

STAFF REPORT 04-15-2020 REGULAR MEETING

PREPARED BY: G. LANDSBERG

ADDRESS: 1401 MICHIGAN AVENUE

HISTORIC DISTRICT: CORKTOWN

PROSPECTIVE APPLICANT: JOEL SMITH, AIA, NEUMANN/SMITH ARCHITECTURE

PROPERTY OWNER: GODFREY DETROIT PROPCO, LLC

DATE OF STAFF SITE VISIT: N/A

PROPOSED SCOPE: DEMOLISH BUILDING AND ERECT 7-STORY HOTEL WITH RELATED PARKING IMPROVEMENTS (ADVISORY OPINION PER SECTION 21-2-5)



Google Street View image, current conditions at intersection of Michigan and 8th street, looking southwest..

The proposed project has two general elements that the Commission should review for their effect on the Corktown Historic District. These are:

- The demolition of a non-contributing building, as determined at the time of district designation. Given that several decades have elapsed since the district was created in 1984, the Commission should consider whether the building should now be deemed an architecturally or historically contributing building
- The erection of a seven story hotel along the Michigan Avenue commercial corridor, with related parking improvements. The applicant has provided supporting narrative relevant to the proposed building's character and the district's Elements of Design.

The Commission is required to submit one opinion for the entire project, considering the effects of all proposed constituent elements. An effect can be beneficial or adverse, and per Section 21-2-5, should be found when “any condition of the project creates a change, beneficial or adverse, in the quality of the historical, architectural, archeological, engineering, social or cultural significance that qualified the property for designation as an historic district or that may qualify the property for designation as an historic district.”

The prospective applicant team has provided a conceptual design package outlining the general scope and design of the project for the Commission's review at this meeting. The applicant intends to return at a subsequent meeting for review as part of the formal permit application. At such time, a public hearing will be noticed and held per Section 21-2-73 and 21-2-77. Along with an advisory opinion of the HDC for submission to the Mayor and City Council, the applicant has requested feedback from the Commission on the conceptual design at this time.

Commission staff has received some early public comment on this project, included at the end of this report.

EXISTING CONDITIONS

The sprawling parcel now known as 1401 Michigan Avenue (see red outline on photo below) was at some time created from several adjacent parcels on 8th Street and Leverette Street, including an apparently vacated alley exiting south to Leverette alongside the existing duplex at 1432 Leverette (a building referred to as “the rectory” for the nearby St. Peters Episcopal Church, but which has no apparent historical or architectural association with that building).



Detroit Parcel Viewer

The site has an interconnected post-war office building constructed in three phases, an original 2-part portion which features a white glazed brick elevation principally along Michigan Avenue and a modernist extension running south along 8th Street. Though the architectural expression of the building retains integrity, it is staff’s opinion that the building is undistinguished architecturally and therefore does not contribute architectural significance to the district.

However, during the postwar era, the building was the long-time headquarters of the Detroit Lions, who played at nearby Tiger Stadium until 1975. Given the football team’s status as a prominent Detroit sporting institution, and the relationship to the landmark Tiger Stadium site which itself played a key role in Corktown’s 20th century history (especially along Michigan Avenue), it is staff’s opinion that the building should be considered contributing in terms of historical significance via association with the district’s historic context.



Image dated 1976 from Detroit Street View twitter account (@detroitstreetvu), posted April 2019, copyright unknown. View from Michigan Avenue looking southeast.

PROPOSAL

A seven-story (82'-6" high) hotel building is proposed to occupy the site, requiring the removal of the existing structures. Per the applicant's narrative, the building design employs a storefront "base," middle "body," and upper "crown" which is intended to be consistent with other Detroit commercial precedents along Michigan Avenue and elsewhere. The base along Michigan Avenue and 8th Street is proposed to be "a transparent storefront façade punctuated by vertical brick pilasters resting on stone plinths." Above the storefronts, the building's main body is a brick grid of pilasters and spandrel panels punctuated by the hotel room windows. The crown along the principal elevations consists of two-story metal panel pilasters flanking glazed openings and an upper metal cornice. The secondary Leverette Street façade is proposed to be "similar, but with more opaque metal panel and door elements at service locations." Murals are proposed for the west-facing elevations. The building's southwest seven-story elevation is set back ten feet from the adjacent property line of the "rectory house" at 1432 Leverette.

Surface parking is proposed for the southwest portion of the parcel's block, and on substantial portions of two adjacent blocks.

ISSUES & COMMENTS

- Significance of the existing building(s) on the subject parcel, and potential effect of their removal
- Likely effect of the proposed conceptual design for the district's context, possibly including surface parking impacts and massing relationships to the immediately adjacent 1432 Leverette.
- The applicant team (including developers and design team) has met with PDD and HDC design staff on several occasions throughout 2019 and early 2020. DEGC has a project manager assigned to this project.
- This review is only for an internal HDC advisory opinion for the consideration of city assistance, based on the project concept. HDC finding of potential beneficial or adverse impact on the district has no bearing on any subsequent review of the project for a Certificate of Appropriateness (COA) or Notice to Proceed (NTP), which will have mandated public hearing requirements based upon a more fully developed application package, and is subject to a different review standard (i.e., 21-2-73 and 21-2-75).



SOUTHFIELD • DETROIT

1500 Woodward
Suite 300
Detroit, Michigan 48226
phone 313.782.4800
www.neumannsmith.com

March 18, 2020

Mr. Garrick Landsberg
Director of Historic Preservation
Detroit Historic District Commission
Planning & Development Department
City of Detroit
2 Woodward Avenue, Suite 808
Detroit, MI 48226

RE: Godfrey Hotel – HDC Advisory Comment Presentation

Dear Mr. Landsberg:

In accordance with requirements from the Detroit Historic District Commission, we are submitting project information for the proposed Godfrey Hotel project located on Michigan Avenue in Corktown in Detroit, and requesting that we be placed on the HDC April agenda for an "Advisory Comment" on this project.

The Godfrey Hotel project is proposed to be built on the site of the existing building(s) at 1401-1411 Michigan Avenue. A review of Detroit Sanborn Insurance maps shows four structures on the Michigan Avenue frontage in 1921, but by 1951 the thin triangular building at 1401 was listed as "office" and the small building at 1411 was listed as "radiator shop." The current combined building that served as the Detroit Lions offices, including the Mid Century Modern addition to the south, was probably constructed in the late 50's-early 60's concurrent with the trading of Bobby Layne (& the "50 year Curse") and beginning the tenures of Lem Barney, Mel Farr, and Charlie Sanders in '65-'68. The Lions last game at Tiger Stadium was in November 1974 and they moved to the Silverdome the following year.

1411 Michigan Avenue is a one-story masonry commercial structure, currently painted white, with few defining features and was originally constructed as a radiator shop prior to 1949.

1401 Michigan Avenue is also a one-story masonry commercial structure, with white glazed brick, thin triangular floor plan, large office fixed pane windows (not for display as sills are elevated) on Michigan Avenue, with simple detailing and a near northeast corner front entry door at the property line.

The South Addition is a Mid-Century Modern one-story building executed in a tan-colored brick, natural aluminum window/door frames and composite panels/ clear glazing in the frames. The east main entry is flanked by two crenelated brick "fabric" panels with a cantilevered aluminum clad canopy above the entry door. The aluminum/glass window walls are detailed to begin just above a low-rise concrete curb planting area with top or head frames overlapping the parapet structure of the roof to seemingly "blend into the sky." The south wall of the addition is also tan brick with several individual vertically oriented aluminum/glass windows. The west elevation is primarily tan brick with a few punched opening windows and a protruding cross shaped canopy structure with integral brick raised planter boxes engaging the canopy columns.

The planning map that was titled “Corktown Historic District-Detroit” and initialed “REM” 2/78 was included as reference by the survey committee that provided the National Register Historic District nomination for Corktown in 1978. On that color-coded map 1401-1411 Michigan Avenue is indicated to be “neutral” in historic contribution to the historic district (two levels of “considerable” and “some” historic contribution are above that designation.) The NR nomination lists the building owner as “Detroit Lions, Inc.”

Given the NR nomination above, as well as the architectural descriptions, we do not believe that 1401-1411 Michigan Avenue exhibits any significant architectural contribution to the Corktown Historic District, and were constructed during the latter period (1401-1411), or after (south addition) the period of significance of the district. The building does bear historical significance as the headquarters of the Detroit Lions from the late 50’s until 1974, and the developers are interested in commemorating that historical importance in the development in some fashion.

Request for Notice To Proceed: We respectfully acknowledge the historical significance of the former Detroit Lions offices, but maintain that the proposed Godfrey Hotel project will provide a “higher and best use” to the community by being constructed on this site. We will request next month (for the May HDC meeting) that the Historic District Commission grant a Notice to Proceed for the demolition of 1401-1411 Michigan Avenue to allow for construction of the Godfrey Hotel, and the developers are prepared to provide planning/zoning, environmental, proof of financing, and overall financial and business feasibility of the proposed project in support of that request.

As a necessary condition of approving the above noted Notice to Proceed, we will also be requesting next month (for the May HDC meeting) a **Certificate of Appropriateness** for the design of the proposed Godfrey Hotel on the former Detroit Lions office site. We offer the following materials and narratives in support of that request.

The following review documents are attached to this letter:

- Corktown Historic District map 1978
- Exterior photos of the former Detroit Lions office building at 1401-1411 Michigan Avenue
- Architectural site plan
- Schematic drawings including floor plans, elevations, and building sections
- Material sample boards
- Project narrative
- Photographs of the subject site and existing buildings
- 3D renderings of the proposed new building

In addition to the attached documentation, we are also submitting the following narratives to describe the design of the new building and how it was contextually developed relative to the HDC “Elements of Design.”

The main portion of the proposed building design follows an established Detroit commercial building form described as Tripartite Construction, consisting of a storefront “base”, middle “body”, and upper “crown” area. This form follows existing adjacent buildings located along Michigan Avenue and in the Corktown Historic District. This established building form is used to present a strong, familiar presence

on the corner of Michigan Avenue and Eighth Streets. The building's "base" along Michigan Avenue and Eighth Street is a transparent storefront façade punctuated by vertical brick pilasters resting on stone plinths. The building's "body" in same facades is a brick grid (pilasters and spandrel panels) punctuated by the hotel room windows. The "crown" is a two-story expression with two-story metal panel pilasters flanking glazed openings and an upper metal cornice. The Leverette Street façade is similar, but with more opaque metal panel and door elements at service locations.

Materials for the proposed new building are compatible with the surrounding area and have been frequently used in other mixed-used modern high-rise buildings in the city. The form, massing, and scale of this proposed hotel closely resemble elements typically used in Tripartite Construction. Detailing has been used in areas to draw from the historical neighborhood context, but only as necessary to make sure that the building remains clean and matches its modern high-rise design.

Godfrey Hotel Compatibility with Elements of Design

Adjacent Buildings Context: To the east (1381 Mich Ave) and southeast (1300 Leverette) are two one-story commercial/industrial masonry buildings with few window openings, painted brick/block, and constructed as automotive repair type businesses (1381 currently being renovated into possible restaurant.)

To the northwest are the rear facades of St. Peter's Episcopal Church and offices which are a restrained example of the Gothic ecclesiastical style executed in a medium brown brick with limestone detailing, and copper gutters/downspouts.

To the southwest is St. Peter's former rectory building which the congregation currently rents out to a private tenant. The rectory is a Queen Anne style Victorian painted clapboard structure, with hooded projecting front gable with side brackets above a two story bay window form adjacent to the off center front porch and canopy. The gable end incorporates a triplet of small fixed windows with a single triangular projecting sill beneath them. The gable end is framed with a wide entablature trim and exhibits brackets beneath the roof hood and also beneath the projecting gable face. The front porch canopy is supported by a pair of three square post columns bearing on square brick and limestone base piers. The west elevation of the rectory exhibits double hung wood punched window openings and a first floor bay window structure with double hung wood windows and transom windows above. The east façade of the rectory was built within a few feet of the property line with the main southern body of the structure devoid of window openings, then the structure steps back to the west and that east face has punched window openings and a hip roof above. The rear structure of the rectory steps back again from the east, is devoid of window openings, and has a north-facing shed roof and porch with shed roof canopy above it.

To the north across Michigan Avenue is a blockfront of historic structures ranging from one story (McShane's) to the three story central multi-storefront block (1416-1432) which is a fine example of an Italianate brick commercial building retaining upper double hung wood windows with decorative hoods on the segmental arch openings, and significant portions of the original painted wood and glass storefronts of that era with multi-light transom windows and recessed entries. Two two-story structures to the east of McShane's exhibit second story bay window structures and reconstructed contextual

storefronts beneath. The eastern corner building is the former Dime Savings bank executed in dark brown brick with white terra cotta cornice, and trim details.

Height: At 82'-6" in height, the Godfrey Hotel utilizes the maximum allowable height in the Michigan Avenue Traditional Overlay District. The tripartite division of the façade is established with a datum representing the historic storefront display window/transom heights on neighboring buildings, the crown/body datum is established by the heights of neighboring buildings such as Elton Park's Crawford and the 6th Street Loft building.

Mass/Scale: The hotel building's massing is derived from the examples of the larger commercial/industrial historic buildings in Corktown (Checker Cab, Grinnell's Lofts, 6th Street Lofts, Kaul Glove factory, etc.) The scale of the proposed hotel relates to the scale of historic blockfronts on Michigan Avenue (as a combination of building facades) as well as the larger loft buildings.

Proportion of Front Façade (Vertical/Horizontal Expression): The Godfrey Hotel front façade proportions (Michigan Avenue, 8th Street, and Leverette) are essentially rectangular with horizontal form and vertical design elements such as the brick and metal pilasters traversing the height of the building.

Openings (% and Orientation): The proportion of openings versus solid wall on the building is 40% on average, and again derives its proportion from neighboring historic loft structures.

Opening Rhythm: Window openings are in a regular grid pattern approaching a square form within the majority brick rectangular grid of pilasters and spandrel elements.

Blockfront Rhythm: The building's façade rhythm is again derived from the opening cadence in nearby loft structures.

Compatible Materials: The building's material palette is derived from common Corktown building elements: brick, glass, metal accent elements and cornice with stone bases on building pilasters.

Compatible Textures: The textures of brick surfaces juxtaposed with coated metal accent elements (contemporary cousins of Victorian painted wood trim and panels) frame the glazed openings that comprise the building facades.

Compatible Colors: With the majority use of brick as the body color of the building with darker gray metal accent elements, the Godfrey derives its coloration from the historic loft, industrial structures in Corktown.

Architectural Detail: The Godfrey's use of architectural detail is found in the metal accent panels "trimming out" upper floor window openings, brick patterns, and metal cornice/pilaster details of the building's "crown" floor levels.

Roof Shape: The building has a flat roof similar to historic commercial buildings in Corktown. The inclusion of a top level roof deck, with retractable roof covering and colonnade of pilasters, offers a

whimsical touch to the building's crown, similar to the original decorative effect of cornices of the Victorian commercial buildings on Michigan Avenue.

Continuous Street Wall: With the Godfrey's three streetfront facades developed at zero lot lines, the urban commercial district public realm character is preserved in a continuous street wall.

Public Realm Treatment: The public right of way sidewalks adjoining the Godfrey Hotel on Michigan Avenue, 8th Street and Leverette will all be finished with traditional concrete paving.

Façade & Elements Scale: The Godfrey uses the traditional storefront base of display windows and signage transom to derive context from neighboring historic commercial facades. The body of the building comprised of a rectangular brick and glass grid offers a pleasing rhythm of openings compatible with nearby loft structures. The two story building crown with two story metal pilasters and metal cornice elements provide detail to add to the interest of the buildings top.

Façade Complexity: The Tripartite vertical design of the building's façade bring it within the milieu of traditional historic façade expression throughout the historic district

Symmetrical vs Asymmetrical: The Godfrey Hotel's three primary building facades are a continuous rollout of vertical structural bays with entries punctuating the transparent storefront base on Michigan Avenue and 8th Street. The facades do not exhibit a large entrance expression either central or asymmetrical and therefore this design element does not apply here.

Please let me know if you require additional information or have any questions.

Sincerely,

NEUMANN/SMITH ARCHITECTURE



Joel Smith, AIA
President

Copies: Mike Kirk: Neumann Smith

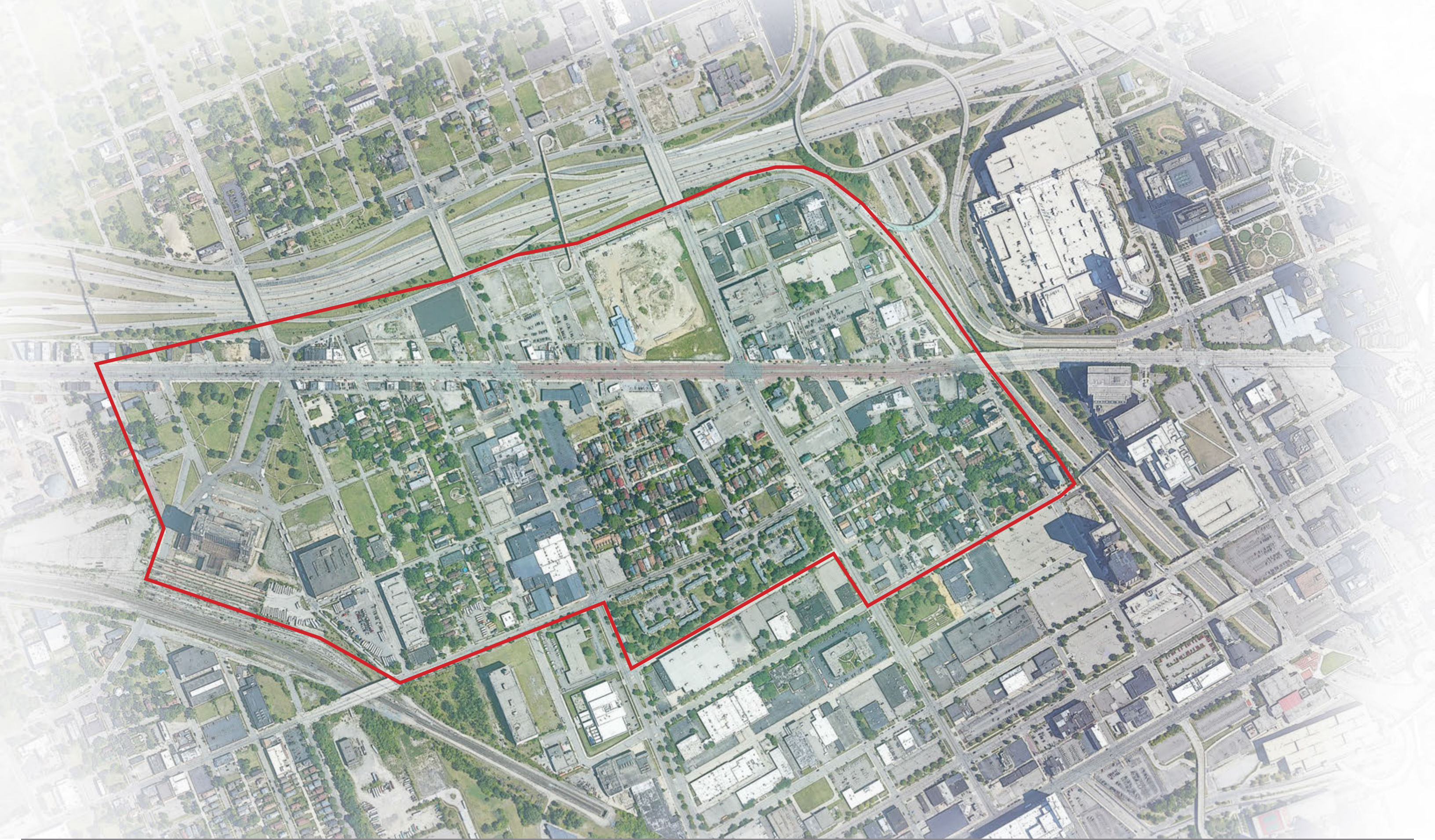
Corktown Hotel : Site Analysis - HDC/PDD

Draft Materials For Historic District Commission



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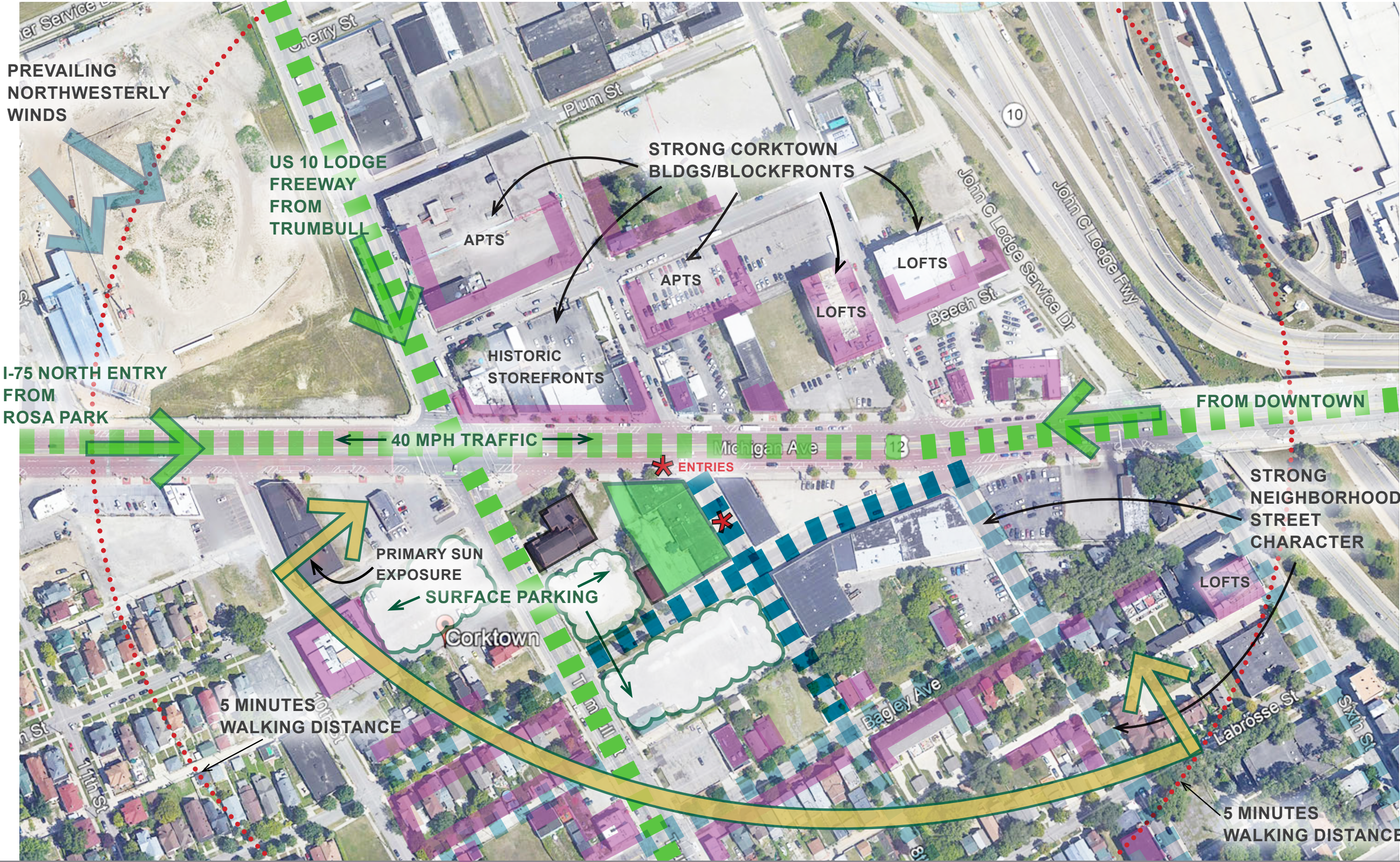
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CORKTOWN AERIAL

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020





CONTEXT: SITE ANALYSIS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020





HISTORIC MAP
CORKTOWN 1921



HISTORIC MAP
CORKTOWN 1951

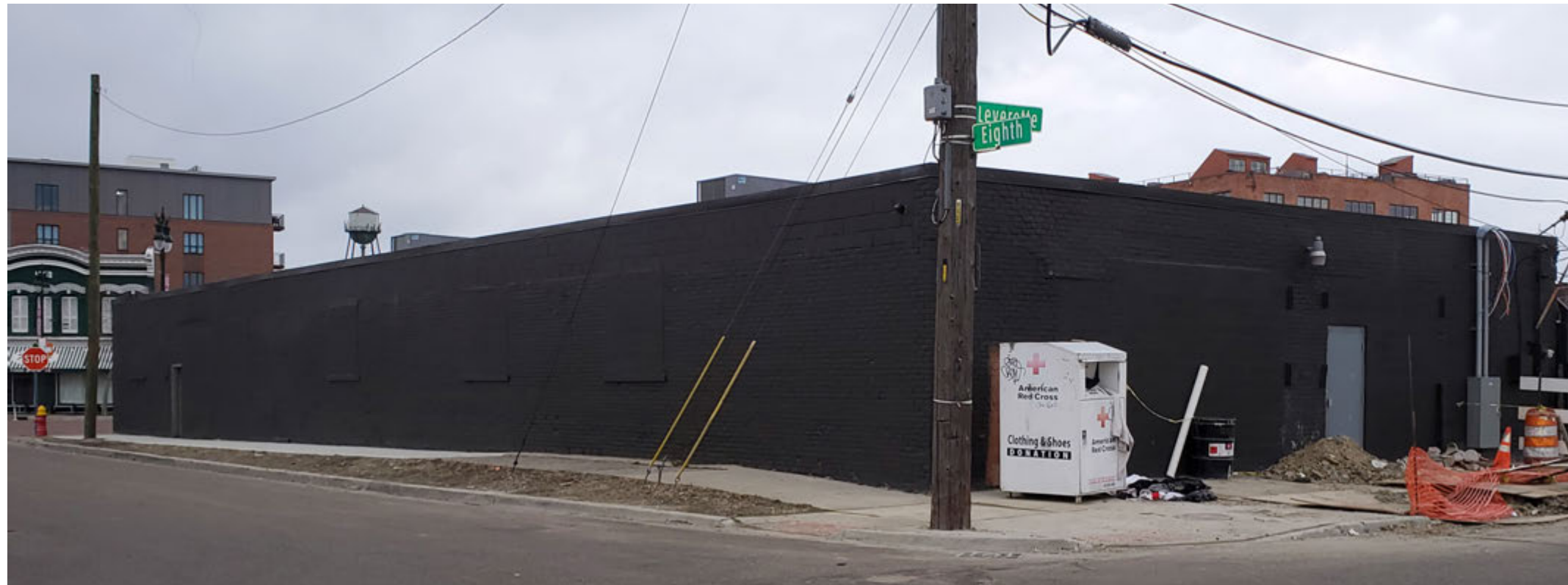
CONTEXT: HISTORIC MAPS

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CORKTOWN AERIAL

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CONTEXT: ADJACENT BUILDINGS

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CONTEXT: ST. PETERS

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CONTEXT: RECTORY

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CONTEXT: RECTORY

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CONTEXT: FORMER DETROIT LION'S OFFICE

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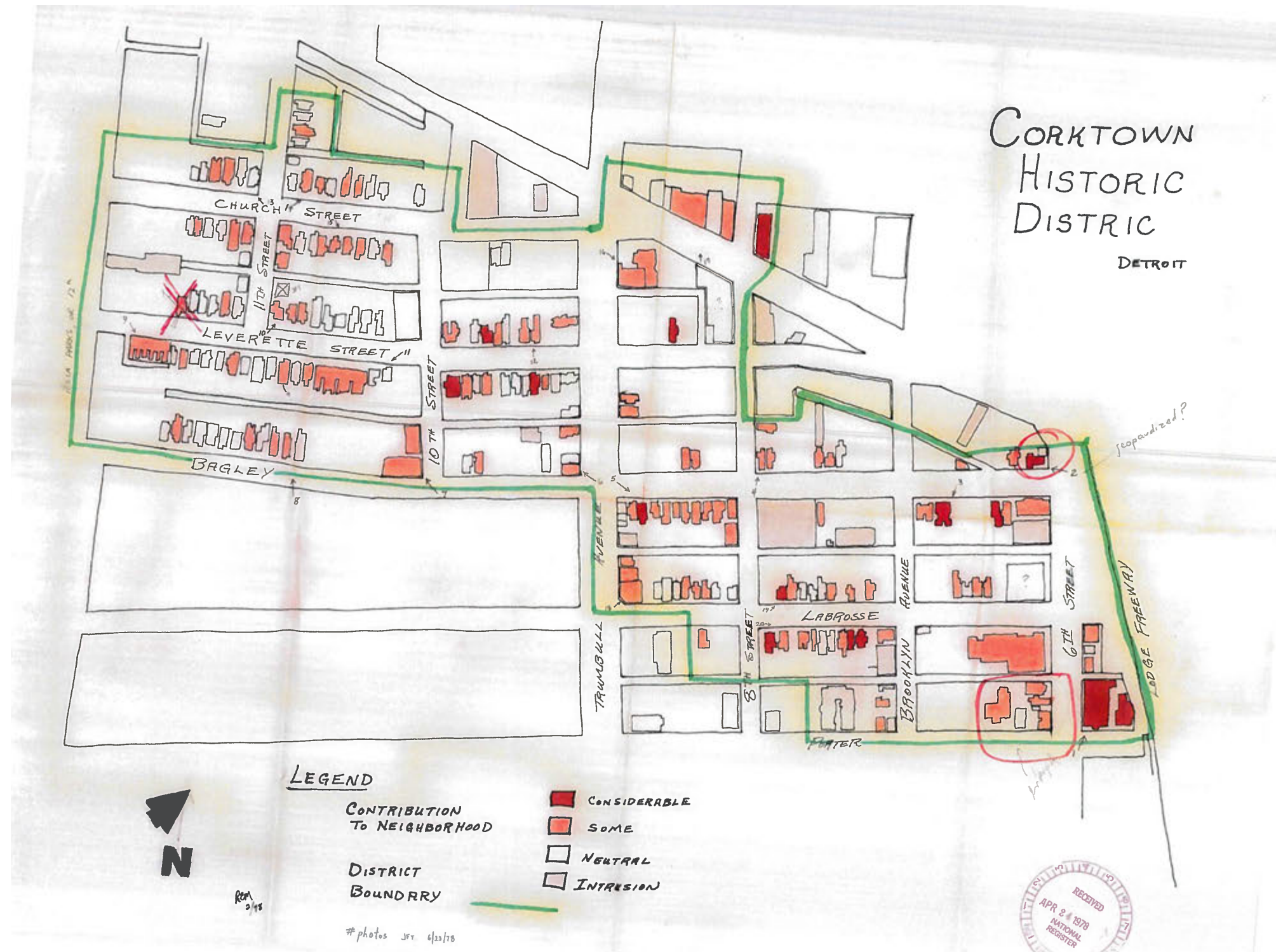
CONTEXT: FORMER DETROIT LION'S OFFICE

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CONTEXT: FORMER DETROIT LION'S OFFICE

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HISTORIC MAP
CORKTOWN 1978

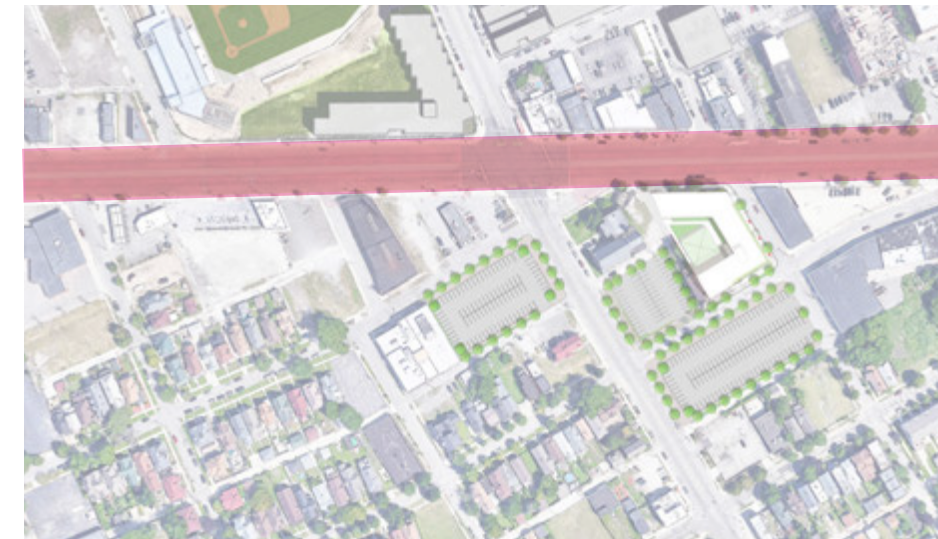
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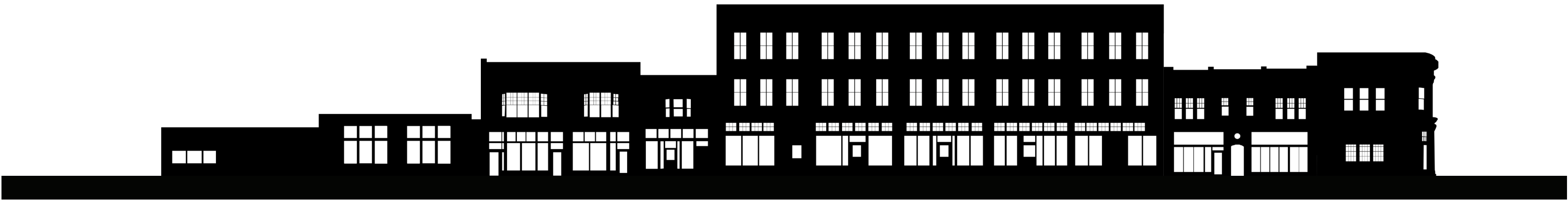
SITE PLAN

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CONTEXT: MICHIGAN AVENUE

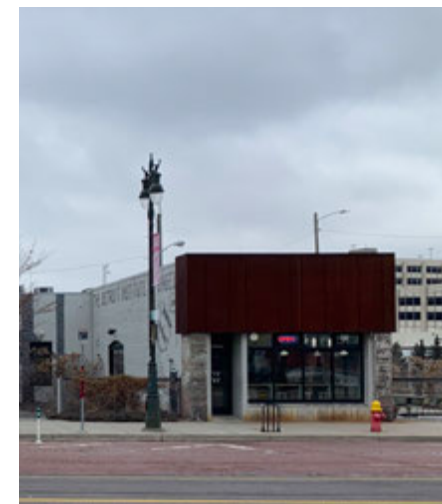
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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: MICHIGAN AVENUE LOOKING NORTH

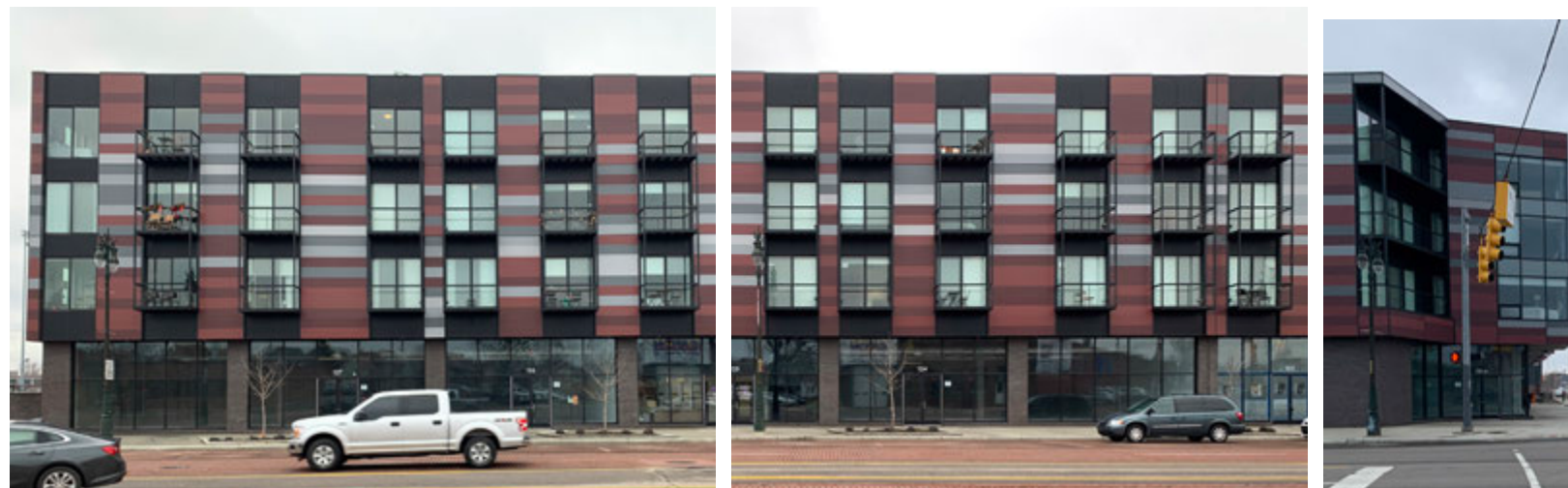
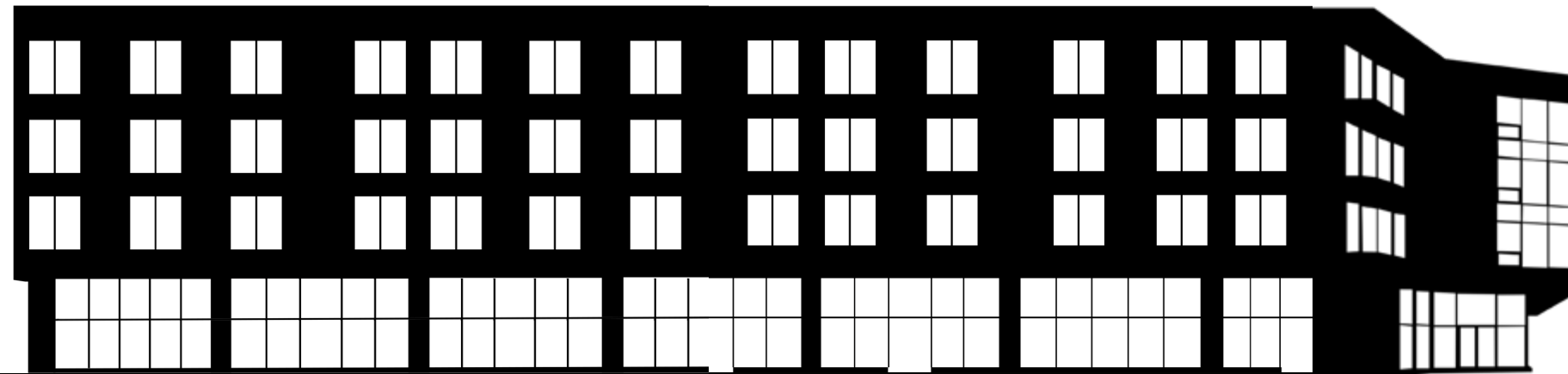
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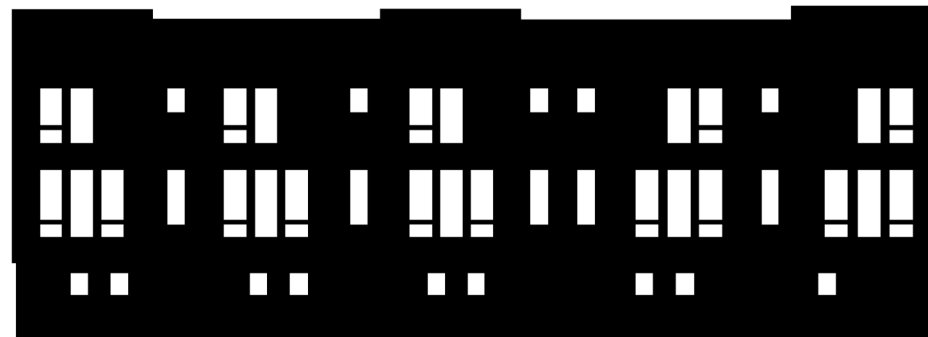
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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: MICHIGAN AVENUE LOOKING NORTH @ TRUMBULL

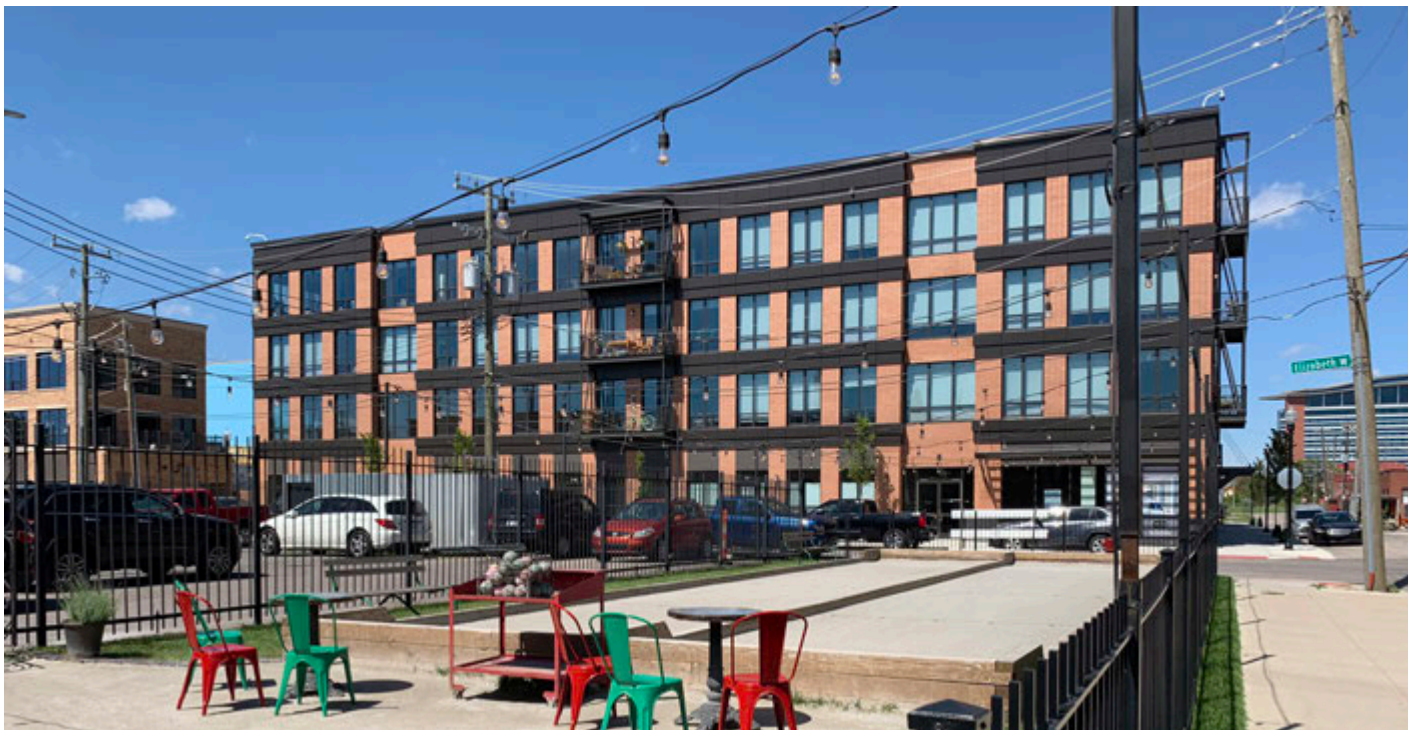
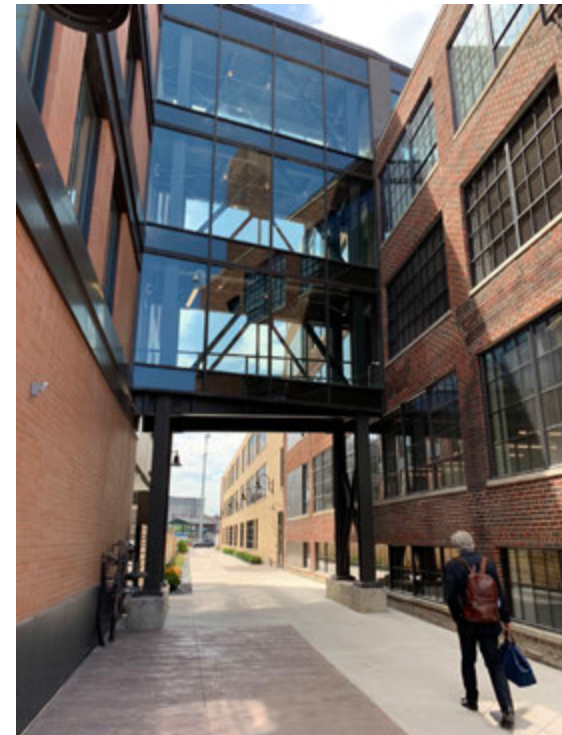
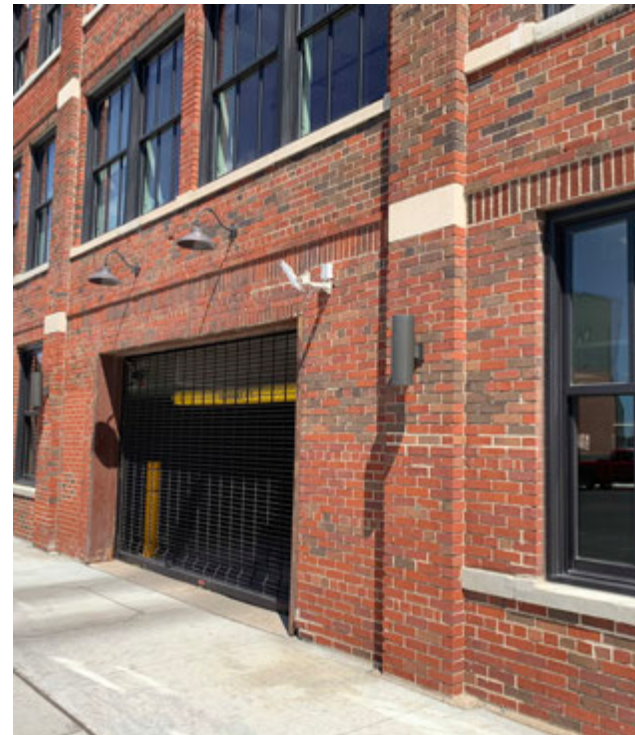
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SCALE, RHYTHM & ORIENTATION

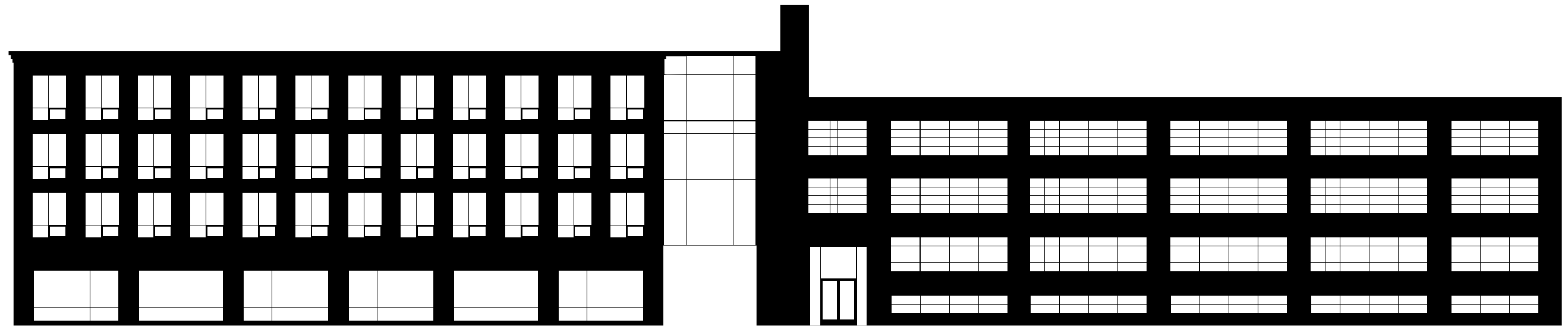
URBAN CONTEXT: TRUMBULL AVENUE NORTH

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CONTEXT: ELTON PARK

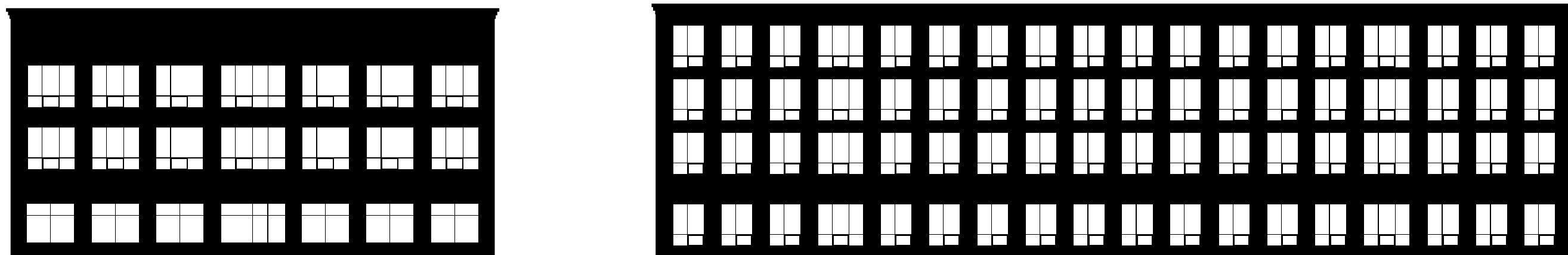
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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: ELTON PARK

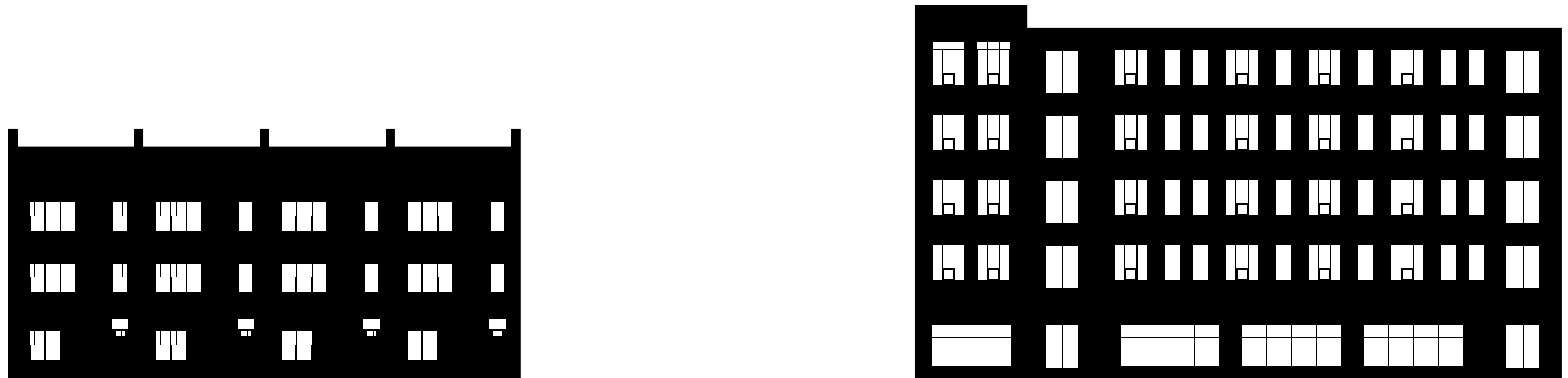
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SCALE, RHYTHM & ORIENTATION

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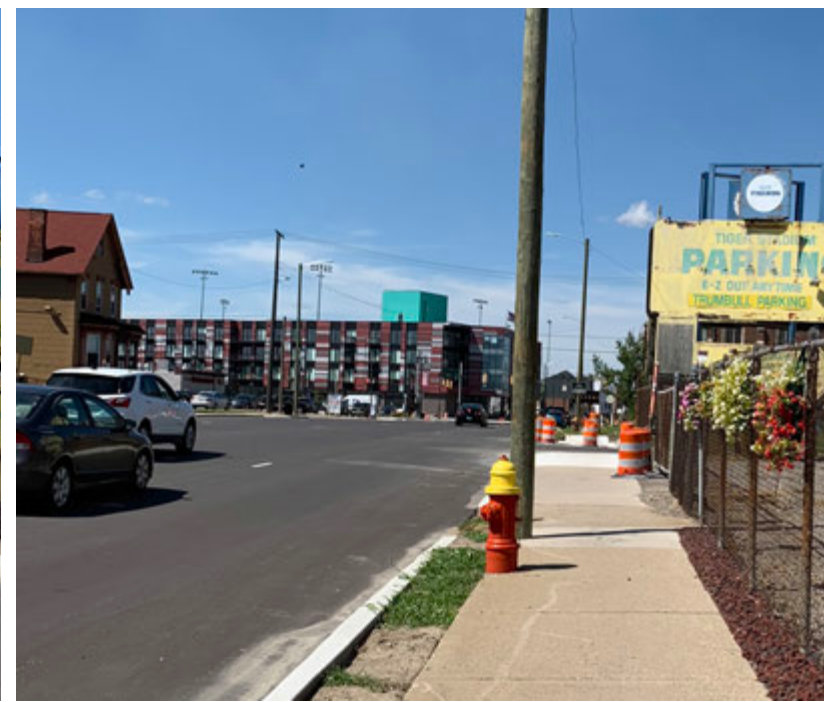
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SCALE, RHYTHM & ORIENTATION

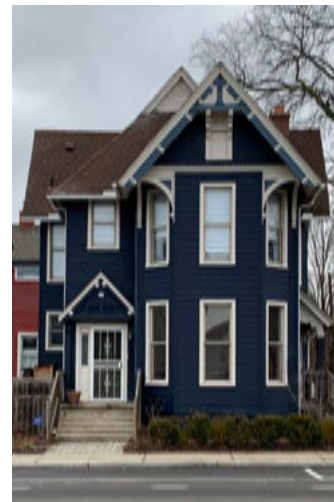
URBAN CONTEXT: ELTON PARK

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CONTEXT: TRUMBULL AVENUE

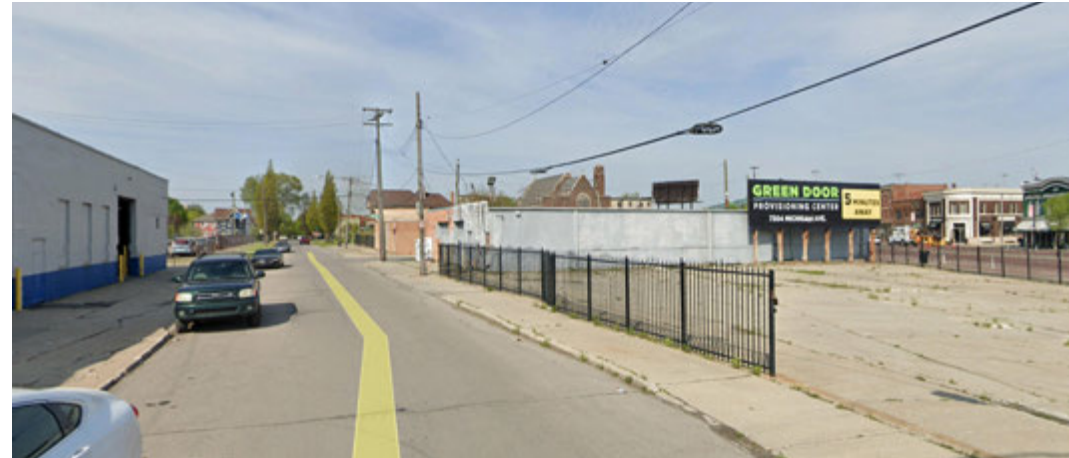
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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: TRUMBULL AVENUE

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CONTEXT: NEIGHBORHOOD STREETS: CHURCH, LEVERETTE & 8TH

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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: BAGLEY STREET LOOKING SOUTH

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: BAGLEY STREET LOOKING SOUTH

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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: BAGLEY STREET LOOKING SOUTH

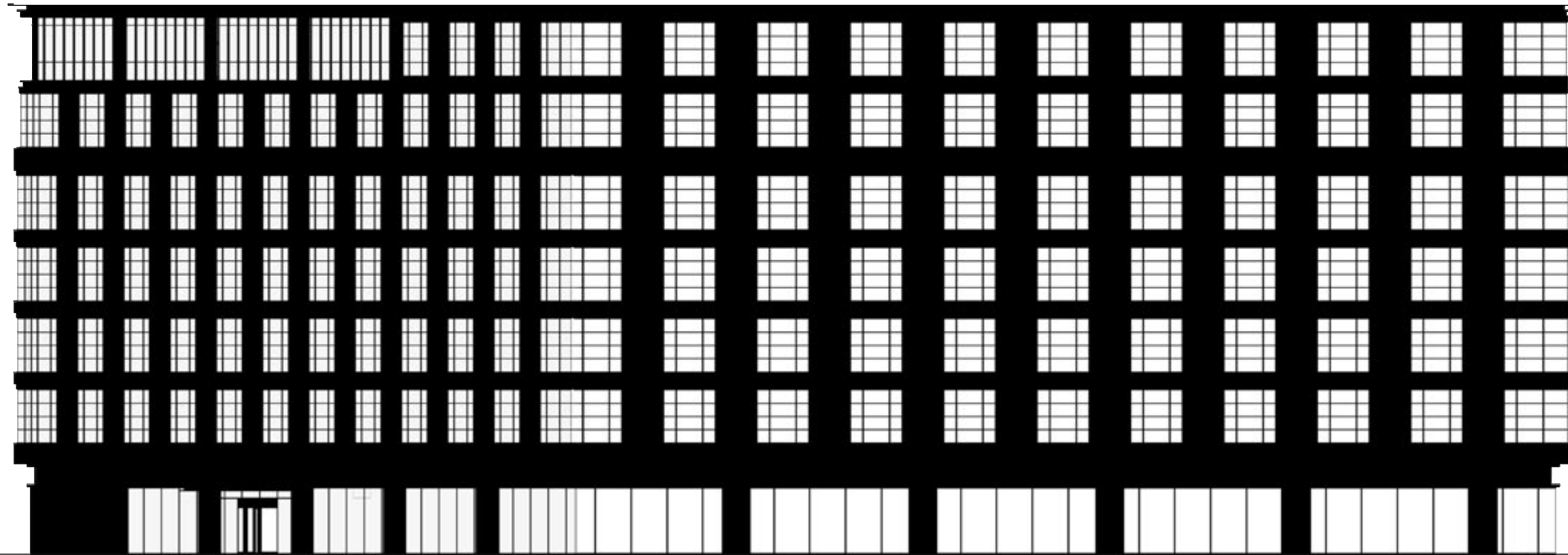
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SCALE, RHYTHM & ORIENTATION

URBAN CONTEXT: 6TH STREET AND BAGLEY STREET

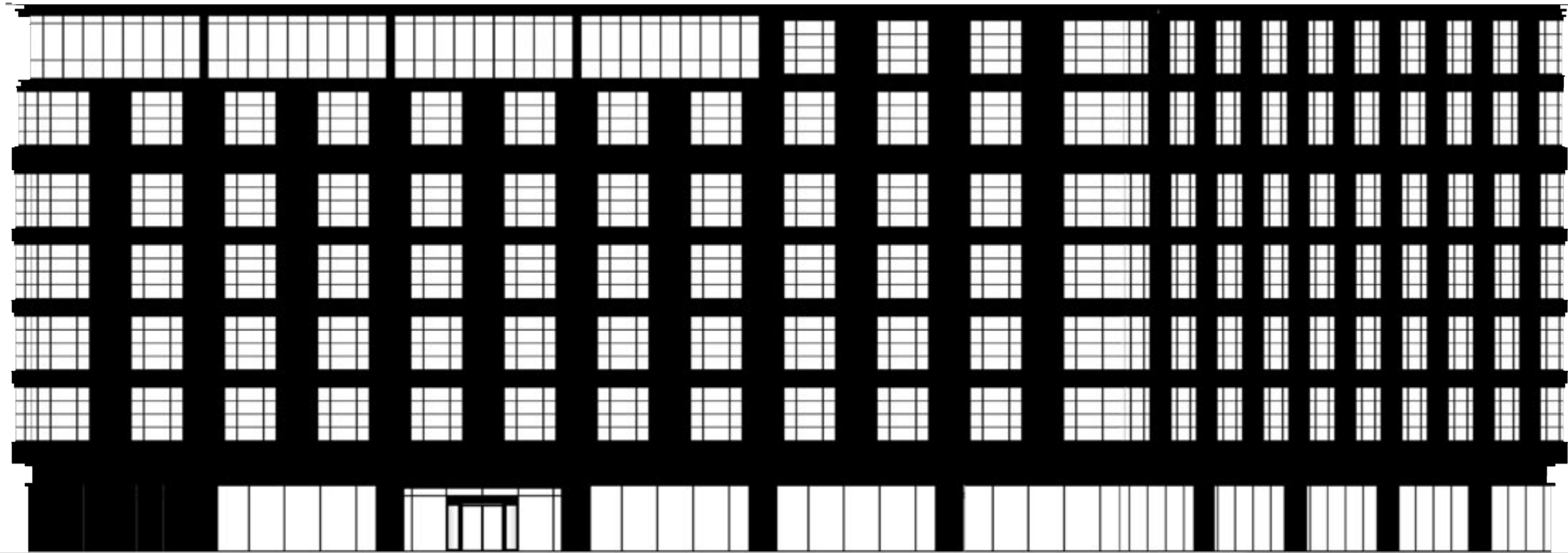
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SCALE, RHYTHM & ORIENTATION

GODFREY HOTEL

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



SCALE, RHYTHM & ORIENTATION

GODFREY HOTEL

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020


Hunter Pasteur
HOMES


Oxford
Capital Group, LLC


NEUMANN
SMITH


ELKUS | MANFREDI
ARCHITECTS 33



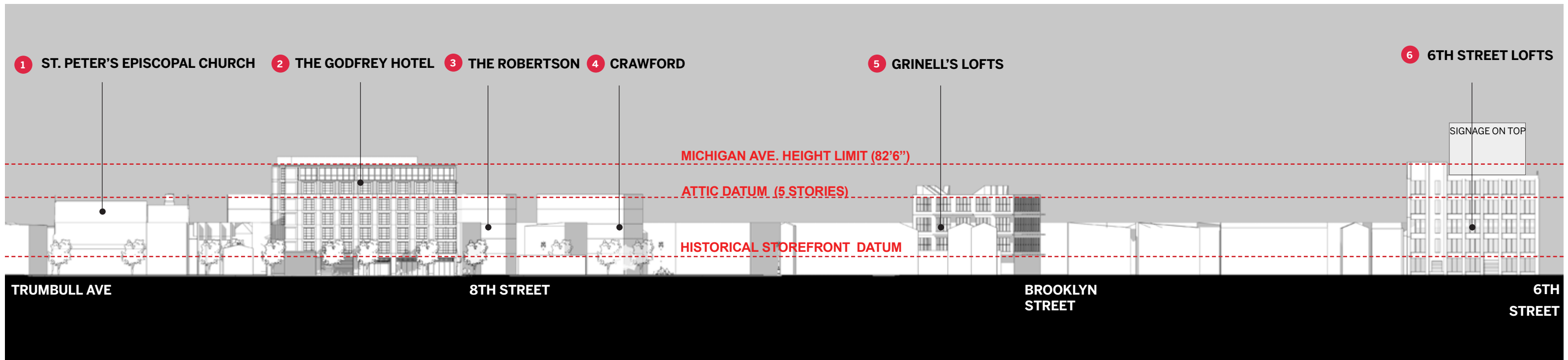
CONTEXT: FORD

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



NEIGHBORHOOD BUILDING HEIGHT

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



URBAN SECTION LOOKING NORTH - MASSING & SCALE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

1 ST. PETER'S EPISCOPAL CHURCH 2 THE GODFREY HOTEL 3 THE ROBERTSON 4 CRAWFORD

MICHIGAN AVE. HEIGHT LIMIT (82'6")

ATTIC DATUM (5 STORIES)

HISTORICAL STOREFRONT DATUM

TRUMBULL AVENUE

8TH STREET



STREET ELEVATION: LEVERETTE ST. LOOKING NORTH - HOTEL MASSING/SCALE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

2 THE GODFREY HOTEL

1 ST. PETER'S EPISCOPAL CHURCH

MICHIGAN AVE. HEIGHT LIMIT (82'6")

ATTIC DATUM (5 STORIES)

HISTORICAL STOREFRONT DATUM



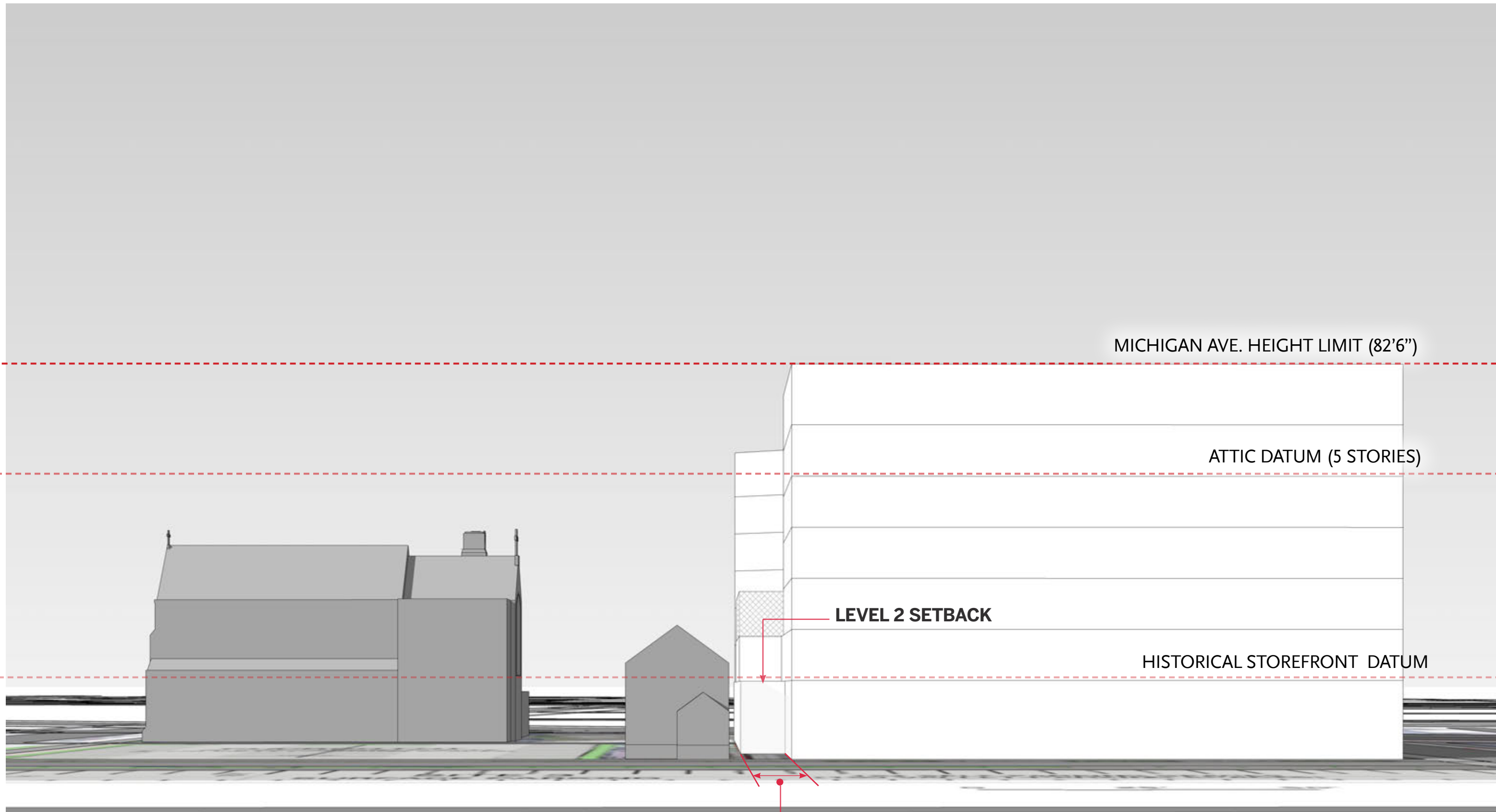
8TH STREET

TRUMBULL BLVD



STREET ELEVATION: MICHIGAN AVENUE LOOKING SOUTH - HOTEL MASSING/SCALE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



MICHIGAN AVE. HEIGHT LIMIT (82'6")

ATTIC DATUM (5 STORIES)

LEVEL 2 SETBACK

HISTORICAL STOREFRONT DATUM

10' SET BACK FROM
PROPERTY LINE

URBAN SCALE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



MICHIGAN AVE. HEIGHT LIMIT (82'6")

ATTIC DATUM (5 STORIES)

HISTORICAL STOREFRONT DATUM

CROWN
(ATTIC FLOORS 6+7)

BODY
(MIDDLE FLOORS 2-5)

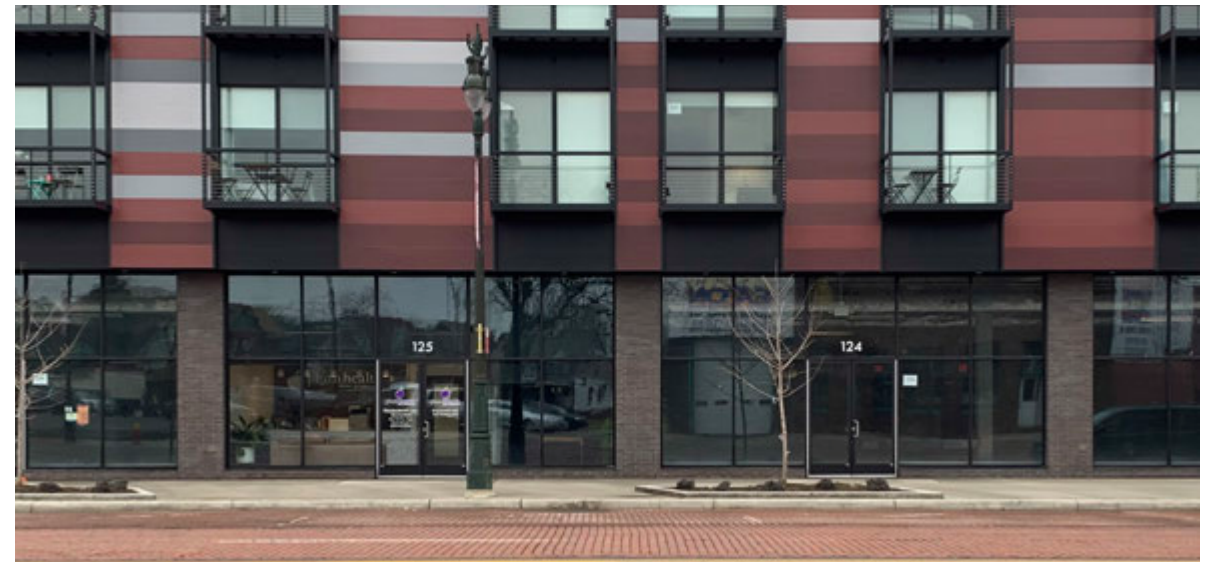
BASE
(STOREFRONT)

8TH STREET

HISTORICAL FACADE PROPORTION CONTEXT

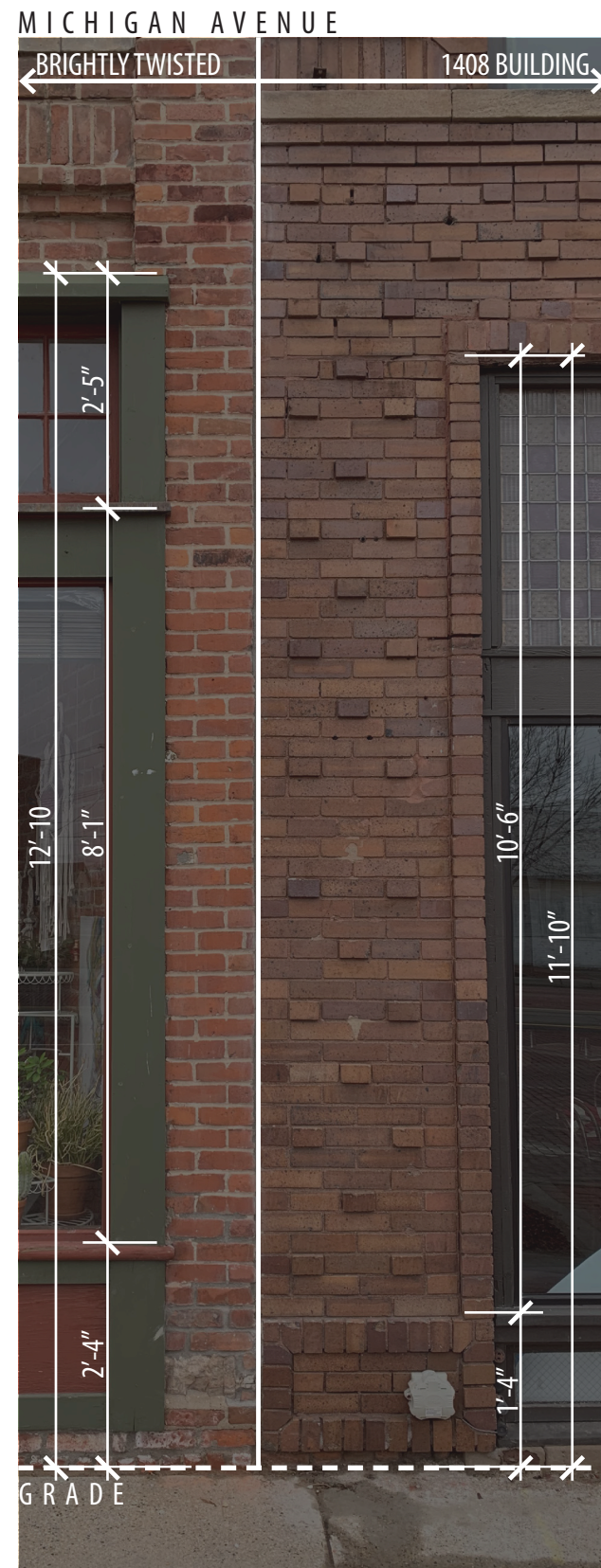
CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020





CONTEXTUAL STOREFRONTS

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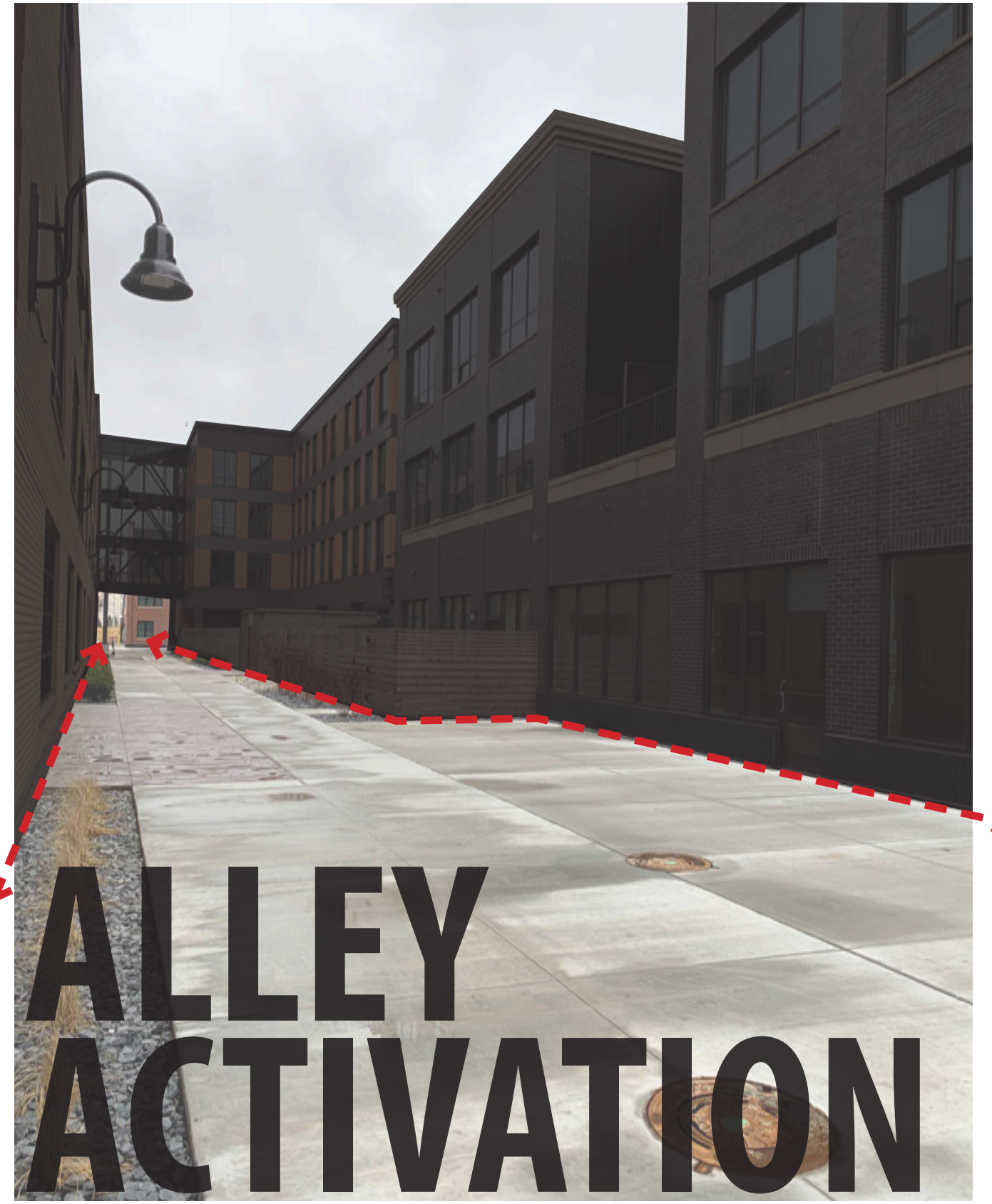


CONTEXTUAL STOREFRONTS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



**BUILD
TO ZERO
LOT LINE**



**ALLEY
ACTIVATION**

URBAN RESPONSE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020





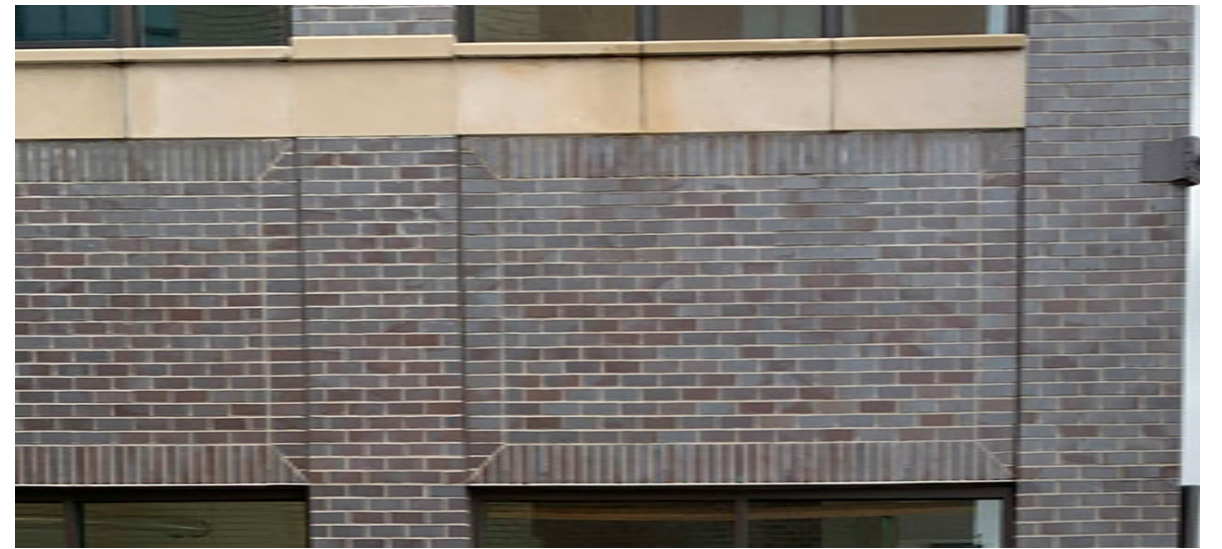
PUBLIC REALM

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



MATERIALS | DETAILS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

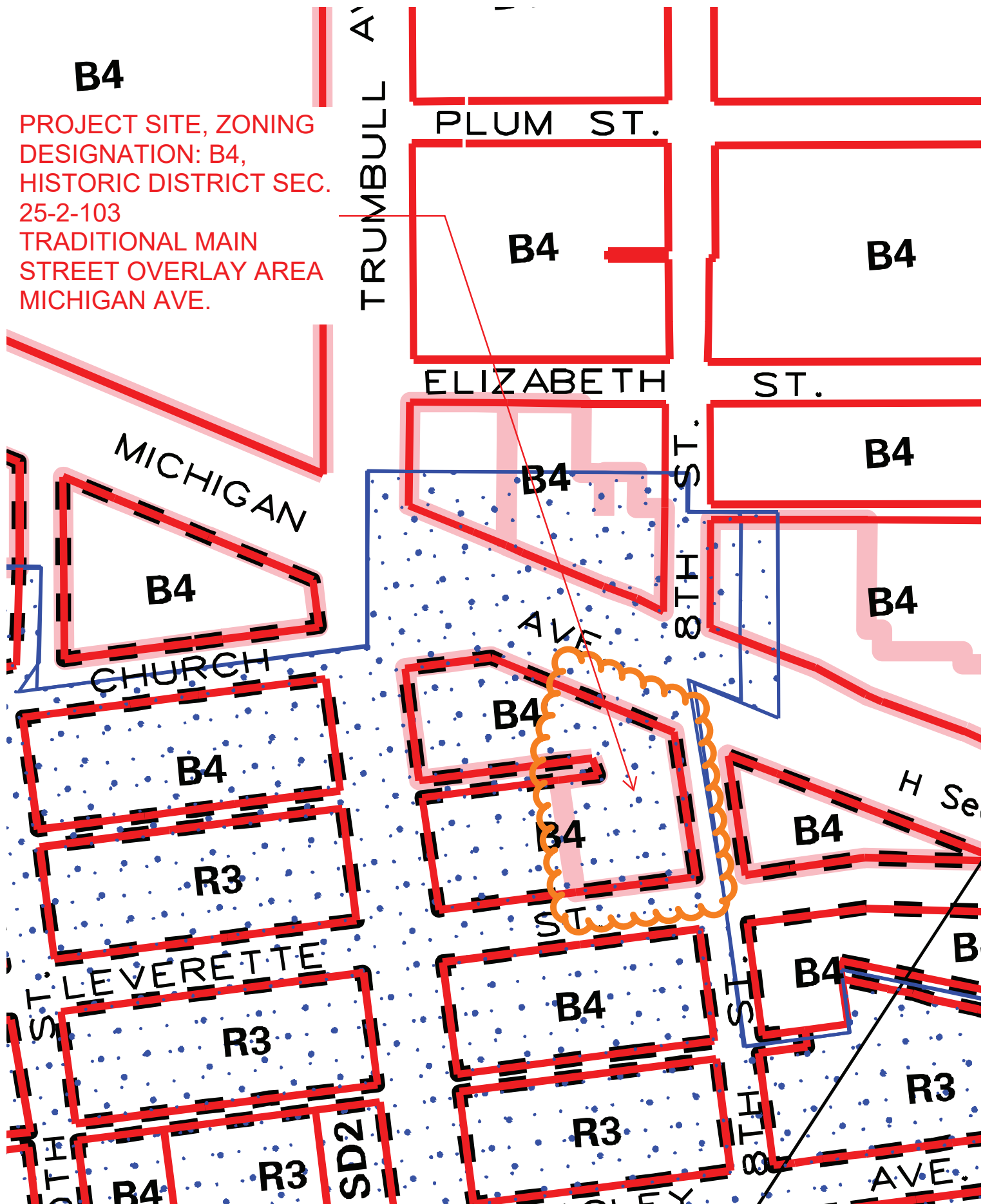


MATERIALS | DETAILS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

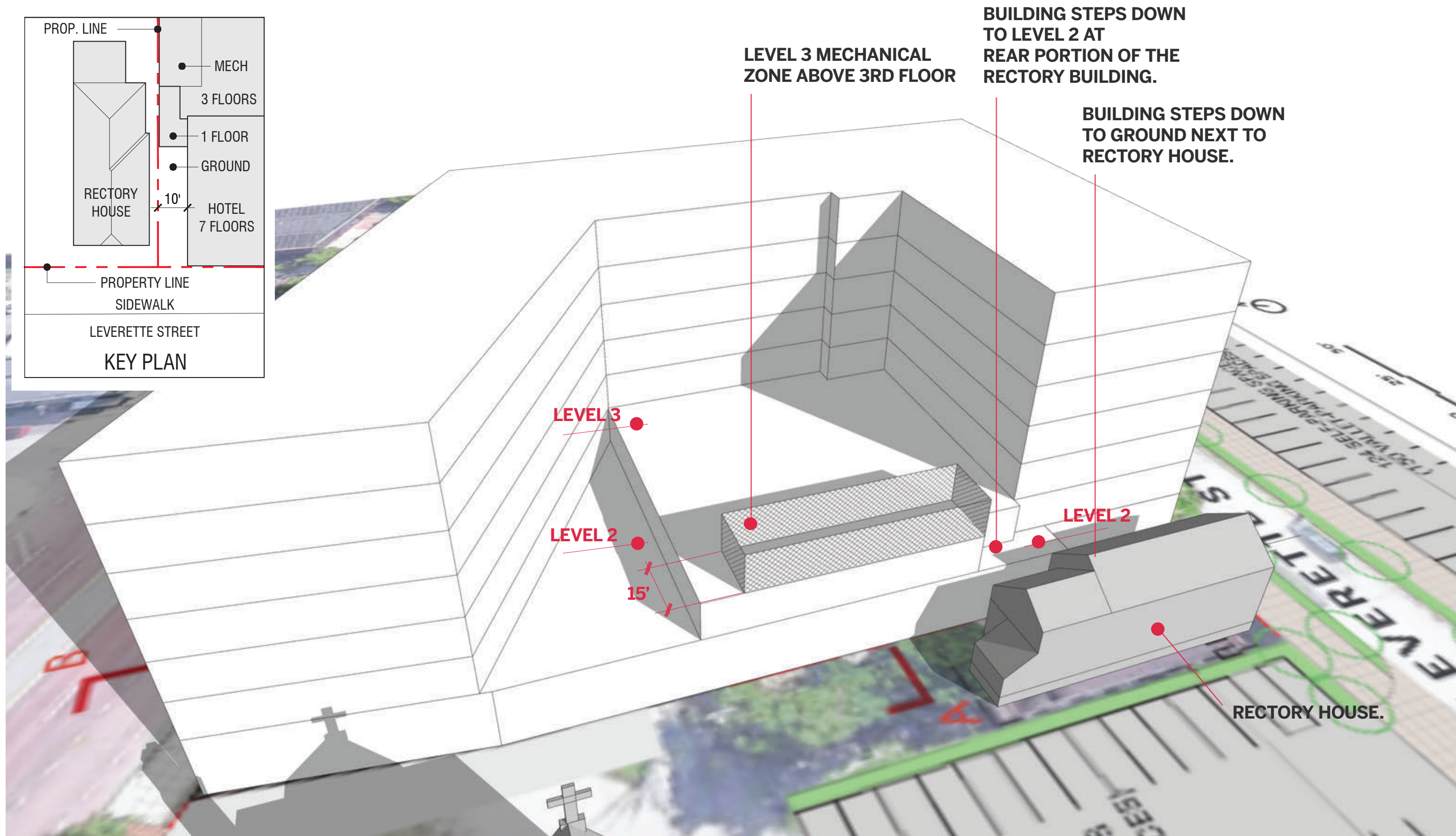
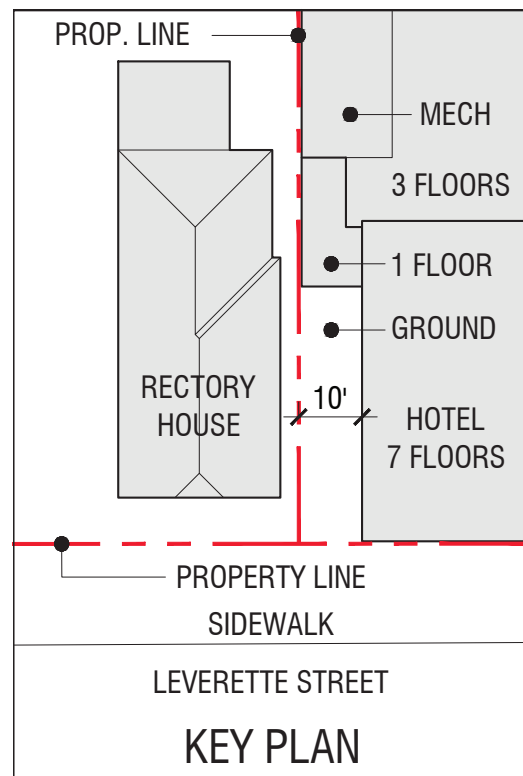
B4

PROJECT SITE, ZONING DESIGNATION: B4, HISTORIC DISTRICT SEC. 25-2-103 TRADITIONAL MAIN STREET OVERLAY AREA MICHIGAN AVE.



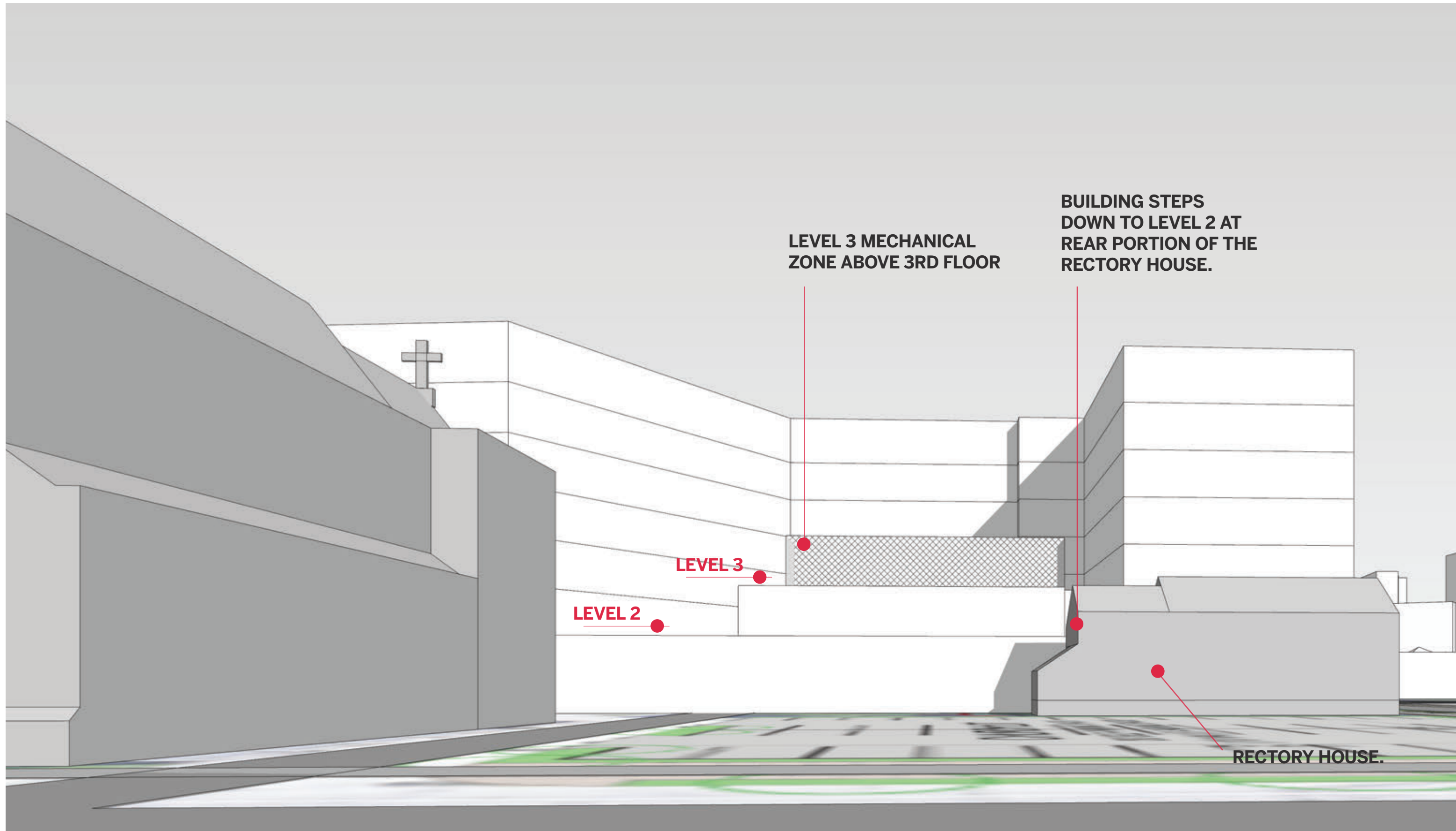
ENLARGED DETROIT ZONING MAP

CORKTOWN > DETROIT, MICHIGAN > MARCH 18, 2020



CHURCH RECTORY SETBACK ANALYSIS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



CHURCH RECTORY SETBACK ANALYSIS

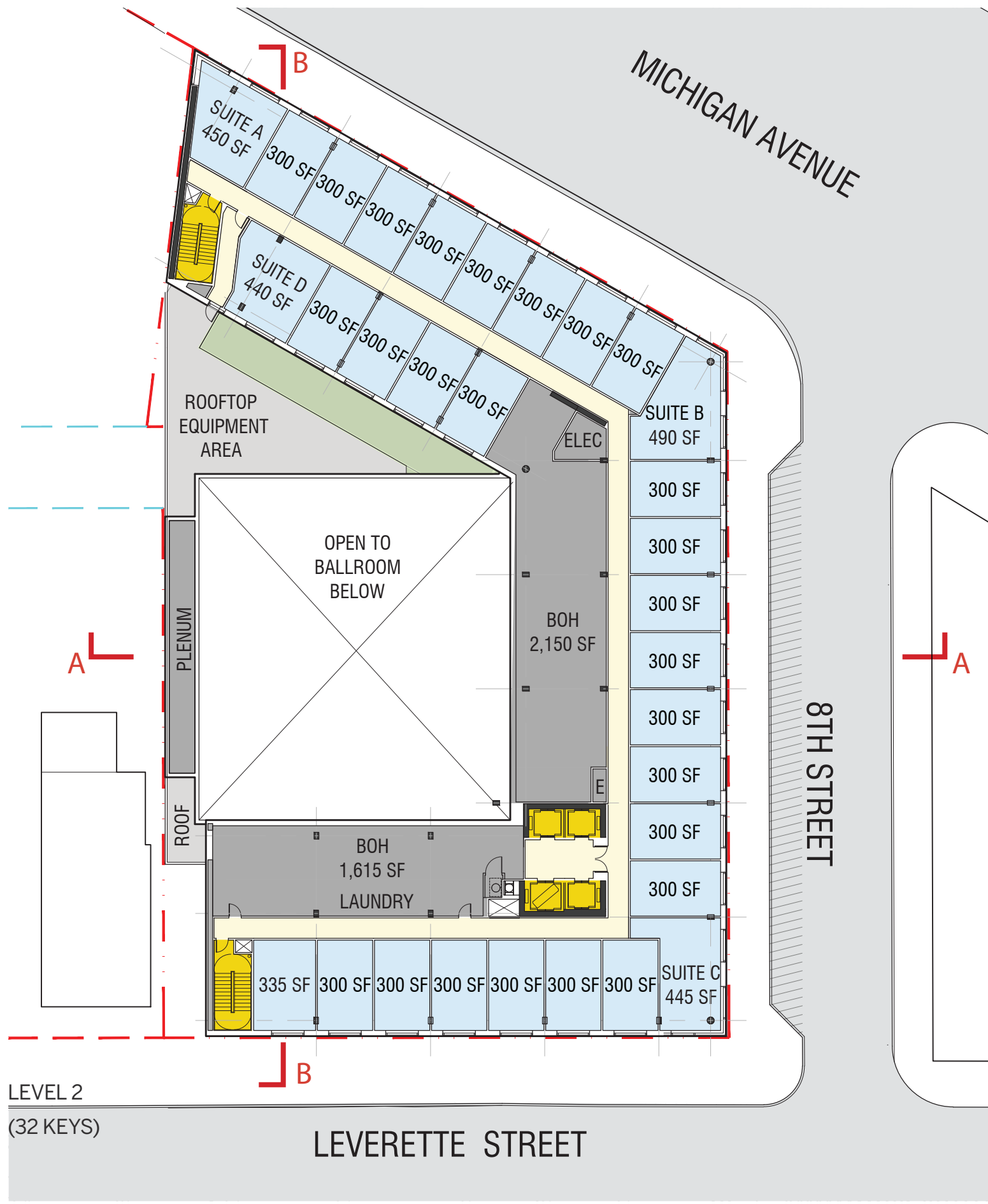
CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



GODFREY DETROIT		
LEVEL	KEYS	AREA (GROSS)
1	0	27,260
2	31	18,580
3	39	18,675
4	44	18,675
5	44	18,675
6	44	18,675
7	17	16,460
TOTAL	219	137,000

GROUND LEVEL PLAN

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



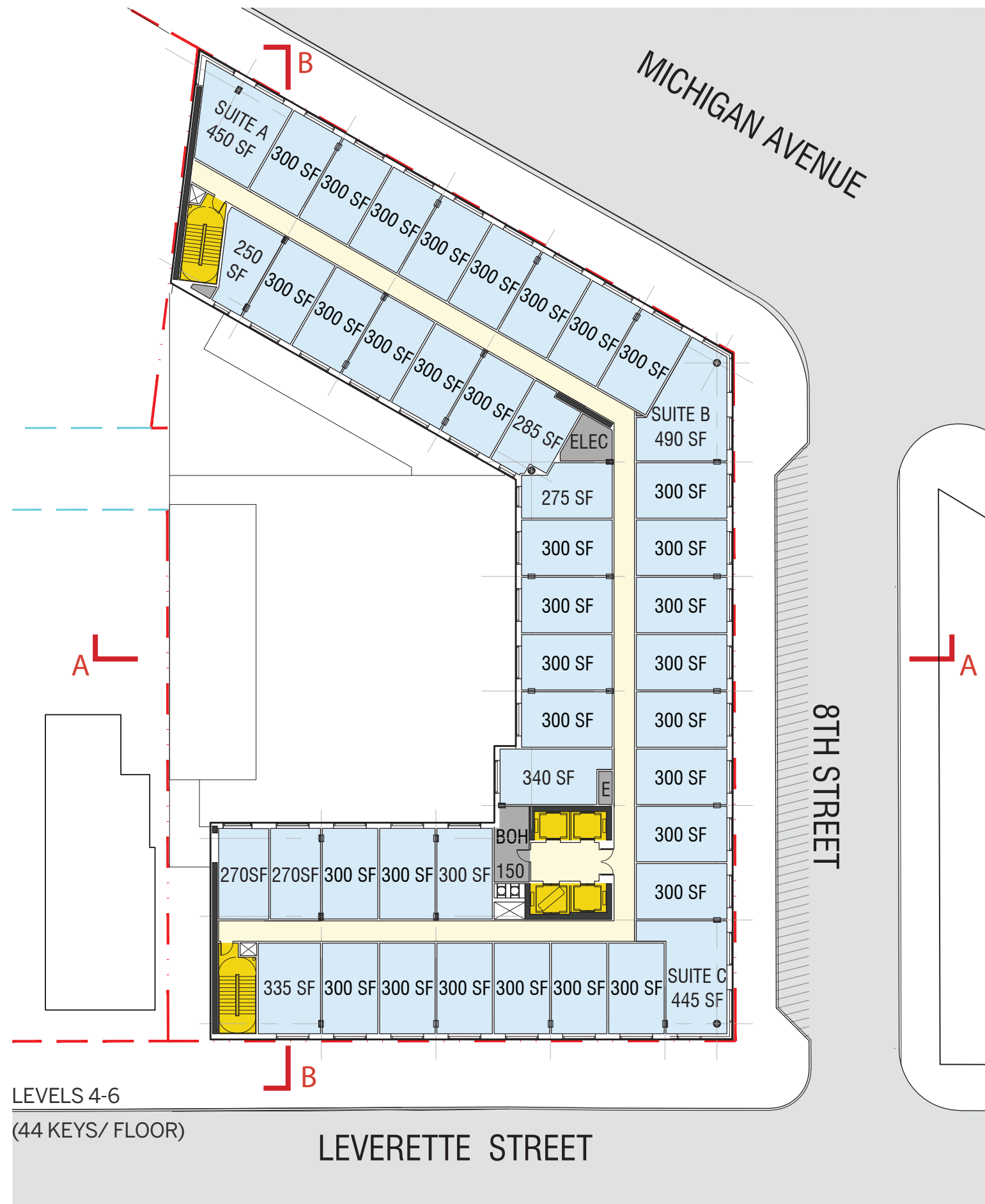
LEVEL 2 PLAN

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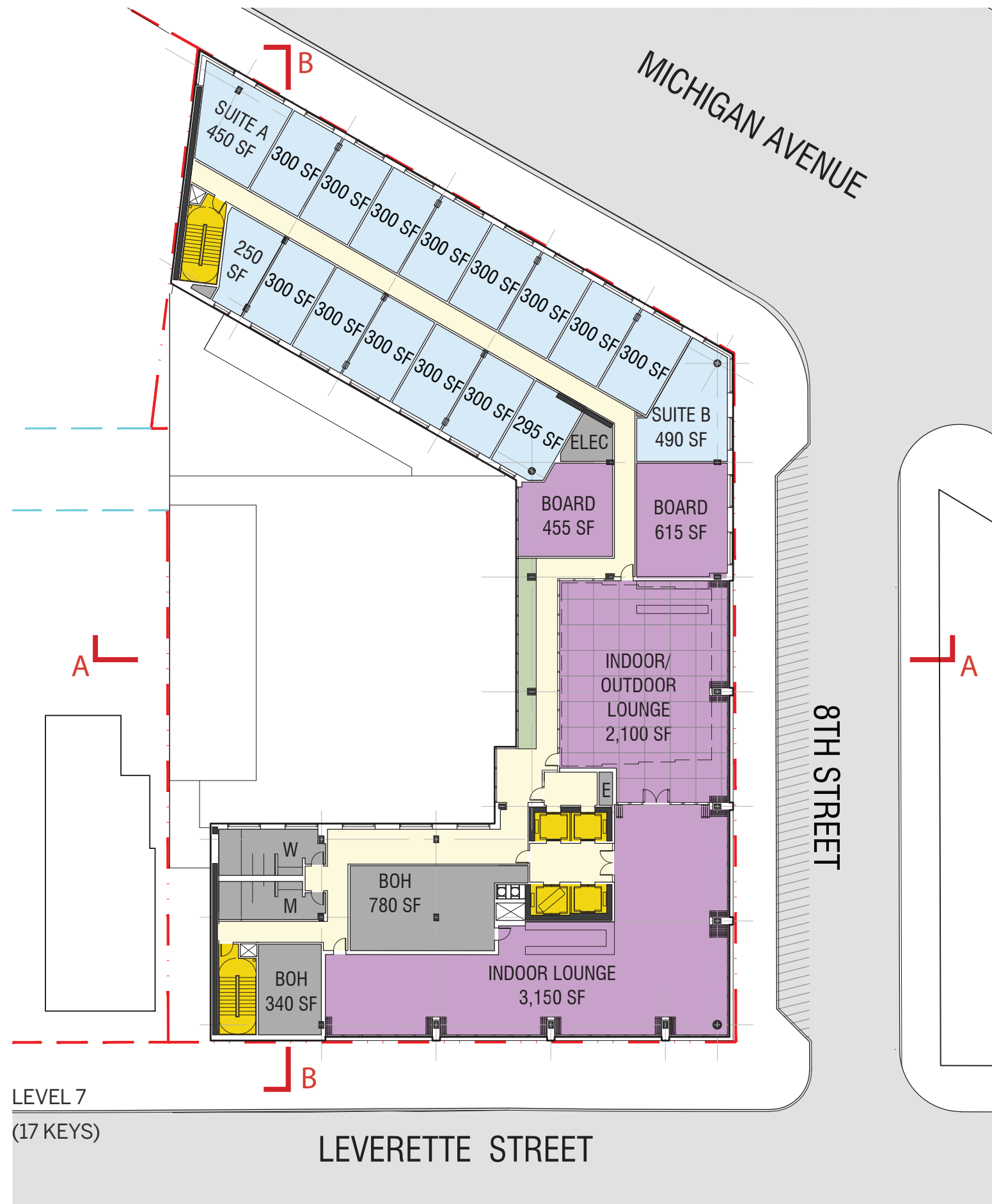
LEVEL 3 PLAN

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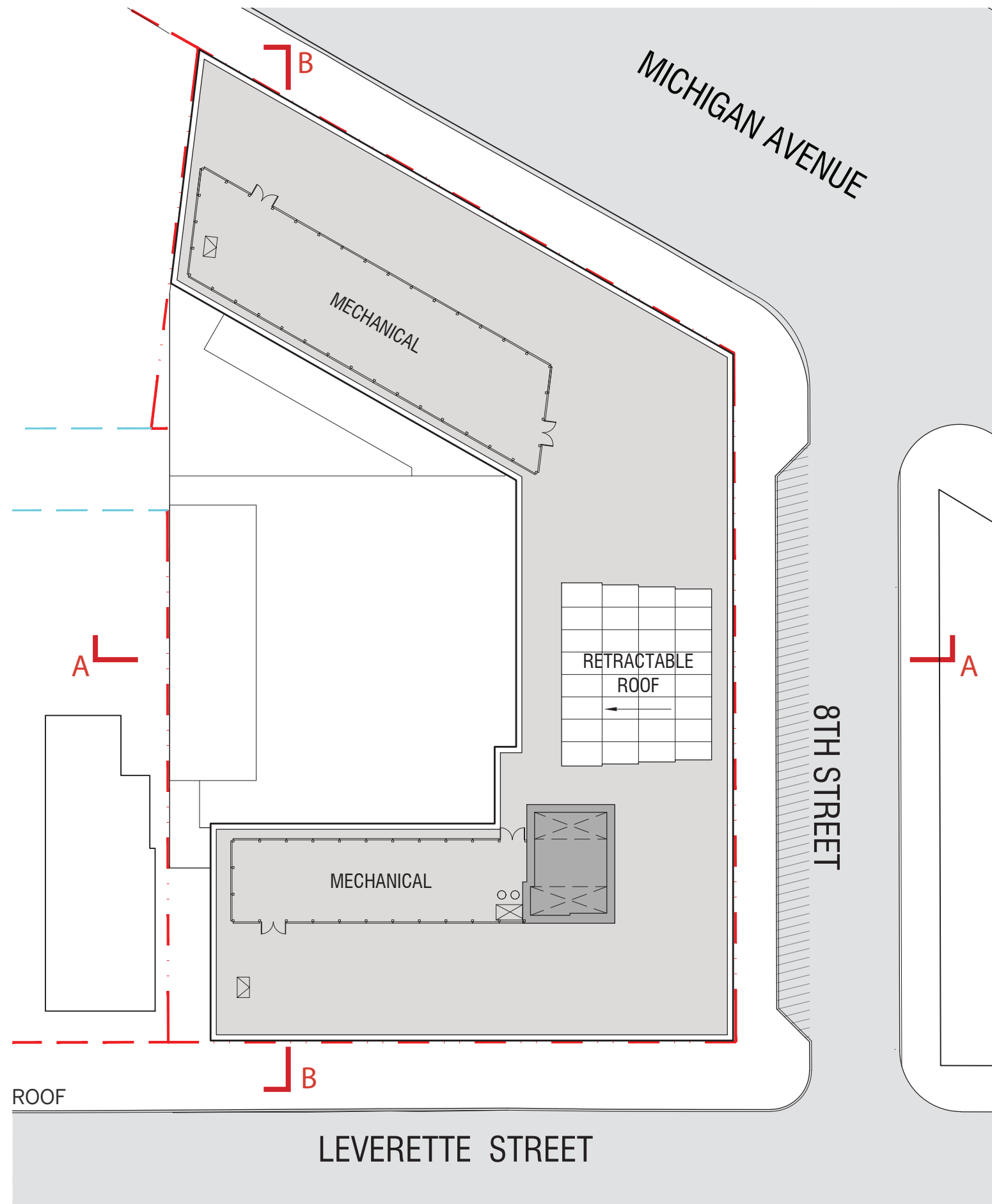
LEVEL 4-6 PLANS

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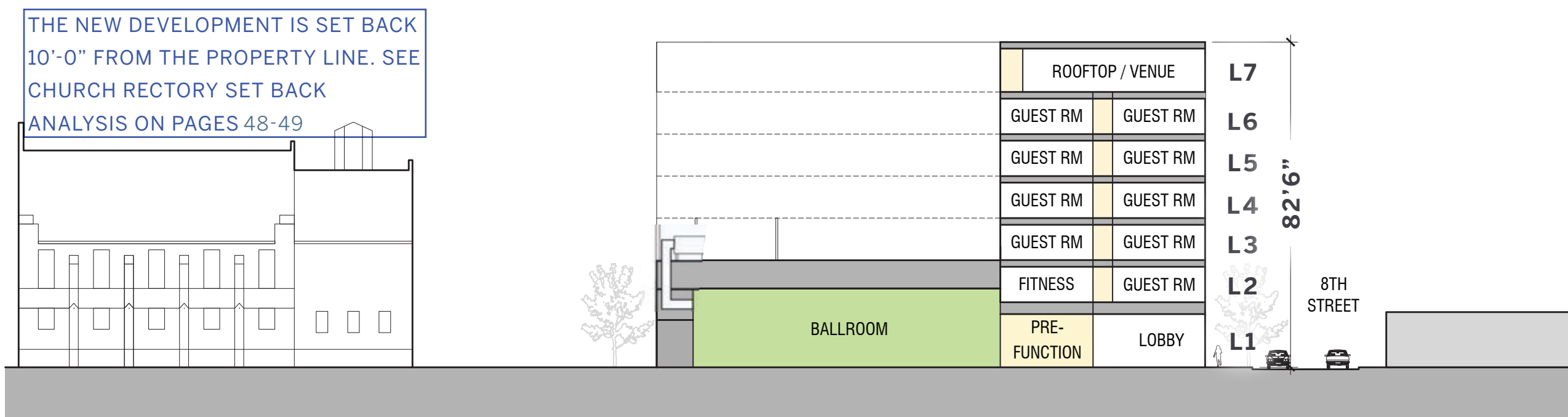
LEVEL 7 PLAN

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

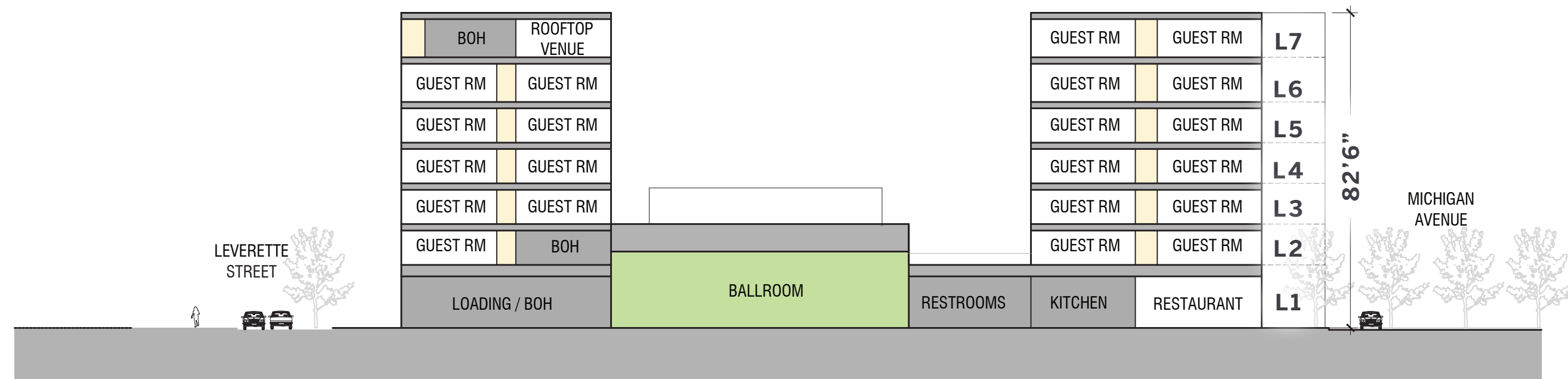


ROOF PLAN

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



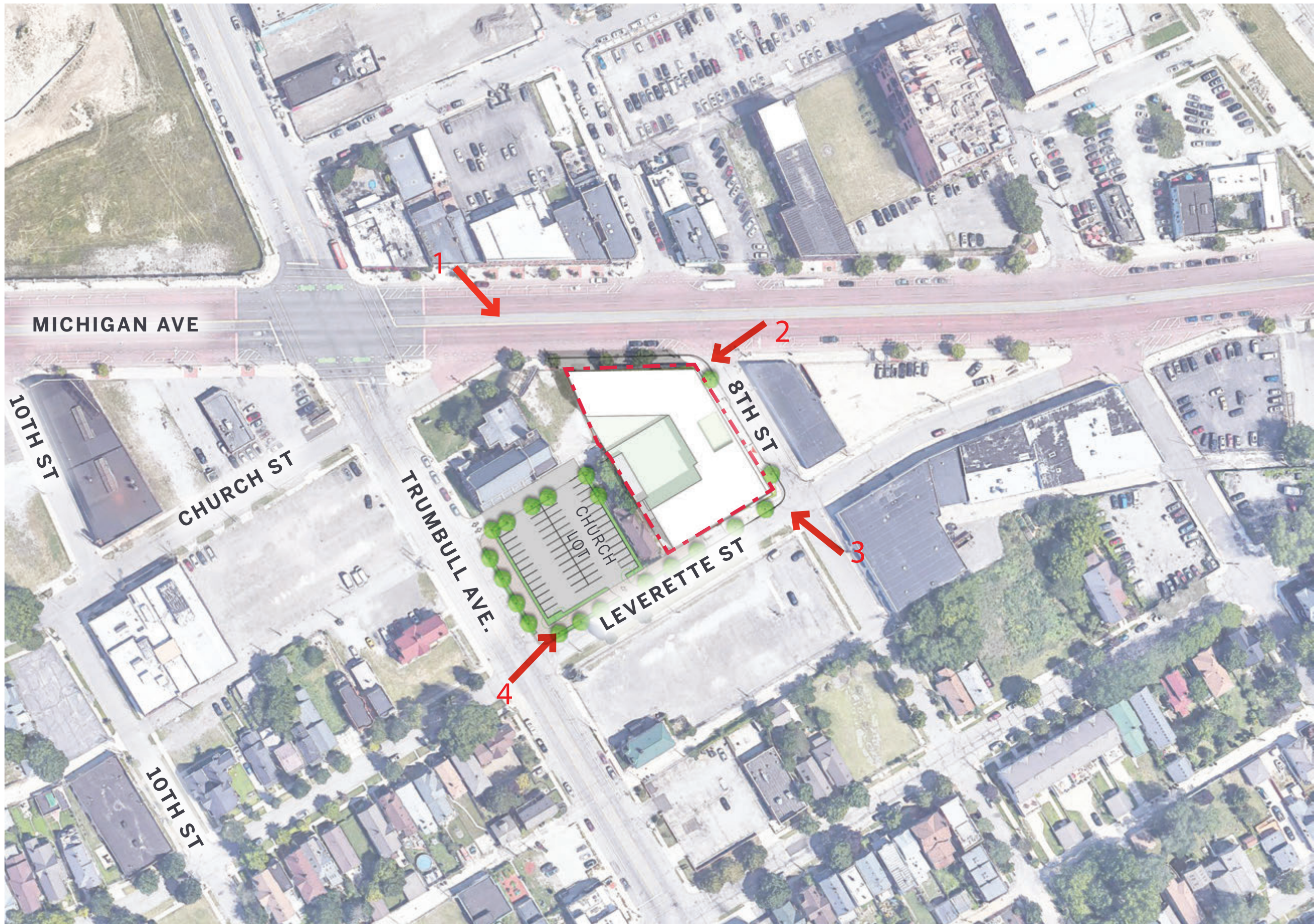
SECTION A - A



SECTION B - B

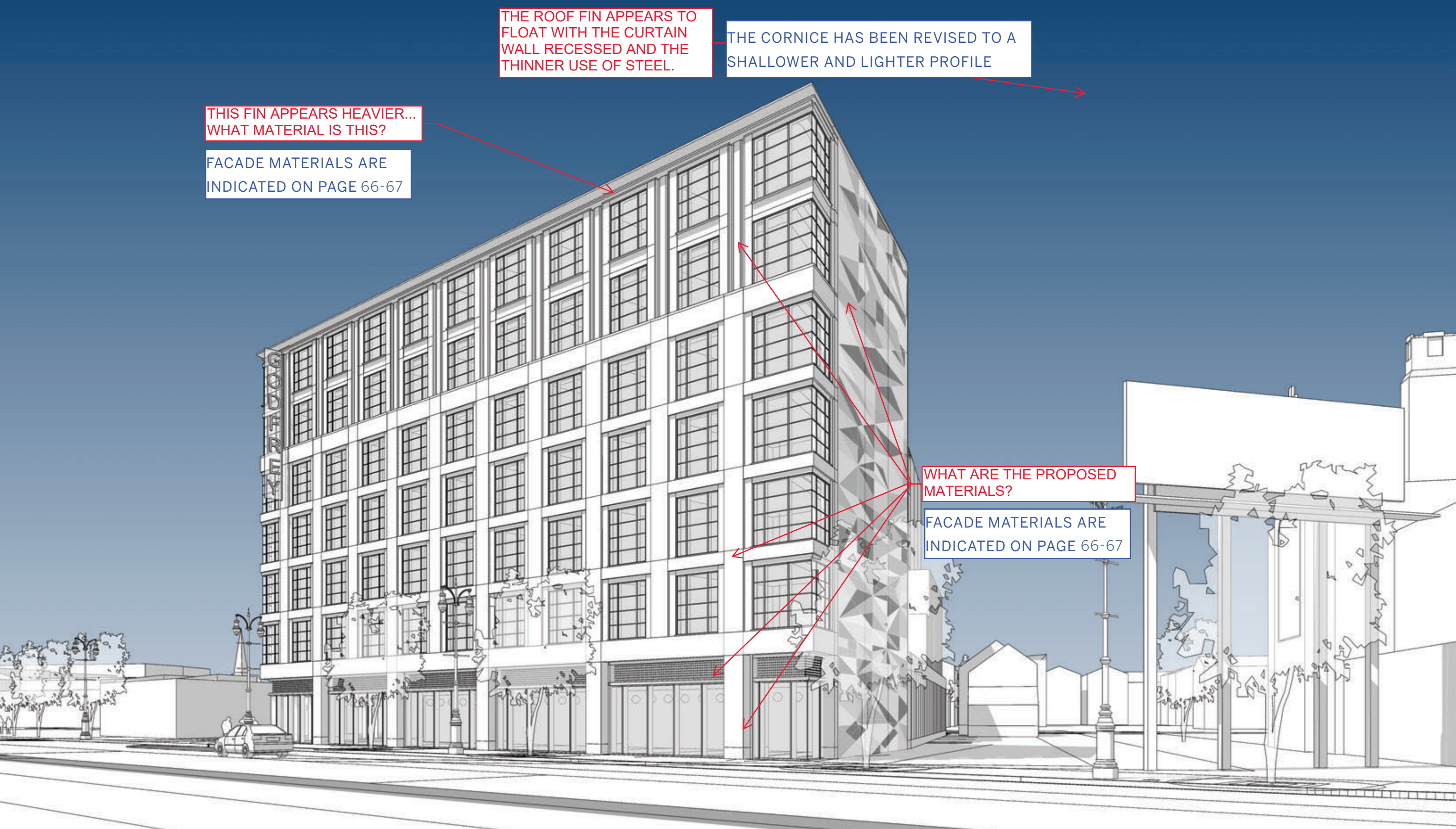
CONCEPTUAL BUILDING SECTION

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



CONCEPTUAL 3D MASSING

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



THE ROOF FIN APPEARS TO FLOAT WITH THE CURTAIN WALL RECESSED AND THE THINNER USE OF STEEL.

THE CORNICE HAS BEEN REVISED TO A SHALLOWER AND LIGHTER PROFILE

THIS FIN APPEARS HEAVIER... WHAT MATERIAL IS THIS?

FACADE MATERIALS ARE INDICATED ON PAGE 66-67

WHAT ARE THE PROPOSED MATERIALS?

FACADE MATERIALS ARE INDICATED ON PAGE 66-67

VIEW FROM MICHIGAN AVENUE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

Feedback from residents within Corktown has centered around building height south of MI Ave. There are widespread concerns that anything above 4 stories that encroaches on neighborhoods will significantly impact the historic character. Similar to other comments listed, how this building steps-down to the adjacent single family residential is important and should be heavily scrutinized.

The proposed development is designed to the 82'-6" height limit allowable within the major thoroughfare zone of Michigan Avenue. The façade is organized into three vertical zones to break down the scale of the 7 story building. The façade expression and materials differentiate the three zones while maintaining a unified overall design.

The base is designed to maximize transparency into the building. The active public hotel functions including the hotel lobby, ballroom prefunction space, and restaurant will be highly visible from the street. The red brick columns meet the ground on a larger column bay spacing equal to two hotel room modules above. Frames and entry canopy are dark metal so that the storefront zone has its own distinctive look and feel in the spirit of the traditional historical storefronts of Corktown.

The middle zone expression recalls the brick masonry, industrial tradition of Corktown. A simple column and spandrel grid of red brick surrounds large industrial style, punched windows with frames and metal trim in dark charcoal. The top of this zone defines a 5 story datum line which corresponds to the heights of a number of buildings along Michigan Avenue and within the recently completed Elton Park development area.

The top zone has a contrasting expression to highlight both the special upper level hotel rooms and also the roof amenity deck space. The primary material is charcoal metal panel. Different metal colors and finishes accent the articulation of columns and window surrounds. The windows follow the same dark metal industrial expression as the middle zone. Metal clad columns, beams, and cornice frame both the hotel rooms and the more transparent roof deck openings with views to the downtown.

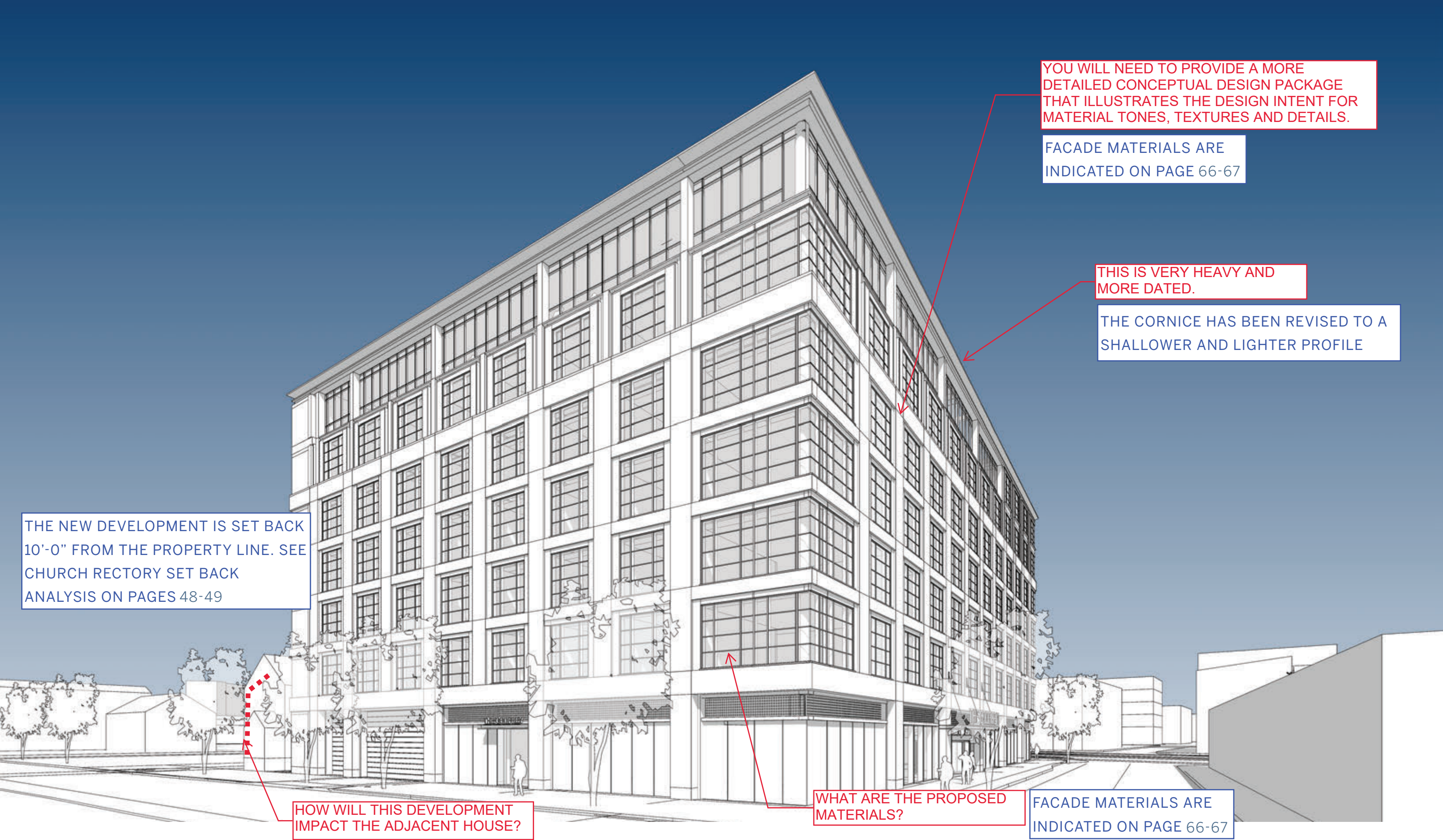
The overall façade organization and materiality are designed to express the distinctive look and feel of Corktown

WHAT ARE THE PROPOSED MATERIALS?

FACADE MATERIALS ARE INDICATED ON PAGE 66-67

VIEW FROM MICHIGAN AVENUE LOOKING WEST

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



YOU WILL NEED TO PROVIDE A MORE DETAILED CONCEPTUAL DESIGN PACKAGE THAT ILLUSTRATES THE DESIGN INTENT FOR MATERIAL TONES, TEXTURES AND DETAILS.

FACADE MATERIALS ARE INDICATED ON PAGE 66-67

THIS IS VERY HEAVY AND MORE DATED.

THE CORNICE HAS BEEN REVISED TO A SHALLOWER AND LIGHTER PROFILE

THE NEW DEVELOPMENT IS SET BACK 10'-0" FROM THE PROPERTY LINE. SEE CHURCH RECTORY SET BACK ANALYSIS ON PAGES 48-49

HOW WILL THIS DEVELOPMENT IMPACT THE ADJACENT HOUSE?

WHAT ARE THE PROPOSED MATERIALS?

FACADE MATERIALS ARE INDICATED ON PAGE 66-67

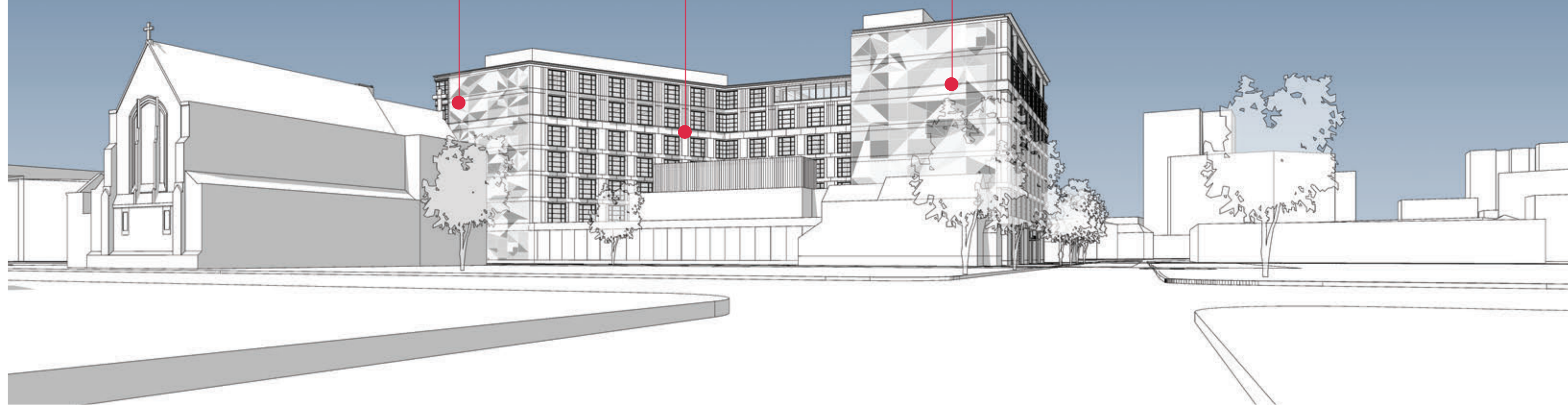
VIEW FROM 8TH STREET AND LEVERETTE AVENUE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

FULL BUILDING
HEIGHT ARTISTIC
MURAL AT WEST
FACADES

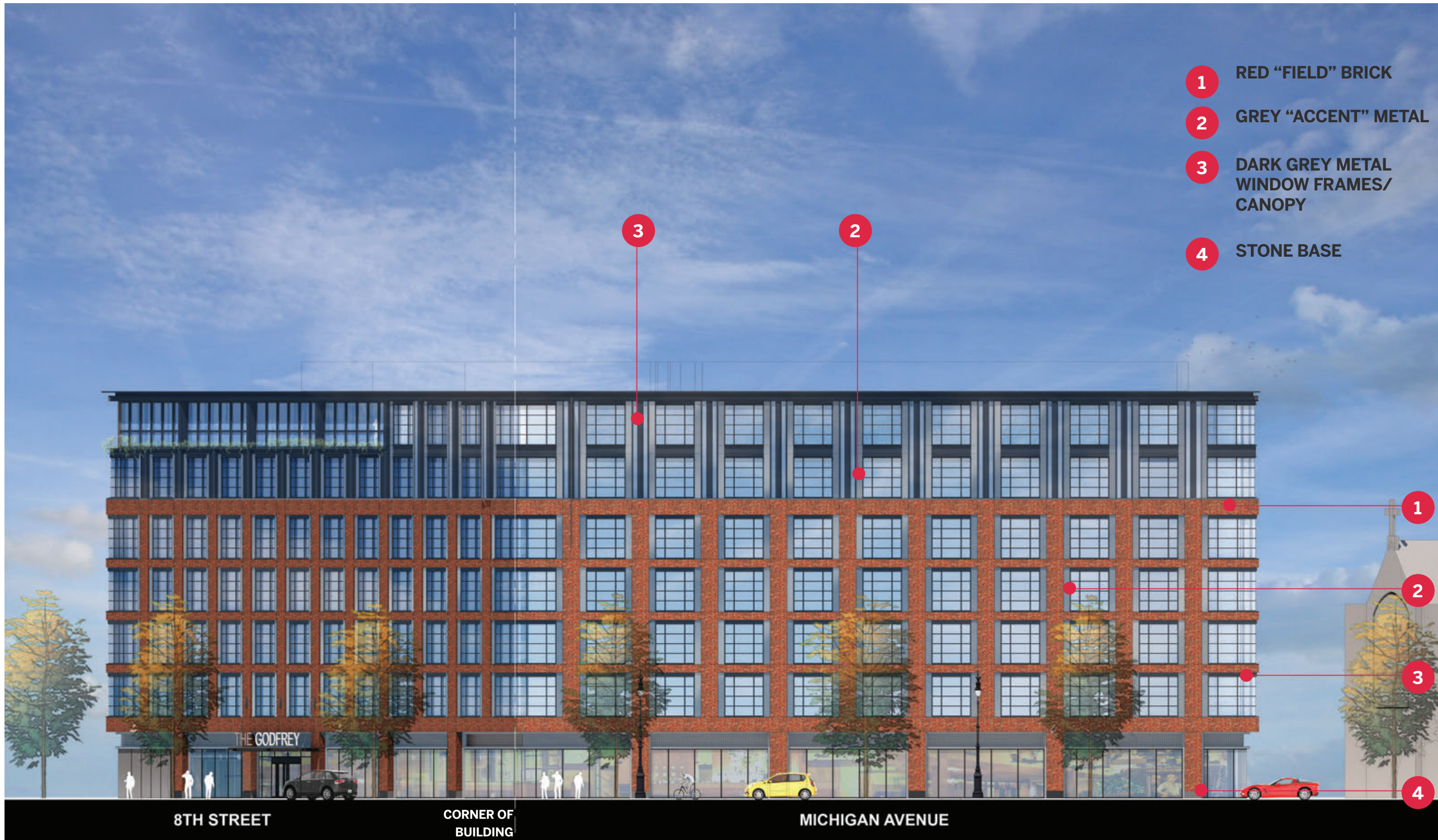
FULL BUILDING
HEIGHT ARTISTIC
MURAL AT WEST
FACADES

INTERNAL COURT-
YARD FACADES ARE
PRIMARY METAL
PANELS



VIEW FROM LEVERETTE STREET AND TRUMBULL AVENUE

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



- 1 RED "FIELD" BRICK
- 2 GREY "ACCENT" METAL
- 3 DARK GREY METAL WINDOW FRAMES/
CANOPY
- 4 STONE BASE

8TH STREET

CORNER OF
BUILDING

MICHIGAN AVENUE

MICHIGAN AVENUE ELEVATION

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



- 1 RED "FIELD" BRICK
- 2 GREY "ACCENT" METAL
- 3 DARK GREY METAL WINDOW FRAMES/CANOPY
- 4 STONE BASE

8TH STREET

CORNER OF BUILDING

MICHIGAN AVENUE

8TH STREET ELEVATION

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



RENDERED VIEW AT MICHIGAN AVENUE & 8TH STREET LOOKING WEST

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020


Hunter Pasteur
HOMES


Oxford
Capital Group, LLC


NEUMANN
SMITH

ELKUS | MANFREDI
ARCHITECTS 64



RENDERED VIEW FROM MICHIGAN AVENUE LOOKING EAST

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020



RED BRICK & CORNICE



DARK GREY METAL FRAME / MULLION



GREY METAL PANEL

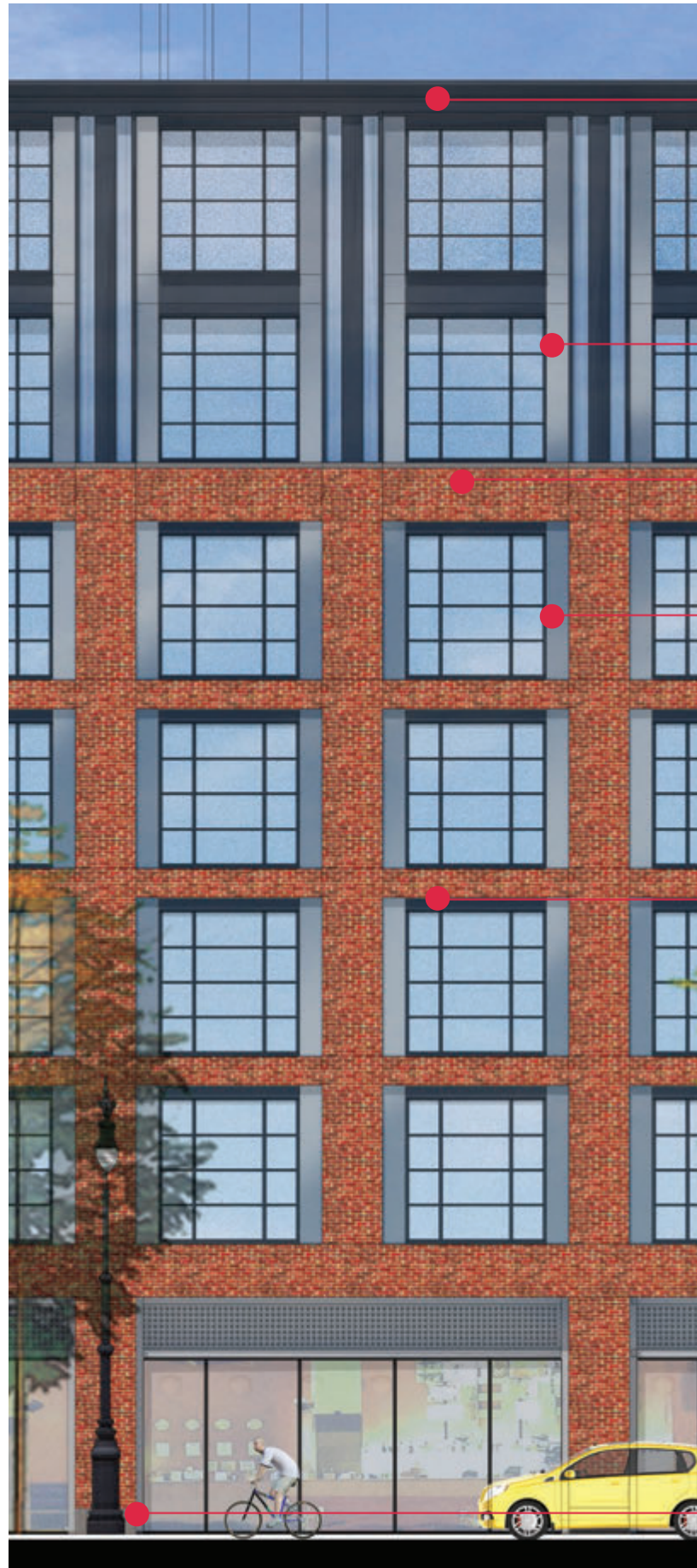
MATERIALS

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020





8TH STREET



MICHIGAN AVENUE

- 1** RED "FIELD" BRICK
- 2** GREY "ACCENT" METAL
- 3** DARK GREY METAL WINDOW FRAMES/
CANOPY
- 4** STONE BASE

FACADE DETAIL

CORKTOWN › DETROIT, MICHIGAN › MARCH 18, 2020

[EXTERNAL] Godfrey Corktown Hotel

Dorothy Bennick <bdeb8575@gmail.com>

Fri 4/3/2020 5:28 PM

To: Historic District Commission (Staff) <hdc@detroitmi.gov>; Jennifer Ross <rossj@detroitmi.gov>

As a resident of historic Corktown I am writing to you to express my endorsement of the planned hotel on Michigan Ave and 8th St.

I attended 2 presentations for this project and feel that the design fits into the Michigan Ave look.

My 2 concerns would relate to noise from the roof top and enough parking for a full building. Both of these questions were addressed at the meeting and I will trust the answers given will address these concerns.

Should you have any questions please do not hesitate to contact me.

Dorothy Bennick
Resident on Labrosse and 8th

Thank you for your time.

ATTENTION: This email was sent from an external source. Please be extra cautious when opening attachments or clicking links.

To: Ms. Jennifer Ross,

April 6, 2020

Architectural Historian
Detroit Historical Commission

I have attended the presentations given to the Corktown Historical Society and the Greater Community by Oxford Capital and Hunter Pasteur regarding their proposal for the Godfrey Hotel to be located on Michigan Ave. at Eight Street in the Corktown Historic District area.

The proposed Hotel design is a seven-story structure. The Design Standards and Guidelines for Corktown's Main Street Overlay Area of Michigan Ave require that buildings over five-stories are to have setbacks. The brick façade fits to the standards and esthetics of the area.

For me this design is similar in height and volume to other warehouse-loft structures located in the immediate area. And in Corktown's history there were other structures of similar scale built in and around the residential area as well as along the south side of Michigan Ave.

I think that the seven-story concept brings some of the lost density and urban vitality that once was Michigan Ave. and Trumbull.

At both the Corktown Historical Society and Community meetings I made the request that the design of the Hotel needs to honor this site that was the Detroit Lions Ticket Office. This building is a designated building that will be demolished to make way for the Hotel.

The Detroit Lions played at Briggs from 1938 to their final game in 1974 in what was then named, Tiger Stadium. Reuse of the white glazed brick from the original building could work as wall treatment that would be more than just a wall plaque. The purpose is to bring content for tours, events and exhibits of the area.

I am in favor of pursuing submitting a variance to approve the seven-story structure on the corner of MI Ave. and Eight St.

I have concerns about the process because we experienced two other variance processes which circumvented community input and resulted in conflict and distrust. The two issues were with Takoi Restaurant's choice of material and scale of fencing and The Corner Apartments eliminating required brick percentage in the facade. Something to consider with the propose Hotel.

Development cost and concerns are reasonable issues. And with the Main Street Overlay come responsibilities for the community to which the developers must comply with the assistance of the City. The community does not want the Main Street Overlay Designation to be in jeopardy because of oversight which result in of the lack of interest stemming from distrust and neglect.

The deciding issue I have with the Hotel project is the lack of a good plan for parking.

The proposed surface parking lots are not acceptable. Parking on this scale is too important to place the burden of risk on the residents. Vehicle activity in the adjacent residential area already experiences traffic and parking challenges. The immediate area is already surrounded by commercial businesses.

The scale of the Hotel requires a permanent parking solution and not with first and second phased effort. The Hotel facilities will produce the scale activities that must provide a parking solution that is designed to respect and enhance the residential district.

Be a good neighbor. We should not be required to accommodate your plans while jeopardizing our quality of life.

It should not be forgotten that with hands-on participation the Corktown Community created this successful district that has built our rebirth. We continue to help and honor ordinary people. We tapped into history of helping that has shaped our success. We achieved the historic designation, move houses and built new housing for infill in both the Historic District and North Corktown. We brought in facade grants to improve store fronts, we bought and flipped store fronts to bring new restaurants that enlivened Michigan Ave. We created the Tiger Stadium Conservancy, we helped coordinate events to assist in saving Michigan Central Station. We are developing the Workers Row House site by developing events, exhibits and tours. Our History must be continually revealed, learned and respected to insure Corktown's continued success.

If Oxford Capital and Hunter Pasteur can give us a parking solution that respects our residents and manifests our history, I am 100% for this project.

Sincerely,

Timothy McKay

Corktown Experience/Workers Row House

1450 Sixth Street
Suite E
Detroit, MI 48226



Board of Directors

Debra Walker, Chair

Lynn Lutton, Treasurer

Kathleen Mutch, Secretary

April 3, 2020

Attention: Detroit Historic District Commission
Jennifer Ross, Architectural Historian

RE: Letter of Support for the Godfrey Hotel Project Demolition Request

The Godfrey Hotel Project, as planned, would be an appropriate complement to Michigan Avenue in Corktown. The architectural design for the hotel supports the intent of the Traditional Main Street Overlay. The Board of Directors of Corktown Experience supports the project's request for approval to demolish the building currently on site.

For a time the building to be demolished was used as the headquarters for the Detroit Lions and later by the City Cab Company. It has been vacant for some time. While the painted-over, glazed brick of the building is interesting, the building itself has no historical or architectural significance.

The developers' willingness to place a memento somewhere on the hotel property recognizing previous use of the site by the Detroit Lions is commendable.

The developers have been transparent in their plans for this project, making presentations to the community on several occasions. Corktown residents attended, expressed their opinions, and the developers listened, stating their intent to mitigate any concerns. The developers are well on their way to being great neighbors.

The reputation of the hotel owners is exemplary. It has been helpful to confirm they have been successful with similar projects in other cities, including Chicago. This development will bring a much needed vitality and vibrancy to Detroit's oldest neighborhood. We look forward to the Godfrey Hotel being more than a destination; we welcome it as a Corktown partner that appreciates, respects and shares our community values.

Please affirm the Godfrey Hotel's request to demolish this vacant building.

Yours in community,

Kathleen M. Mutch, Secretary
Corktown Experience
248-224-4211

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.

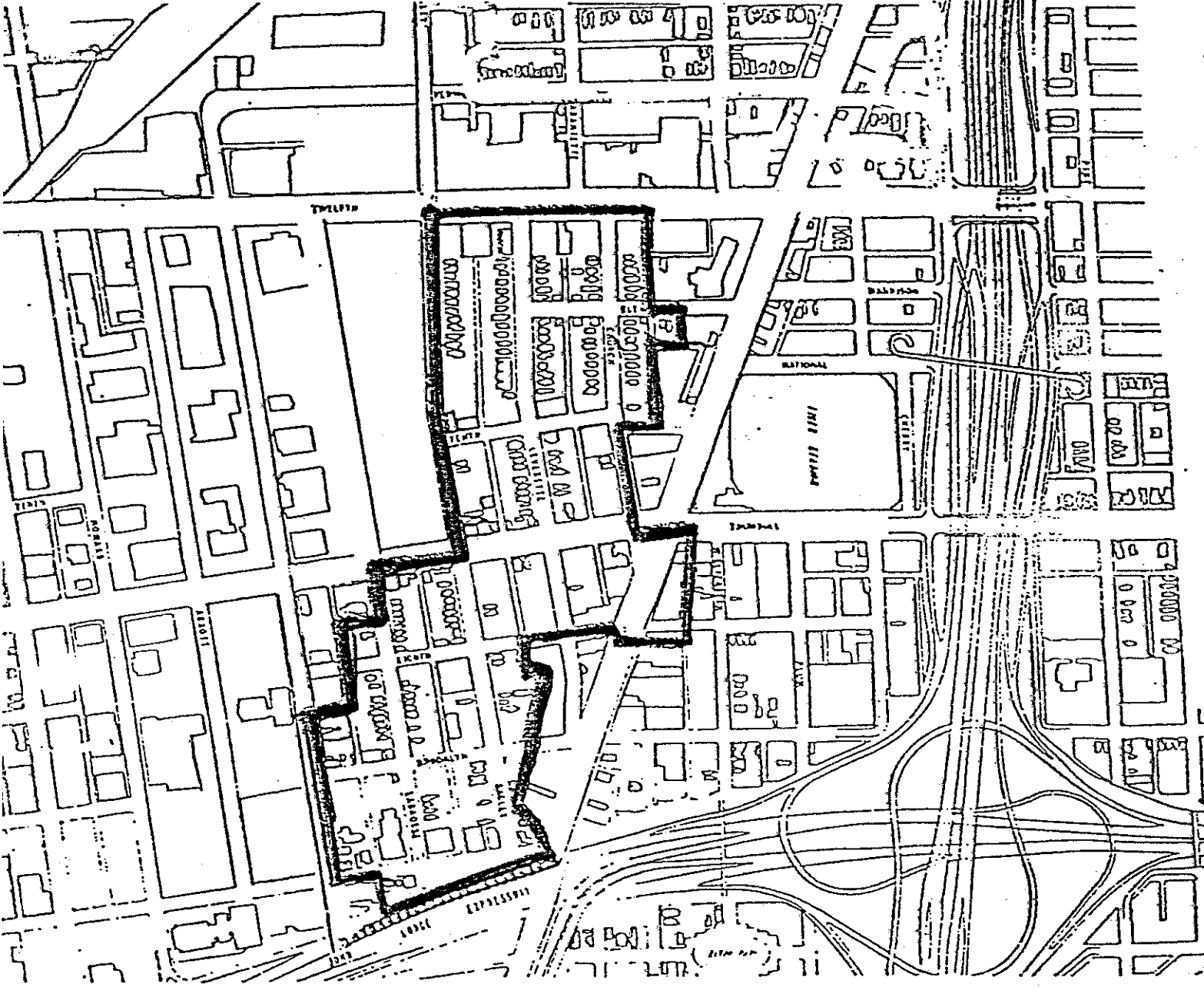
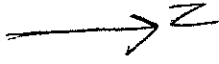
A significant event in the westward expansion of Corktown was the arrival of the street railroad on Michigan Avenue in 1863, one year before the Esterling House was built. The Esterling House is a fine example of a single-family Italianate residence. The structure is sheathed in clapboard and has Italianate "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

Sec. 21-2-142. - Corktown Historic District.

- (a) An historic district to be known as the Corktown Historic District is hereby established in accordance with the provisions of this article.
- (b) This historic district designation is hereby certified as being consistent with the Detroit Master Plan of Policies.
- (c) The boundaries of the Corktown Historic District, as shown on the map on file in the Office of the City Clerk, are as follows:

Beginning at the intersection of the center line of Porter Street with the center line of Sixth Street, and proceeding westerly along the center line of Porter Street to its intersection with the west line of Lot 11, Block 60 of the Baker Farm (Liber 17, Page 272; Liber 25, Page 424), extended southward; thence north along said line to its intersection with the center line of the east-west alley lying between Porter and Labrosse Streets; thence westerly along the center line of said alley to its intersection with the east line of Lot 3, Block 72 of the Woodbridge Farm (Liber 1, Page 146), extended southerly and northerly; thence northerly along said line to its intersection with the center line of Labrosse Street; thence westerly along the center line of Labrosse Street to its intersection with the center line of Trumbull Avenue; thence northerly along the center line of Trumbull Avenue to its intersection with the center line of Bagley Street; thence westerly along the center line of Bagley Street to its intersection with the center line of Rosa Parks Boulevard (Twelfth Street); thence northerly along the center line of Rosa Parks Boulevard to its intersection with the center line of the east-west alley lying northerly of Church Street at Eleventh Street, extended westward; thence easterly along the center line of said alley, as extended, to its intersection with the center line of Eleventh Street; thence northerly along the center line of Eleventh Street to its intersection with the north line of Lot 18, G.L. Beecher's Subdivision of part of Out Lot 4 of the Lognon Farm (Liber 21, Page 81) extended westerly; thence easterly along said line to its intersection with the north-south alley located in the block bounded by Church Street, Eleventh Street, Michigan Avenue, and Tenth Street; thence southerly along the center line of said alley to its intersection with the center line of the east-west alley lying north of Church Street at Eleventh Street, extended easterly; thence easterly along the center line of said alley as extended to its intersection with the center line of Tenth Street; thence southerly along the center line of Tenth Street to its intersection with the center line of Church Street; thence easterly along the center line of Church Street to its intersection with the center line of Trumbull Avenue; thence northerly along the center line of Trumbull Avenue 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 Street to its intersection with the center line of Eighth Street; thence southerly along the center line of Eighth Street to its intersection with the center line of the east-west alley lying between Michigan Avenue and Elizabeth Street; thence easterly along the center line of said alley to its intersection with the

easterly line of Lot 2, Dudley B. Woodbridge Subdivision of Out Lot 88 of the Woodbridge Farm (Liber 4, Page 86); thence southerly, along said line extended southerly, to its intersection with the center line of Michigan Avenue; thence northwesterly along the center line of Michigan Avenue to its intersection with the center line of Eighth Street; thence southerly along the center line of Eighth Street to its intersection with the center line of the east-west alley lying between Bagley Street and Leverette Street, extended eastward; thence easterly along the center line of said alley as extended to its intersection with the western line of Lot 10, Block 58, Baker Farm (Liber 25, Page 424); thence northerly along said lot line to its intersection with the alley between Bagley and Leverette Streets, at Brooklyn Street; thence southeasterly along the center line of said alley to its intersection with the center line of Brooklyn Street; thence continuing southeasterly along the center line of the east-west alley between Michigan Avenue and Bagley Street, extended westward, to its intersection with the westerly line of Lot 6 of Moreton's Subdivision of Lot 1, Block 57 of the Labrosse Farm (Liber 22, Page 37), 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 center line of the east-west alley lying between Labrosse and Porter streets; thence westerly along the center line of said alley to its intersection with the center line of Sixth Street; thence southerly along the center line of Sixth Street to the point of beginning; and beginning at the intersection of Vermont Street with the center line of the east-west alley lying between Bagley Street and Marantette Street; thence westerly along the center line of said alley to its intersection with the center line of the north-south alley lying between Vermont Street and Wabash Street; thence northerly along the center line of said alley to its intersection with the south line extended easterly and westerly of Lot 77, Block 1, Lafferty Farm (Liber 1, Page 193); thence westerly along said line, as extended, to its intersection with the center line of Wabash Street; thence southerly along the center line of Wabash Street to its intersection with the center line of Bagley Street; thence westerly along the center line of Bagley Street to its intersection with the center line of the north-south alley lying between Wabash and Fourteenth streets; thence northerly along the center line of said alley to its intersection with the center line of Marantette Street; thence easterly along the center line of Marantette Street to its intersection with the center line of Wabash Street; thence northerly along the center line of Wabash Street to its intersection with the southerly boundary, extended eastward, and westward of lot 35 of block 1, Lafferty Farm (Liber 1, Page 193); thence easterly along said extended southerly boundary of lot 35 to its intersection with the center line of the north-south alley lying between Wabash and Vermont Streets; thence northerly along the center line of said alley to its intersection with the southerly boundary, extended eastward, of lot 30 of block 1, Lafferty Farm (Liber 1, Page 193); thence northerly along said line to its intersection with the center line of Dalzelle Street; thence westerly along the center line of Dalzelle Street to its intersection with the center line of Fourteenth Street; thence

northerly along the center line of Fourteenth Street to its intersection with the center line of the southern service drive of the Fisher Freeway; thence easterly along the center line of said service drive to its intersection with the center line of the north-south alley lying easterly of Wabash Street; thence southerly along the center line of said alley to its intersection with the center line of the east-west alley lying between Michigan Avenue and the Fisher Service Drive; thence easterly along the center line of said alley to its intersection with the center line of Vermont Street to the point of the beginning. These boundaries include Lot 7 and the western portion of Lot 6, Block 53; Lots 1 through 12, Block 54; Lots 9, 10, and 11, Block 55; Lots 1 through 14, Block 56; Lots 7 and 8, Block 57, Labrosse Farm (Liber 13, Page 85); Lots 1 through 7, Subdivision of Lots 13 and 14, Block 54, Labrosse Farm (Liber 195, Page 32); Subdivision of Lots 5, 6, 7 and 8, Block 55, western parts of Lots 7 through 11, Labrosse and Forsyth Farms (Liber 1, Page 21); Lots 4, 5, and 6 of Moreton's Subdivision of Lot 1, Block 57, Labrosse Farm (Liber 22, Page 37); Lots 8 through 14, Block 58; Lots 1 through 14, Block 59; Lots 1 through 7, 11 through 14, Block 60, Baker Farm; (Liber 17, Page 272; Liber 25, Page 424); Lot 6, Block 58; Lots 1 and 2, Block 72; Lots 1 through 4, Block 73; Lots 1 and 2, 13 and 14, Block 76; Lots 1 through 14, Block 77; Lots 1 through 4, Block 78; Lots 1 to 6, 8 through 14, Block 79; Lots 1 through 14, Block 80; Lots 1 and 14, Block 81; Lot 14, Block 82; Lots 1 through 4, Block 84 of Albert Crane's Subdivision (Liber 1, Page 167); those portions of Out Lots 85 and 86 of the Woodbridge Farm Private Claim 248 (Liber 1, Page 146) lying south of a line drawn 79 feet south of and parallel to the south line of Elizabeth Street; Lot 1, except the northern 79 feet, and the southern half of Lot 2, Subdivision of south part of Out Lot 87, Woodbridge Farm (Liber 1, Page 105); Lots 2 and 3, Dudley B. Woodbridge Subdivision of Out Lot 88 (Liber 4, Page 86); Lots 1 through 36, Block 3; Lots 1 through 18, Block 4; and Lots 1 through 36, Block 2 of Luther Beecher's Subdivision of the Lognon Farm (Liber 2, Page 27); Lots 17 and 18, George L. Beecher's Subdivision of part of Out Lot 4 of the Lognon Farm (Liber 21, Page 81); Lots 11 through 26, of Block D, Oliver Newberry Subdivision (Liber 43, Pages 658-660); Lots 5 through 19, 22 through 25, 28 and 29, 31, 34, 36 and 37, 40 through 43, 46 through 49, 52 through 55, 58 through 61, 64 through 67, 70 through 73, 76 and 79, and the easterly thirty (30) feet of Lot 30, Block 1, Lafferty Farm (Liber 1, Page 193); Lots 1 through 6 and 20, Larned's Subdivision of Lafferty Farm (Liber 60, Page 2); and those portions of Lots 5 through 8 lying between the Fisher Freeway Service Drive and Michigan Avenue, Haggery Subdivision, Lafferty Farm (Liber 1, Page 263); Lots 5 through 12, Godfroy Farm, North of Michigan Avenue (Liber 1, Page 293); Lots 1 through 8, 15 through 16, 19 through 22, 25 through 28, 31 through 34, 37 through 40, 74, 75, 80, 81, 86, 87, 92, 93, 98, 99, Godfroy Farm, South of Michigan Avenue (Liber 1, Page 132).

(d) The elements of design, as defined in Section 21-2-2 of this Code, shall be as follows:

- (1) *Height.* Most residential buildings in the district range from one story to 2½ stories tall. However, an apartment building on Porter Street and a multi-unit building on Fourteenth Street are comprised of four stories each. Commercial and industrial

buildings range in height from one to five stories tall; the Victorian commercial buildings are between two and three stories tall. Institutional buildings range from one to three stories.

- (2) *Proportion of buildings' front façades.* Proportion varies in the district, depending on the age, style, and type of building. One-story workers' cottages are slightly wider than tall to the peak of the gable; two-story pre-1880's residential buildings are generally taller than wide. Side-by-side duplexes are either wider than tall or square in proportion; terraces or attached rowhouses, when grouped together, are substantially wider than tall, although the individual units may appear taller than wide. Queen Anne-style residences are generally slightly wider than tall or as tall as wide to the eaves of their roofs. The church buildings in the district are taller than wide, and other institutional buildings are generally wider than tall. Victorian commercial buildings are generally taller than wide, while newer commercial buildings in the district may be wider than tall. Multi-story industrial buildings in the district are usually taller than wide, while one- or two-story industrial buildings are wider than tall. The fire station on Bagley Street at Sixth Street is wider than tall.
- (3) *Proportion of openings within the façades.* Window openings are usually taller than wide, but there are also square openings and transom window openings which are wider than tall. Several windows are sometimes grouped into a wider than tall combination. Window openings are almost always subdivided; the double-hung sash is the most common window type. Its sashes are generally further divided by muntins, resulting in lights arranged two-over-two, four-over-four, or six-over-six. There is a great variety of sizes and shapes of window openings in the Queen Anne-style buildings, while there is a more regular arrangement in the earlier pre-1880's buildings. Façades have approximately five percent to 75 percent of their area glazed; residential buildings generally fall into the 30 to 35 percent range.
- (4) *Rhythm of solids to voids in front façades.* Pre-1880's buildings in the Italianate and Greek Revival styles display a great regularity in the rhythm of solids to voids, with one opening placed directly above the other. The post-1880's Queen Anne-style buildings exhibit a greater freedom, with their bay windows and combinations of windows in gables.
- (5) *Rhythm of spacing of buildings on streets.* The original pattern of spacing of buildings on streets was that of houses placed very close together. Most houses were situated on 25-foot lots, the major exceptions being the Lognon Farm where most lots were 33 feet wide and where a house was infrequently placed on an undivided 50-foot lot. Houses on narrow lots were usually placed on or closer to a

side property line, providing more space on one side of the building. Rhythm has been interrupted by vacant lots due to demolition of buildings almost throughout the district.

- (6) *Rhythm of entrance and/or porch projections.* Most houses in the district have projecting front porches, usually on one side of the front façade and sometimes wrapping around to the side, especially on corner lots. Some Victorian houses have a secondary porch at the side.
- (7) *Relationships of materials.* The great majority of buildings in the district are wood frame structures originally clad in clapboard with wooden skirting or brick foundations. Some have more recently been sheathed in aluminum, vinyl or asphalt siding, and original skirting has often been replaced with metal skirting or concrete block foundations. Window sash and functional and decorative trim are in wood. Wood is frequently the only material below the eaves of a building, except for the window glass. There are some brick residential buildings in the district, the majority of these being duplexes and multi-unit dwellings. The small commercial buildings, the industrial buildings, the fire station, and most of the institutional buildings in the district are brick. Roofing material is primarily asphalt shingles, although a few wood shingle roofs and one slate roof exist in the district.
- (8) *Relationship of textures.* The most common relationship of textures in the district is that of clapboard to the smooth surface of wood trim. Aluminum or vinyl siding of the same width as the original clapboard siding that does not alter the relationship of the siding to the functional trim and architectural detail of the building can sometimes contribute to textural relationships. Porches are usually in wood, although some have brick piers. Steps are either in wood, which was the original material, or concrete. Where wooden shingles, carvings, or other decorative wooden details exist, they add significantly to the textural interest of the building. Asphalt shingles or rolled asphalt roofs generally have little textural interest, while wood shingles have considerable interest. Detailed brickwork on brick buildings contributes to textural interest when it exists.
- (9) *Relationships of colors.* Paint colors in the district generally relate to style. Earlier buildings usually display muted colors, such as earth tones and shades of yellow, while Italianate and Queen Anne-style buildings sometimes display richer and darker colors, such as browns, golds, grays, and blues. Common trim colors include shades of cream, yellow, gray, brown, green, and white. Window sashes are frequently painted white, deep red, brown, and gray. Asphalt siding is either red or brown brick color. Wood shingle roofs are a weathered cedar tone, while most asphalt shingled

roofs are either in light colors, such as sand, light gray, light brown or light green, or darker colors, such as dark gray, black, or dark green.

- (10) *Relationship of architectural details.* These generally relate to style, and the styles in Corktown run from early Victorian to late Victorian and Colonial Revival. The earliest houses in the Greek Revival and Venacular styles contain a minimal amount of architectural detail. Functional detail includes the wood cornerboards, wide cornices with brackets supporting the eaves, and window frames and sills. More ornate details of the Italianate or Queen Anne styles include paired brackets, window and porch hoods, wooden carvings, sunburst patterns, fishscale shingles, and vergeboards in gables, and spindlework on balustraded porches. Some buildings, especially those on Church Street, have leaded glass windows. The late Victorian commercial buildings sometimes have decorative cornice work, corbeltables, and pediments or parapet walls. In general, Corktown is rich in its diversity and quality of architectural styles and detail.
- (11) *Relationship of roof shapes.* Pitched roofs with frontal gables predominate in the district, although pitched roofs with side-facing gables, hip roofs, and hip roofs with intersecting gables also exist. More complex roof shapes occur primarily on Church Street. Commercial buildings generally have flat roofs. St. Peter's Episcopal Church has a steeply pitched roof with frontal gables. Rear additions to houses, such as kitchens, frequently have shed roofs.
- (12) *Walls of continuity.* The major wall of continuity is created by the buildings, with their fairly uniform setbacks within blocks. Mature and recently planted trees along the tree lawns create a secondary wall of continuity.
- (13) *Relationship of significant landscape features and surface treatments.* The typical treatment of individual properties is a shallow flat front lawn area in grass turf, subdivided by a concrete walk leading to the front entrance and sometimes a concrete walk leading to the side entrance. Short concrete walks from the curblineline to the public sidewalk are also frequent in the district. Foundation plantings and evergreens are typical plantings in front yards. Hedges are occasionally planted along the side lot lines in the front yards and sometimes along the front lot line; this treatment usually occurs on corner lots when it exists. Chain-link fences predominate as rear yard enclosures; few continue into the front yards. Wood posts and rails with wire mesh are also common fence types found in the district, and a few of these fences enclose the front yard as well as the rear. Many rear garages with alley entrances exist. Concrete side driveways, where they exist, interrupt the succession of front yards and are not the original treatment of the property. The

curbs are cut red-brown stone in the majority of the district, with the primary exceptions of Porter Street, Labrosse Street, Leverette Street, and Michigan Avenue. Alleys in the district are paved in concrete. Vacant lots are either paved-over or graveled as parking lots or are unkept. Light fixtures are elevated on wooden telephone poles in most parts of the district.

- (14) *Relationship of open space to structures.* Open space occurs in the form of vacant land, a playground, and parking lots, and frequently occurs on corner lots. Open space in the form of front yards to buildings is generally very shallow. Some buildings are situated on the front lot line or very close to it; this usually occurs on north-south streets east of Rosa Parks Boulevard, and on Porter Street.
- (15) *Scale of façades and façade elements.* The majority of buildings in the district are small in scale, with the exception of multi-story industrial buildings and apartment buildings, which are medium to large in scale and, therefore, do not comply with the original scale of the neighborhood. Façade elements, such as bays, steep roofs, gables, and/or verandas, are moderate in scale. Details within these elements are generally small in scale.
- (16) *Directional expression of front elevations.* One-story residences are usually slightly wider than tall but their directional expression is vertical due to the gable of the steeply pitched roof. Two-story, Italianate and Greek Revival single-family residences are vertical in directional expression, while duplexes in those styles are usually neutral. Two-story Queen Anne buildings are either neutral in directional expression or have vertically expressed front façades, depending on the projection of gables and/or roof slopes. Terraces are horizontal in directional expression, churches are emphatically vertical, and industrial buildings are either vertically or horizontally expressed, depending on the number of stories. Individual Victorian commercial buildings are usually vertical but may form a commercial row that is horizontal.
- (17) *Rhythm of building setbacks.* Setbacks vary from area to area within the district, although they are usually consistent within blocks. In general, buildings have very shallow front yards, although buildings may relate to the building lines differently due to porch projections and bays where they exist. Buildings on the north-south streets and corners are very close to the front lot lines. Some industrial and commercial buildings are situated directly on the front lot line.
- (18) *Relationship of lot coverage.* Lot coverage ranges from zero percent to 100 percent, the average residential coverage being approximately 40 percent. Industrial buildings are in the upper range, as are some corner stores and some houses on north-south cross streets.

- (19) *Degree of complexity within the façade.* Early buildings are simple and straightforward. Queen Anne-style buildings are more complex in massing and detail but are not overly complex.
- (20) *Orientation, vistas, overviews.* In general, buildings east of Rosa Parks Boulevard are oriented toward the east-west streets, with Trumbull Avenue, Eighth Street and Sixth Street being exceptions. Buildings west of Rosa Parks Boulevard are most often oriented toward the north-south streets. Garages are oriented toward the alleys. Commercial buildings are located on corner lots and on Michigan Avenue and sometimes on corner lots within the residential areas. There are vistas of Downtown Detroit from the Corktown District. The general overview is that of small-scaled mixed-use neighborhood with major thoroughfares and major landmarks, such as Michigan Central Station and Most Holy Trinity Roman Catholic Church surrounding the district.
- (21) *Symmetric or asymmetric appearance.* Most buildings in the district are asymmetrical in appearance, but result in balanced compositions.
- (22) *General environmental character.* The Corktown Historic District, with its narrow lots, shallow front yards, and small-scaled buildings, has a low-density, urban, mixed use character of a pre-automobile city. Its original cohesiveness has been eroded by housing demolition over the years. Anchored by the site of the former Tiger Stadium on the north, Michigan Central Station and Roosevelt Park on the west, Most Holy Trinity Roman Catholic Church and the John C. Lodge Freeway on the east, and the West Side Industrial Park on the south, the neighborhood is set apart from its surrounding environment, resulting in a definable community in the shadows of Downtown Detroit.

(Code 1964, § 28A-1-49; Code 1984, § 25-2-103; Ord. No. 605-H, § 1(28A-1-49), eff. 12-24-1984; Ord. No. 25-98, § 1(25-2-103), eff. 9-25-1998)