the landowner, in 1858, and Church Street was named in that same year when Gov. Woodbridge donated part of the lots for St. Peter's Episcopal Church. Trumbull Avenue was named in 1858 for Judge John Trumbull, father of Mrs. Woodbridge. Dalzell was named in 1855 in honor of Captain Henry Dalzell, killed at the Battle of Bloody Run in 1763, and Marantette was named in 1868 after the maiden name of Mrs. Peter Godfroy. Wabash was named in 1882 for the Wabash Railroad, which had its depot at the foot of the street, and Vermont was named for the state of Vermont.

Although the traditions of the homelands were well maintained by the early settlers, eventually the Irish and German population of Corktown dwindled as it spread out to all parts of the city in the twentieth century. However, Corktown and Holy Trinity in particular have remained the center of Irish ethnic identity in metropolitan Detroit.

The second significant immigration began in 1900 when three young men from Malta settled in Corktown. They were joined after World War I by many more Maltese attracted by work in the automobile factories. The largest concentration of Maltese in Detroit still reside in Corktown today.

Corktown has also served as a reception neighborhood for Detroit's Latino community. Many Mexicans settled there in the 1920s, and by the 1950s Most Holy Trinity was the largest Latino parish in the city. During that decade Father Clement Kern, pastor of Holy Trinity, became nationally known for his work with the poorer residents of Corktown.

Clearance for the Lodge expressway just east of Sixth Street and Urban Renewal in the 1950s and 60s for the development of the West Side Industrial Park just south of Porter and Howard Streets took its toll on the neighborhood, reducing its area and population dramatically. Many Mexicans moved westward, making St. Anne Roman Catholic Church at 19th and Howard Streets the center of Latino ethnic activities.

The proposed Corktown Historic District is the last remnant of an area that once stretched from 3rd Street to 16th Street and from Michigan Avenue to the Detroit River known as Corktown. Despite all of the external pressures, a vital part of Corktown has survived and is with us today.

*ARCHITECTURAL DESCRIPTION:* Corktown is a sparsely populated community with low-scale residential buildings occasionally interspersed with a small-scale commercial building or industrial building. Buildings are generally very close to each other; they are frequently built on half of a 50 foot lot. The exception is in the Lognon Farm, where the average lot is 33' in width. There, only one house occupies the lot; this occurs primarily on Church and Leverette Streets. Lots and consequently most of the houses between 6th Street and Rosa Parks Blvd. are oriented towards the east-west streets, and lots and most houses between Rosa Parks Blvd. and 14th Street are oriented toward the north-south streets.

Individual houses were not usually designed by architects. Mostly of frame construction, the early houses were supported on cedar posts and had no basements. Additions are a common feature of houses in the neighborhood, added as families grew, and architectural features stemming from architectural fashion of the second half of the nineteenth century were applied as families became more affluent.

The following are a few examples of the architecture of Corktown:

1705 Sixth St., c. 1853

The early residents of 1705 Sixth were all associated with the Detroit brewery industry. John Mason, a prominent Detroit brewer, had his home built at 1705 Sixth and established the Mason Brewery just to its north on the corner of Michigan Avenue and Sixth Street. In 1862 Mason sold his brewery to Peter J. Bowker and his partner, Thomas S. Blackmur, manufacturers of ale, porte, and beer. That same year, Bowker moved into the house at 1705 Sixth. William C. Duncan, the third resident of the house and a tobacconist in the firm of Duncan and Hannah, was also a brewer and the president of Duncan's Central Brewery. Duncan chose not to use the brewery on the Sixth Street site, and established his brewery on Woodbridge Street. Edward Johnson, Jr., another brewer, moved into 1705 Sixth in 1877. By 1888, 1705 Sixth had become a rental property and remained so until 1950 when Clayton J. Brundage purchased it for the purpose of establishing the Brundage Funeral Home.

The Mason House is one of only five brick Greek Revival townhouses left in the city, and four of these five are in Corktown. It is two stories tall on a high basement punctured by windows and has its entrance on the south third of the front facade. This entrance is now covered with an Italianate door hood, and is surrounded by sidelights and a transom. A row of two double hung sash windows are to the north of the entrance and a row of three such windows are on the second story, with stone lintels and sills. The side walls of the building have gabled ends, and two chimneys project from each slope. A two-story brick Victorian addition has been added to the rear of the building.

1205 Bagley, Engine Company #8, 1918

The site of the fire station at 1205 Bagley was previously the site of the Continental Steam Fire Engine Company #8, organized in 1873. The first fire station was built on this site in 1871. High Pressure Company #4 joined Engine Company #8 in the early building in 1886.

The present building was designed by architect Hans Gehrke and built by contractor Charles R. Schewe Company in 1918 at a cost of \$51,018.33. High Pressure #4 went out of service in 1956, and EMS #8 went into service at 1205 Bagley in 1972. However, the building was vacated by the Detroit Fire Department in 1982. Its adaptive re-use is pending.

The building at 1205 Bagley is a two story brick building with concrete foundations and detail. Its shallow hipped roof has a short tower with a shallow hipped roof rising from it. Decorative tiles adorn an area below its cornice, and over the windows of the second story. The three large drive-through sets of double doors on the projecting section of the front facade are the focal point of the building, and the striped effect of the alternating light-gray masonry with the red brick creates a Florentine appearance. "D.F.D. Engine House No. 8" is inscribed in the masonry band above the drive-through doors.

1255-57 Bagley, 1882, Martin Dunn, builder

Margaret and Thomas Craig were the first owners of this two family Italianate building. It was constructed for them at a cost of \$3,600 by a carpenter, Martin Dunn, in 1882.

Built as a duplex, 1255-57 Bagley is an example of a larger frame building in the Italianate style. It is clad in clapboard. The main house is two stories tall with a bracketed hipped roof. The central entrance section is crowned with a gable with a pair of double arched windows within. Windows on the first story have projecting lintels; windows on the second story have triangular window hoods above. The bracketed porch roof is supported on slender columns. Attached to the rear of each half of the building is a one and one-half story summer kitchen.

1401-03 Bagley, 1887, Hugh S. Peoples, builder

Hugh L. Gamble operated a meat market on this site from 1881 to 1905. The present building, containing a store with a large apartment above, was erected for him in 1887 by builder Hugh S. Peoples at an estimated cost of \$3,500. After Gamble sold the property in 1905 it became Fred C. Schikle's Meat Market.

1401-03 Bagley contd.

This two story building is a handsome example of the Victorian corner store in a relatively unaltered condition. Its storefront windows have transoms above, and there are two entrances, one to the staircase of the apartment and the other to the store. The corners of the front facade are articulated by Eastlake pilasters, and a molded cornice separates the first and second stories. Above the three double-hung sash windows of the second story is a stone band that follows the line of the arched openings of the windows. Gray stone is also used near the bottom of those windows, with blocks of stone equally spaced, and at the parapet coping. The parapet wall rises into a pediment in the center and bears a centrally placed blank stone inscription panel situated between blind arcading.

1662 Bagley, c. 1877

James A. Chubb purchased lot 26 of Block 4 of the Lognon Farm from Luther Beecher, the landowner, in 1877 for \$990. All of the lots on Baker Street in this block were sold between 1874 and 1878. James A. Chubb was a carpenter by trade, and it is possible that he built this house. He sold it to Agnes A. Ready, a knitter, in 1881; she, in turn, sold it to Ann M. Shanahan in 1887, and she, in turn, transferred it to Mary L. Hennessey in 1908, continuing the long line of Irish women owners in the community.

The house at 1662 Bagley, whose old address number was 174 Baker, is a one story brick cottage with a transverse gable intersecting the main pitched roof to form the secondary entrance on the east side of the house. The overhanging eaves of the frontal gable created by the steeply pitched roof is supported by brackets. Centered in the gable is an arched opening with brick voussoirs and a carved keystone. The three-sided bay containing three elongated windows on the west side of the front facade has a molded cornice supported on paired brackets. Keystones project from the slightly arched window openings. To the east of this bay is the entrance with a transom above and large brackets supporting the porch roof. Brick one story workers' cottages are rare in the city, and 1662 Bagley is the only one left in Corktown. It is now painted red and white.

1232 Labrosse, John Purdon House, 1851

John Purdon, a patternmaker, purchased the east half of Lot 11 of Block 56 of the Labrosse Farm from Robert Downie, occupant and owner of the house on the west half of the lot, in 1851 for \$120. Shortly thereafter, he built his house. The old number of the house, 84, is still present in the etched glass transom window above the front entrance.

1232 Labrosse contd.

Called a "workers' cottage" or "shot-gun" type house, this one-story house with its steeply pitched roof was originally sparse in detail, the Italianate details probably being added at a later date. They include the elongated windows in the front parlor, the Italianate brackets supporting the decorative triangular porch hood, and the bracketed window hoods. This house is clad in clapboard, and its original wood shingle roof is under two layers of asphalt shingles.

The house at 1232 Labrosse has one major addition constructed prior to 1885 and a shed kitchen dated to about 1915. Originally built on cedar posts, the building has since been set on concrete piers.

1334 Labrosse, c. 1860

The house at 1334 Labrosse was constructed between the years 1855 and 1865. Labrosse Street, named after the landowner Dominique Labrosse, was not cut through west of 7th Street, now Brooklyn, until the 1840s. The block between 7th and 8th Streets was built up between the late 1840s and mid-1860s.

The house at 1334 Labrosse reflects the development of the Corktown neighborhood in that it is typical of the two-story houses built in the 1850s and 1860s in Corktown. Frequently, as owners became more affluent and architectural pretensions came into vogue, these early houses were "modernized" with brackets, hood moldings, and stylistic porches. However, 1334 Labrosse remained unpretentious; it has no applied architectural detail.

The property at 1334 Labrosse was sold to John Johnston Braddock for \$368.36 by Flavius J. B. Crane, a real estate agent, in 1855. Braddock sold it to Catherine Gorey, wife of James Gorey, for \$400 in 1863. The house could have been built for sale by Crane or built by either Braddock or Gorey. James Gorey was a boiler maker by profession. Bernard Gorey, an expressman, and John Gorey were the beneficiaries of James Gorey's estate. They sold the property to Lucy A. Kelley in 1895 under the threat of tax foreclosure. The Kelleys retained the house as a rental until they sold it in 1926. Many tax foreclosures and a demolition notice later, Holy Trinity Non-Profit Housing Corporation bought the property and Corktown Historical Society acquired it through them in 1978 for rehabilitation and sale.

1384 Michigan Avenue, Nemo's, 1883, P.D. Tallant, builder

Nemo's, now a restaurant and bar, was built as a commercial building with residential uses on the upper stories in 1883. It housed such businesses as Mary Bell's Milliner's Shop and S. C. Arndt's Tailor Shop. This type of Victorian storefront lined Michigan Avenue in the late nineteenth century.

1384 Michigan Avenue contd.

This brick building is two stories tall and originally contained two stores. It has two entrances, one on either end of the front facade, with plate glass windows in between. Above the cornice dividing the first and second story the facade is articulated in three sections. The central section containing three elongated arched windows is the widest; the side sections contain two elongated arched windows each. Decorative brickwork follows the arches of the openings, and the upper corners of the building are emphasized. The parapet wall arches over the central section and the year "1883" is inset below the decorative cornice. Nemo's is currently undergoing rehabilitation.

1701 Trumbull Avenue, Bagley-Trumbull Market, c. 1877

Mr. Henry Smith purchased the property upon which this building sits in 1859 from William Woodbridge. Heirs of Smith sold the property in 1929. The three-story Italianate brick structure on the corner of Trumbull and Bagley was built by 1877, because Goerge F. Steadley and Company, grocers, were located in the building in that year. There have been a steady list of groceries in this building ever since. John Maul, grocer, lived above his store in 1878, and Joseph A. Taylor, grocer, was there in 1882. Lena and Charles Reiss' grocery was there from 1883 until the mid-1890s. Two gentlemen from Malta purchased the building in 1943 and one of them is still the owner today.

The commercial structure at 1701 Bagley is a Victorian Italianate commercial building with a storefront on the first floor and living quarters above. Much of the original storefront has been retained. The cornice between the first and second story is supported on cast iron Corinthian columns. Large plate glass windows between the columns remain uncovered. The three evenly spaced second story window openings are segmentally arched; their brick voussoirs are interrupted by a stone keystone and stone imposts. The third story window openings have round arches and also contain stone keystones and impost blocks. These windows on the front facade are of the four-pane-over-four-pane double-hung sash variety. Raised brick along the perimeter of the upper stories frames the front facade, and a decorative brick corbel table at the cornice level circles the building's three sides. The building at 1707 Trumbull is a very handsome, relatively unaltered "corner store" of the 1870s. Attached to its north is a later, early twentieth century addition.

1528 Leverette, 1885, Marcus and Lange, builders

Marcus and Lange built this two-story brick townhouse for Elizabeth Rudell in 1885. It remained in the Rudell family until 1948, although the Rudells did not reside in the building but did, in fact, live further east on Leverette. As found with other properties in Corktown, 1528 Leverette was owned by women until the late 1960s.

1528 Leverette contd.

An early occupant in 1888 was the Rev. Albert T. Swing, pastor of Trumbull Avenue Congregational Church. Trumbull Avenue Congregational's church building was moved to its site on the northeast corner of Baker and Trumbull in 1881. The Rev. Hervey S. McCowan, pastor of Peoples Church, formerly the Trumbull Avenue Congregational Church, lived in the house at the end of the nineteenth century, although non-church related people also resided in the house from time to time, such as Edward G. Copeland, a travel agent, from 1892 through 1897.

Architecturally, the building is Eastlake in style. The eastern two-thirds of the front facade bows out, forming a two story three sided bay containing elongated double-hung sash windows with brick ornamentation beneath. The parapet is supported by stepped brick corbels and centered above the central face of the bay is a small brick pediment. In the upper west corner of the front facade is a stylized projecting Eastlakian bracket. Openwork friezes decorate the wooden porch on the western one-third of the building's front facade. A two-story brick rear addition was added early in the building's history.

1658 Leverette, 1893, Forrester and Kitner, builders

Margaret G. Kidd and her husband Thomas were the first residents of this two and one-half story Queen Anne house. It cost \$2,200 to build in 1893. It passed from the Kidd family in 1905 when it was sold to Mary E. Quinn, whose husband, George, was a "barnman." The Quinns retained the property until 1931.

This clapboard house has undergone extensive rehabilitation by the current owners and is painted blue. The eastern section of its front facade forms a two-story bay with a fish-scale shingled gable at the attic level. Above the two windows in the gable is a triangular panel with a sunburst within. A stained glass transom window rests above the central bay window on the first and second stories. The little gable of the portico on the western side of the facade is also shingled, and a beautiful set of natural wood doors grace the entryway. The brick porch piers are later additions.

1670 Leverette, 1893

A building permit was issued to Helen W. McKerrow, the principal of Tappan School, for the construction of this house in 1893. It remained in the McKerrow family until 1928, when it was sold to M. Grace Richardson. Continuing again in what seems to be the Irish tradition of women ownership, Ms. Richardson sold the house to Mrs. Hilja Claes, a widow, and Ethel Claes in 1949. The building is best known as the former B. C. Claes Bookstore, which became a neighborhood institution until the death of Ethel Claes in 1983. Mrs. Claes also led the fight to save the neighborhood from becoming an industrial park in the early 1950s.



1670 Leverette contd.

The building at 1670 Leverette is a fine example of a Colonial Revival clapboard house. It is composed of a three-sided two-story eastern half and an elaborate portico with a grouping of three arched windows above on the western half of the front facade. The wide entablature of the porch is supported on paired Doric columns, and its wooden pediment has a carved design within. The house is entered through a set of original natural wood double doors. In the large attic story gable is a Palladian window with a keystone projecting above the round arch.

1831-49 Leverette, 1895

Elza Howell, owner of the property since 1875, was granted the permit for the construction of this six unit two and one-half story frame terrace in 1895. It cost approximately \$4,000 to build.

Each unit has a frontal gable intersecting the hipped roof. The entrances are on the east side of each of the six sections, and a bank of three windows is on the second story level above. To the west of the entrance is a large squarish window with a transom and slender side-lights. At the second story level is a shallow bay containing three windows. Although the building is now covered with unoriginal shingling it is the only frame terrace still extant in Corktown.

1629 Church, 1896

Charles B. Ward, the real estate developer who played a role in the development of both Church and Leverette Streets, was responsible for the construction of 1629 Church. He then sold the property to Henry W. Roeder. Perhaps the interesting array of windows on the house is due to Mr. Roeder, who was the president of a sash manufacturing company, the Delbridge and Cameron Company.

The diversity of window openings, planes, and surface textures make this house one of the most interesting on Church Street. This Queen Anne style building of narrow clapboard is composed of a recessed entrance half with a balustraded balcony reached through three arched French doors on its second story. Wooden keystones project up from each arch. The west side of the first story of the front facade contains a three sided bay window with transoms and the second story contains a grouping of three double-hung sash windows. The large frontal gable is covered in fish-scale shingles and is punctured by a pair of casement windows with a semi-circular transom window above. A denticulated cornice separates the second story from the attic.

1803 Church, 1898, Frank V. Jahnke, contractor

The structure at 1803 Church Street was built for James D. Burns, a Michigan Avenue saloon keeper and later president of Burns and O'Shea Brick Company, at a cost of \$2,600 in 1898. Typically Queen Anne in character are the variety of volumes and roof shapes of this house. Dramatically sited on the northeast corner of the building is a second story turret crowned with a bell-shaped circular roof. This is offset on the western half of the facade by a two-story three-sided bay with a three-sided roof. A leaded glass transom is situated over the central window on the first story. The entrance is recessed in the eastern side of the front facade; a porch supported on fluted columns wraps around to the side. Projecting from the main hipped roof is a small dormer with a steep pyramidal roof. The siding presently on the building is covering the original clapboard sheathing.

2099 Vermont, 1868

This Italianate house was built for De Witt C. Kellogg, an engineer with Michigan Central Railroad, in 1868. He later became a grocer just around the corner on Wabash. The house at 2099 Vermont remained in the Kellogg family for almost 96 years; like many other homes in Corktown, it has had very few owners.

In style, this two and one-half story wood frame clapboard-clad house is Italianate with Carpenter Gothic details. Characteristics of this style and 1099 Vermont are the elongated windows and decorative window hoods. The gable of 2099 Vermont's steeply pitched roof contains carved vergeboards with a dropped pendant in the center, as does the cross-gable on the north elevation. Rows of spindles forming an openwork frieze run along the top of the ornate front porch, which wraps around to the north side of the building. Brackets lie at the cornice line of the bay windows and porch. The exterior of this house is an excellent example of an intact elaborately treated middle-class post-Civil War structure.

2356 Vermont, St. Boniface Church, 1882

St. Boniface German Roman Catholic Parish was established in 1869 to serve all German Catholics west of Third Street. Father Kullman, formerly the assistant pastor at St. Joseph's on the east side, formed the parish and served as its first pastor from 1869 to 1872. For 14 years parishioners met in the chapel of their school building on the west side of 13th Street (Vermont) near Michigan Avenue. In 1880 there were 200 families in the parish.

In 1882 the erection of the present church on the southeast corner of High (now Fisher Service Drive) and 13th Street (now Vermont) commenced; the cornerstone was laid on August 13, 1882 and the church was consecrated on August 19, 1883. It cost \$30,000 to build and seated 600 people when completed. Casper Wiestewald was granted the permit for its construction.

2356 Vermont contd.

The red brick church is Venetian Romanesque in style. It has a steeply pitched roof and a central bell tower rising well above the roofline of the front facade. Due to a bolt of lightning in the late nineteenth century, the spire is substantially lower in height than it was originally. To each side of the entrance tower is a polygonal projection with a secondary corner entrance. The tower itself has a gabled entrance at ground level and a bank of blind arched openings above. A rose window and more arched blind openings are at the top of the first stage of the tower. Above a band of blind arcading is a pair of round arched windows per side in the open part of the bell tower. The polygonal spire has dormers projecting from its base. The side elevations are composed of a pair of round arched tracery windows between spur buttresses. Throughout the design of the building is the typically Romanesque use of the round arch and typically Venetian coloristic affects, in this case achieved by the contrast of red brick with gray stone.

1795 Wabash, 1888, William Starrs, contractor

William Starrs received permit #122 on February 11, 1888 for the construction of five one and one-half story wooden houses all at a cost of \$900 each in the same vicinity. The house at 1795 Wabash was one of these small workers' cottages with pitched roof and Eastlake detail. Although the house is covered with asphalt siding, its Eastlake detail is still visible. The entrance is on the north side of the house. Its porch post bears a resemblance to table legs and row of spindles form an openwork frieze beneath the slope of the porch. Its decorative verge board panels contain a grid of round knob-like configurations in the frieze panel. The pair of windows on the north side of the front facade have the knob in the panels above. The lower part of the frontal gable is shingled. The house at 1795 Wabash is unique in its retention of most of its exterior detail.

2245 Wabash, Joseph H. Esterling House, 1864

Joseph H. Esterling, the first owner of this house, was a carpenter and contractor of Prussian heritage. Members of this family resided here until 1954. As a result, there has been very little alteration to the original floor plan and architectural features.

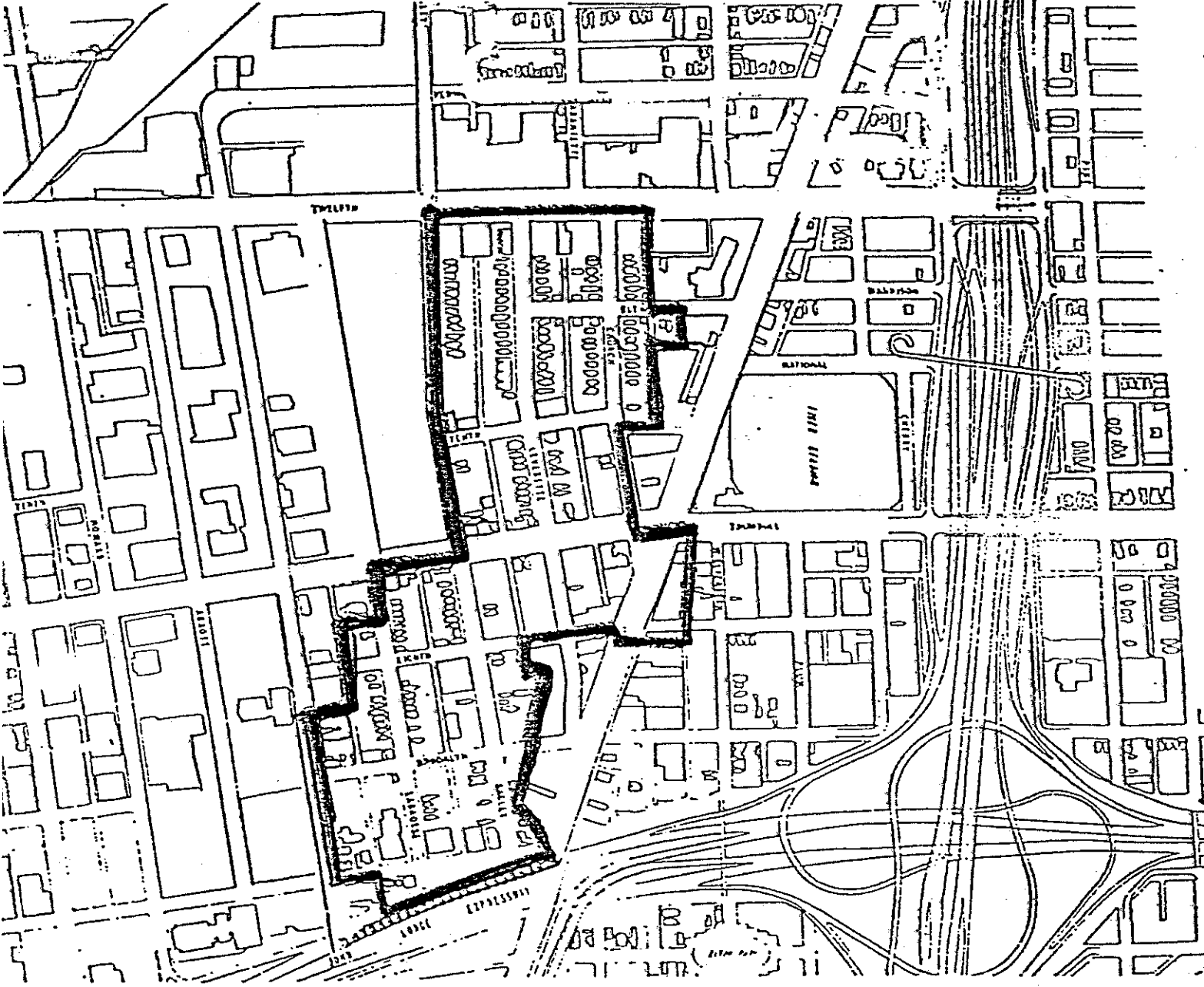
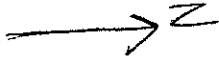
A significant event in the westward expansion of Corktown was the arrival of the street railroad on Michigan Avenue in 1863, one year before the Esterling House was built. The Esterling House is a fine example of a single-family Italianate residence. The structure is sheathed in clapboard and has Italianate "eyebrow" window hoods, small eave brackets, a porch with elongated columns, and a bay window containing upper panes with rounded corners. The house is entered through a handsome set of double doors with a transom above.

2250 Wabash, 1890, Hess & Raseman, architects

Anton Michenfelder, president of the Bavarian Brewing Company, commissioned the Detroit architectural firm of Hess & Raseman to design this duplex, at an estimated construction cost of \$5,000. It is one of the few architect-designed buildings in Corktown. The partnership of Hess & Raseman was formed in 1885 and continued through 1891. Raseman had a penchant for industrial buildings, having designed several Detroit breweries, thus his possible connection to Michenfelder. F. J. J. McHugh, a physician, and James Scott, awning and tent manufacturer, were the first occupants of this building.

This brick duplex is two stories tall on a high basement. An entrance for each half is located on the outer, recessed section of the front facade, and to the side of the entrances are groupings of slightly bowed first story windows. Continuous brownstone sills run along the first and second stories. All ornamental detail on the building is of brick, such as the denticulation, voussoirs above the windows, and the short brick pilasters all along the front facade at the attic level. The use of brick and the high attic contribute to the massive appearance of this well-composed building.

**RECOMMENDATION:** The Historic Designation Advisory Board recommends that the City Council establish the Corktown Historic District with the design treatment level of conservation. A draft ordinance for the establishment of the district is attached for the consideration of City Council.



CORKTOWN HISTORIC DISTRICT  
(Boundaries outlined in heavy black line)



COMMUNITY & ECONOMIC DEVELOPMENT DEPARTMENT  
 130 MICHIGAN AVENUE  
 DETROIT, MICHIGAN 48226  
 CITY OF DETROIT

CORKTOWN HISTORIC DISTRICT

**ATTACHMENT H**

**Incentive Chart**



**INCENTIVE INFORMATION CHART:**

Project Type	Incentive Type	Investment Amount	District

<b>Jobs Available</b>							
<b>Construction</b>				<b>Post Construction</b>			
Professional	Non-Professional	Skilled Labor	Non-Skilled Labor	Professional	Non-Professional	Skilled Labor	Non-Skilled Labor

1. What is the plan for hiring Detroiters?  
 staff and construction workers. Please see attached sheet for additional information.
2. Please give a detailed description of the jobs available as listed in the above chart, i.e: job type, job qualifications, etc.
3. Will this development cause any relocation that will create new Detroit residents?  
 help with the revitalization of Corktown, which will attract new residents.
4. Has the developer reached out to any community groups to discuss the project and/or any potential jobs?  
 engaging the community on this project. See attached.
5. When is construction slated to begin?
6. What is the expected completion date of construction?

\*Please contact Linda Wesley at (313) 628-2993 or [wesleyl@detroitmi.gov](mailto:wesleyl@detroitmi.gov) to schedule a date to attend the Skilled Trades Task Force.