

THE SOUTHEND DISTRICT: VISION PLAN AND ECONOMIC DEVELOPMENT STRATEGY DEARBORN, MI

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Executive Summary

The Southend is a small community in Dearborn, MI, tucked between the Ford Rouge Factory, which has a prominent industrial presence along the Rouge River, and the City of Detroit. This area is unique for its significant Arab-American community which is reflected in the many Yemeni restaurants, markets, and retail stores along the Dix-Vernor Corridor. For the purpose of this study, the City of Dearborn has defined the focus area of the project as the nearly one-mile-long Dix-Vernor corridor.

The Vision Plan and Economic Development Strategy for the Dix-Vernor Corridor was created as a resource for the City of Dearborn and the Dix-Vernor Business District Improvement Authority to thoughtfully plan and develop the area. The purpose of this document is to develop a strategic plan that can help economically strengthen the Southend of Dearborn as well as the surrounding residential Salina Neighborhood.

The process began with a planning and strategy session with staff from the City of Dearborn's Economic and Community Development Department as well as the City Planner. The practicum team made several trips throughout the planning process to meet with key community members and anchor institutions to gain a better understanding of the focus area. This report analyzes the past and current socioeconomic profile of the focus area included in the Dix-Vernor Business District Improvement Authority boundary, identical to the Tax Increment Financing (TIF) boundary (City of Dearborn, 2015).

Dearborn's TIF Plan, implemented by the Dix-Vernor Business District Improvement Authority, aims to capture the incremental tax revenues generated within the District, and utilize ancillary funding sources such as grant programs, private cooperation, municipal participation, and other funding sources to help economically enhance the area. To accomplish the goals set forth in the scope of work, the team developed a detailed physical inventory of commercial buildings on the corridor to assess the current conditions of the commercial corridor and identify possible areas for improvement. This inventory includes assessment of parcel condition, streetscape, parking, and mobility analysis including pedestrian crosswalk conditions.

In March 2016, the Dix-Vernor Business District Improvement Authority, with the support of the MSU Practicum Team, received a matching grant of \$15,000 from the Michigan State Housing and Development Authority (MSHDA) totaling \$30,000. This grant will assist in supporting the implementation of the recommendations found for The Southend including garbage cans, flower planters, and benches directly benefit the community. It will also help initiate the process of establishing the view of Dix-Vernor Corridor and The Southend as an important economic area to be invested in. The submitted Statewide Partnership Grant application can be found in Appendix A.

Based on research conducted and a detailed socioeconomic profile of the community, the practicum team has created a series of recommendations to economically strengthen the development of The Southend community and business district to improve the quality of life. Marketing and branding initiatives are recommended as an opportunity to aid in the sense of community building as well as a method in promoting businesses along the corridor. Walkability and bikeability considerations are vital in a vibrant business corridor and connection to Southwest Detroit and the rest of Dearborn through a marked bike path is one of the recommendations created in order to promote pedestrian activity. Infrastructure recommendations could help to promote a pedestrian and biker friendly community with safer sidewalks, crosswalks, and complete streets. Recreational space improvements could be a popular addition for the large youth population in The Southend and provide another opportunity for positive community interactions. Commercial conditions and housing additions that were assessed were provided various cost and timespan options for project completions. Recommendations for the corridor include parking management and improvements in order to accommodate the area's unique parking fluxes. The team observed the corridor at various times and days of the week and documented the parking capacity and recommendations for alleviating current congestion. Low cost and short term projects have the opportunity to be immediately address through grant funding. The team in collaboration with the City of Dearborn recommended possible placement for seating, planters, and garbage can additions. With such a resilient and driven business community, small, incremental changes in the Dix-Vernor Corridor could have lasting positive improvements to the economic stability and sense of place within The Southend.

	Low Cost <\$1,000	Medium Cost \$1,000-\$5,000	High Cost >\$5,000
Short Term 3-12 months	<ul style="list-style-type: none"> Logo creation Parking surveys for businesses and patrons Crowdfunding for park (not including implementation time) 	<ul style="list-style-type: none"> Banners Bilingual parking signs 	<ul style="list-style-type: none"> Welcome Signs Sidewalk connection and safety improvements Improve sidewalk/street buffers Create and paint bike lanes
Medium Term 1-4 years	<ul style="list-style-type: none"> Social Media presence and management Become Redevelopment Ready Certified (Focus on BP 5) 	<ul style="list-style-type: none"> Enforcement of parking Bike route connection 	<ul style="list-style-type: none"> Park and ride system Creating parking in vacant, city owned lots Façade improvements
Long Term 4+ years	<ul style="list-style-type: none"> Community input sheets (ongoing if necessary) 	<ul style="list-style-type: none"> SafeRoutes to School program 	<ul style="list-style-type: none"> Additional low-income housing varieties

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Dix-Vernor Business District Improvement Authority Board

Introduction

Practicum Purpose

Practicum is the capstone course for Michigan State University's Urban and Regional Planning Program. This course facilitates a partnership between MSU and planning organizations across the state to provide planning students with an opportunity to create comprehensive reports focusing on solutions to existing community or regional issues. The practicum course introduces real-world planning concepts to students in the form of conducting research, working for a client, and ultimately produce a final living document to be used as a resource for the partner organization.

Goal Statement

Create a Vision Plan and Economic Development Strategy that will include recommendations for beautification, façade evaluation and analysis, and redevelopment opportunities. The City of Dearborn seeks to attract commercial and residential redevelopment, improve non-motorized access and mobility, and identify underutilized land for the Dix-Vernor Corridor.

Project Overview

This project analyzes strategic economic development opportunities in The Southend focusing on the commercial corridor as well as the immediate surrounding residential areas. The focus area was chosen by the Michigan State University Practicum group and the City of Dearborn's Economic Development Director and the City's Senior Planner, in order to encompass the Dix-Vernor Tax Increment Financing boundary for the Southend of Dearborn. The purpose of choosing this focus area is to gain a better understanding of the current conditions and future needs of this neighborhood service corridor. This corridor located in the larger City of Dearborn includes a commercial district, Salina Middle School, Salina Elementary School, and several residential areas that make up the Salina neighborhood. This plan discusses methods for economic development opportunities in the commercial and some residential areas in addition to a comprehensive review of current practices, and funding opportunities.

Focus Area

The project focuses on the Dix-Vernor Corridor located in Dearborn's Southend and the surrounding Salina Neighborhood. The Dix-Vernor Corridor is the commercial area that is contained within the Salina Neighborhood, the two of which make up The Southend of Dearborn. Directly to the southeast of Dearborn and the Dix-Vernor corridor is the City of Detroit. The Southend is a major gateway between the City of Dearborn and the City of Detroit. Figure 1 shows a map of Michigan with county boundary lines as well as the City of Dearborn boundary. Figure 2 zooms in on the City of Dearborn boundary reflecting Wayne County as well as the surrounding Monroe, Washtenaw, Oakland, and Macomb Counties.

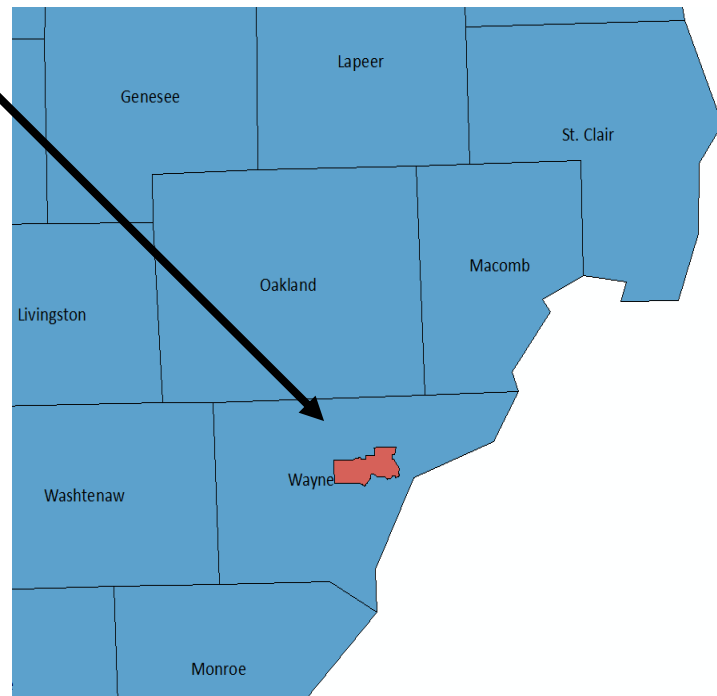
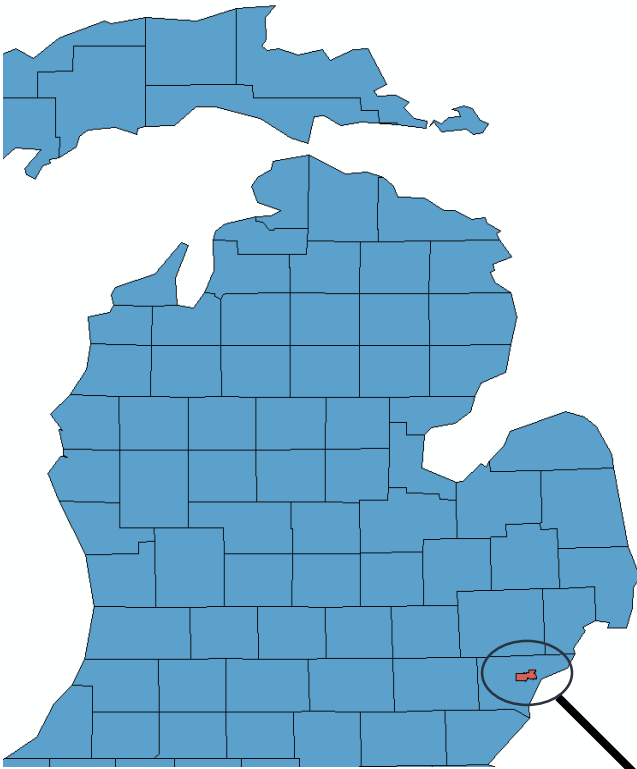


Figure 1: Map of Michigan with City of Dearborn Boundary
Figure 2: Map of Michigan Counties with City of Dearborn Boundary
(MSU Planning Practicum, 2016)

Figure 3 shows the City of Dearborn, Detroit, Dearborn Heights, Allen Park, and Melvindale boundaries.

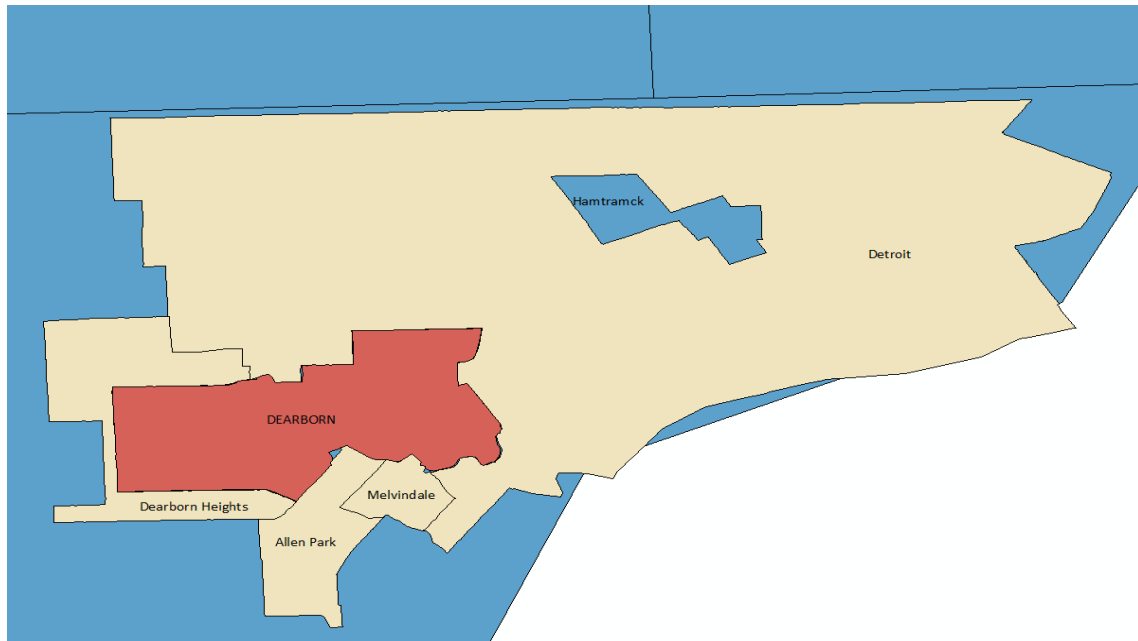


Figure 3: Map of City of Dearborn and Neighboring Cities
(MSU Planning Practicum, 2016)

Figure 4 highlights the location of The Southend within the City of Dearborn.

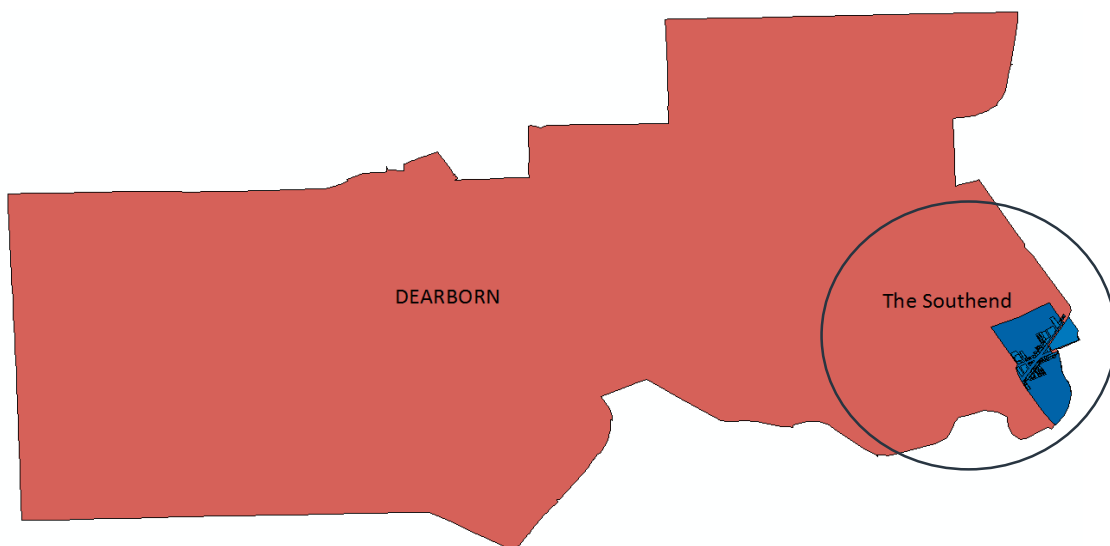


Figure 4: Map of City of Dearborn and The Southend
(MSU Planning Practicum, 2016)

Figure 5 shows a map of the focus area. The yellow boundary represents The Southend, the red boundary represents the Dix-Vernor commercial corridor, and the area between the yellow and red is the residential area known as the Salina Neighborhood.



Figure 5: Map of Residential Study Area and Dix-Vernor Corridor Boundary (City of Dearborn, 2016)

Community Analysis

Data for this report was collected from the following sources:

- US Census Reports
- 2009-2013 American Community Survey (ACS) 5-Year Survey
- US Bureau of Labor Statistics
- Environmental Systems Research Institute Geographical Information Systems (ESRI GIS)
- Studies conducted by the City of Dearborn

The data has been presented in charts, graphs and tables to observe and analyze trends, current conditions, and future projections of The Southend of Dearborn. This analysis can help planners and decision makers within the community identify trends and future needs.

History of The Southend

The largest growth in Dearborn occurred during the rise of the Ford Motor Company. Much of the history of Henry Ford is well known. He established Ford Motor Company in 1903 with his first factory located on Mack Avenue in Detroit. By 1917 Ford began the construction of a new factory in Springwell Township located along the Rouge River in South Wayne County. In the 20th century, the establishment of the Ford Rouge Factory had attracted immigrants from all over the world to Dearborn on freight ships carrying raw materials to the Factory (The Henry Ford Museum, 2016).

Located a few miles south of Detroit at the confluence of the Rouge and Detroit Rivers, the original Rouge complex was a mile-and-a-half wide and more than a mile long. The multiplex of 93 buildings totaled 15,767,708 square feet of floor area crisscrossed by 120 miles of conveyors (The Henry Ford Museum, 2016).

There were ore docks, steel furnaces, coke ovens, rolling mills, glass furnaces and plate-glass rollers. Buildings included a tire-making plant, stamping plant, engine casting plant, frame and assembly plant, transmission plant, radiator plant, tool and die plant, and, at one time, even a paper mill. A massive power plant produced enough electricity to light a city the size of nearby Detroit, and a soybean conversion plant turned soybeans into plastic auto parts.

The Rouge had its own railroad with 100 miles of track and 16 locomotives. A scheduled bus network and 15 miles of paved roads kept everything and everyone on the move (Good, 2013).

At its peak in the 1930s, more than 100,000 people worked at the Ford Rouge Factory. To accommodate this quantity of people required a multi-station fire department, a modern police force, a fully staffed hospital and a maintenance crew 5,000 strong (Howell, 2015). One new car rolled off the line every 49 seconds. Each day, workers smelted more than 1,500 tons of iron and made 500 tons of glass, and every month 3,500 mop heads had to be replaced to keep the complex clean (The Henry Ford Museum, 2016).



Figure 6: The Ford Rouge Complex (The Henry Ford Museum, 2016)

The Salina Neighborhood grew around the Ford Motor Company and the Rouge Assembly Plant since 1915. New migrants from the American South, Eastern Europe, Southern Europe, Mexico, and the Middle East settled in The Southend. Arabs who settled in Dearborn's Southend were mostly Muslim and working class, which set their community apart from the Arab Christian enclaves which were, by mid-century, largely middle class and dispersed among the city's eastern suburbs.

The Rouge Factory has since significantly downsized the amount of workers from over 100,000 people to

The Southend Today

The Southend business district along Dix Avenue is home to neighborhood restaurants, supermarkets, including Berri's Halal Meats and Mr. Saad's grocery store, as well as a variety of non-Arab businesses and the American Moslem Society Masjid. This business district serves as a symbolic center and heart of the city's Arabic communities, and is known not only for its dense concentration of businesses and people, but also for its receptivity to and involvement within the community. To this day, The Rouge Factory is still a prominent part of the Salina Neighborhood and encompasses 63% of the area surrounding the community.

This industrial area and the Rouge River effectively isolates The Southend from the City of Dearborn. The Southend borders the City of Detroit on its eastside, as well as the railroads and I-94 highway to the Southwest.

The Dix-Vernor corridor is bustling with businesses and restaurants uniquely characteristic of The Southend and has served as a neighborhood service corridor to the residents of The Southend for the past century. One of the primary anchors to the community is The Arab Community Center for Economic and Social Services (ACCESS) (Figure 7) which is located within The Southend and has served in the community for over 40 years. ACCESS provides services such as education regarding health, housing, employment and more to the surrounding community (ACCESS, n.d.).



Figure 7: ACCESS Community Center
(Ignasiak)

There are two schools in the area including Salina Elementary School (Figure 9) and Salina Middle School (Figure 10). Initially, these schools were located where the Rouge Plant is today. The Salina School moved in 1921 to a new building. In 1926 it was expanded to contain 37 classrooms, a gym, auditorium and swimming pool (Dearborn Public Schools, 2013). Today Salina serves students from preschool through the eighth grade and is noteworthy because of the bilingual programs offered (Good, 2013). The Yemeni Zaydi Dearborn Mosque was established in 1937 by the emerging Islamic community of Sunni Muslims from Lebanon. This mosque was the second built in the United States and has since been expanded to include a school, library and community center.

Figure 8 shows research conducted by The United Way for Southeast Michigan and reflects the number of students at the schools as well as how many of those students speak Arabic, are economically disadvantaged, and have limited proficiency at Salina Intermediate and Elementary schools for 2006-2007. 89% of students at Salina Middle School and 90.7% at Salina Elementary School speak Arabic as well as 95.2% from Salina Intermediate and 90.7% from Salina Elementary are economically disadvantaged. This data helps understand language conditions of The Southend and the population of the community.

School	Total Student Count	# and % Arabic Speaking	# and % Limited English Proficient
Salina Intermediate	547	487	398
		89%	72.8%
Salina Elementary	462	419	352
		90.7%	76.2%

Figure 8: Demographics for Salina Schools 2006-2007 School Year
(Metzger, 2007)



Figure 9: Salina Elementary School



Figure 10: Salina Intermediate School
(Ignasiak)

The City of Dearborn is actively engaged in the Michigan Economic Development Corporation's Redevelopment Ready Communities program. The program provides municipalities with strategies to eliminate barriers of redevelopment and create a more transparent form of government that will ultimately support the Dix-Vernor Corridor as well as the entire Southend community.

Southeast Dearborn has been a gateway neighborhood for many immigrant groups settling in Dearborn and it is known as a diverse, welcoming community.



Figure 11: Dix-Vernor Corridor
(Ignasiak)

Tax Increment Financing (TIF) and Dix-Vernor Business District Improvement Authority

The Dix-Vernor Avenue commercial corridor in the Salina community previously served as the gateway to Dearborn for many immigrants arriving to work at the Ford Rouge Factory. Today, advanced manufacturing and a thriving residential and commercial community share this diverse neighborhood. The City Council, having determined that it is necessary for the best interests of the public to redevelop its commercial corridors and to promote economic growth, adopted a resolution on February 7, 2011, declaring its intention to create and provide for the operation of an Authority.

The City of Dearborn City Council approved the Dix-Vernor Business District Improvement Authority (DVBDIA) Development Plan and Tax Increment Financing (TIF) Plan on December 16, 2015 (City of Dearborn, 2015). This document was prepared by the City's Economic and Community Development Department. Tax increment financing is a financing mechanism established by the State of Michigan that contributes to economic growth and development by dedicating a portion of the tax base resulting from economic growth and development to certain public facilities and structures or improvements of the type designed and dedicated to public use and thereby facilitates certain projects which create economic growth and development.

Dearborn's TIF Plan seeks to capture the incremental tax revenues generated within the District, and utilize ancillary funding sources such as grant programs, private cooperation, municipal participation, and other funding sources to which the DVBDIA may be eligible to improve the conditions and viability of the District. (City of Dearborn, 2015).

As reflected in the TIF plan, the primary goals of the District are to:

(City of Dearborn, 2015)

- Enhancement of public spaces within the District;
- Delineation of the District through a consistent theme/style along District right-of-way;
- Provision of a unified building style to be implemented through development and redevelopment of properties within the District, and:
- Economic growth and increased property values.

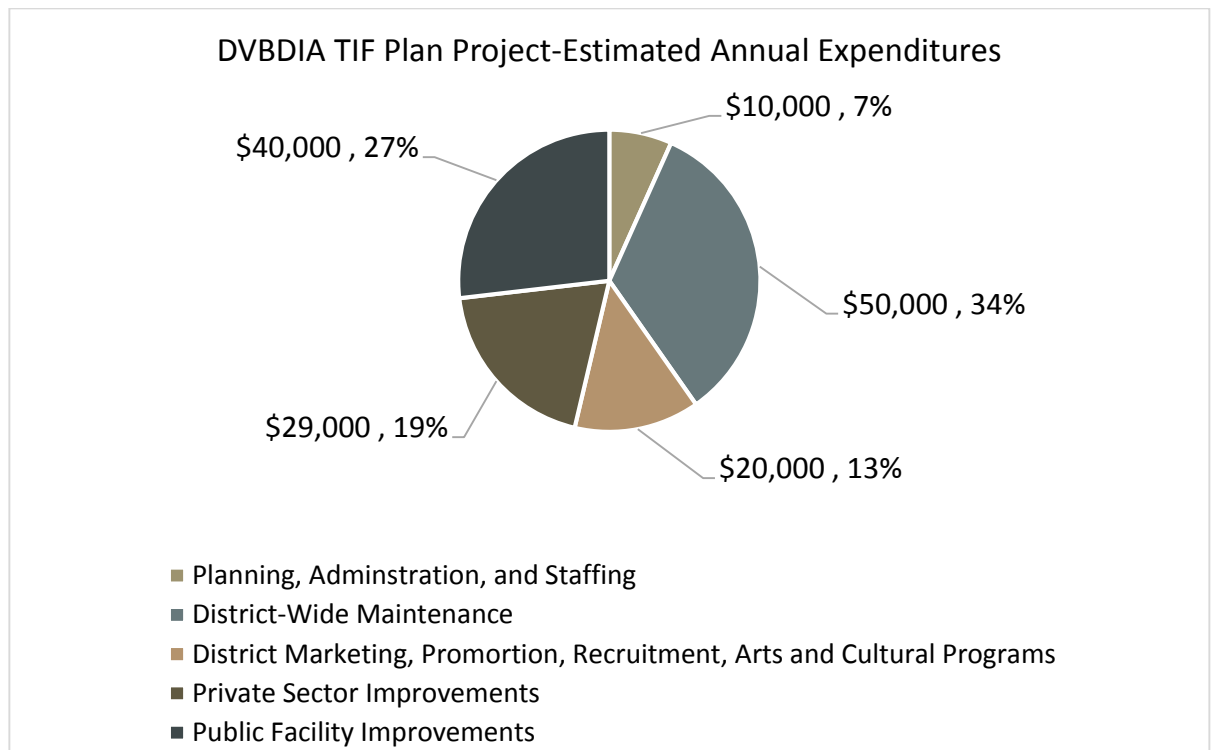


Figure 12: DVBDIA TIF Estimated Annual Estimated Expenditure Breakdown
(City of Dearborn, 2015)

Utilizing the base year of 2015 for the District, the taxable value for the District is estimated to be \$7,766,617. Property value growth is calculated based on an annual inflationary growth and the potential of new investment in the District. Over the thirty-year development period, the estimated incremental tax revenues generated within the District is \$2,259,924. (City of Dearborn, 2015) Figure 12 reflects the annual estimated costs for each project permitted by the DVBDIA. The total estimated cost of improvements for the 30 year projection is \$3,900,000. Including a 10% contingency, the 30 year projection for expenditures in the District totals \$4,290,000.

Maps

The Dix-Vernor Zoning Map in Figure 13 shows the variety of zones in the compact corridor. There is a vibrant Community Business district running along Dix Road. These are filled with local businesses and restaurants. The majority of parcels in the Business District are filled and fully utilized. Surrounding the Business Corridor are the residential areas of the Salina neighborhood. The majority of homes in the neighborhood are One-Family Residential. To the southwest corner of the zoning map lies the Ford Rouge Plant zoned for Intensive Industrial Use.

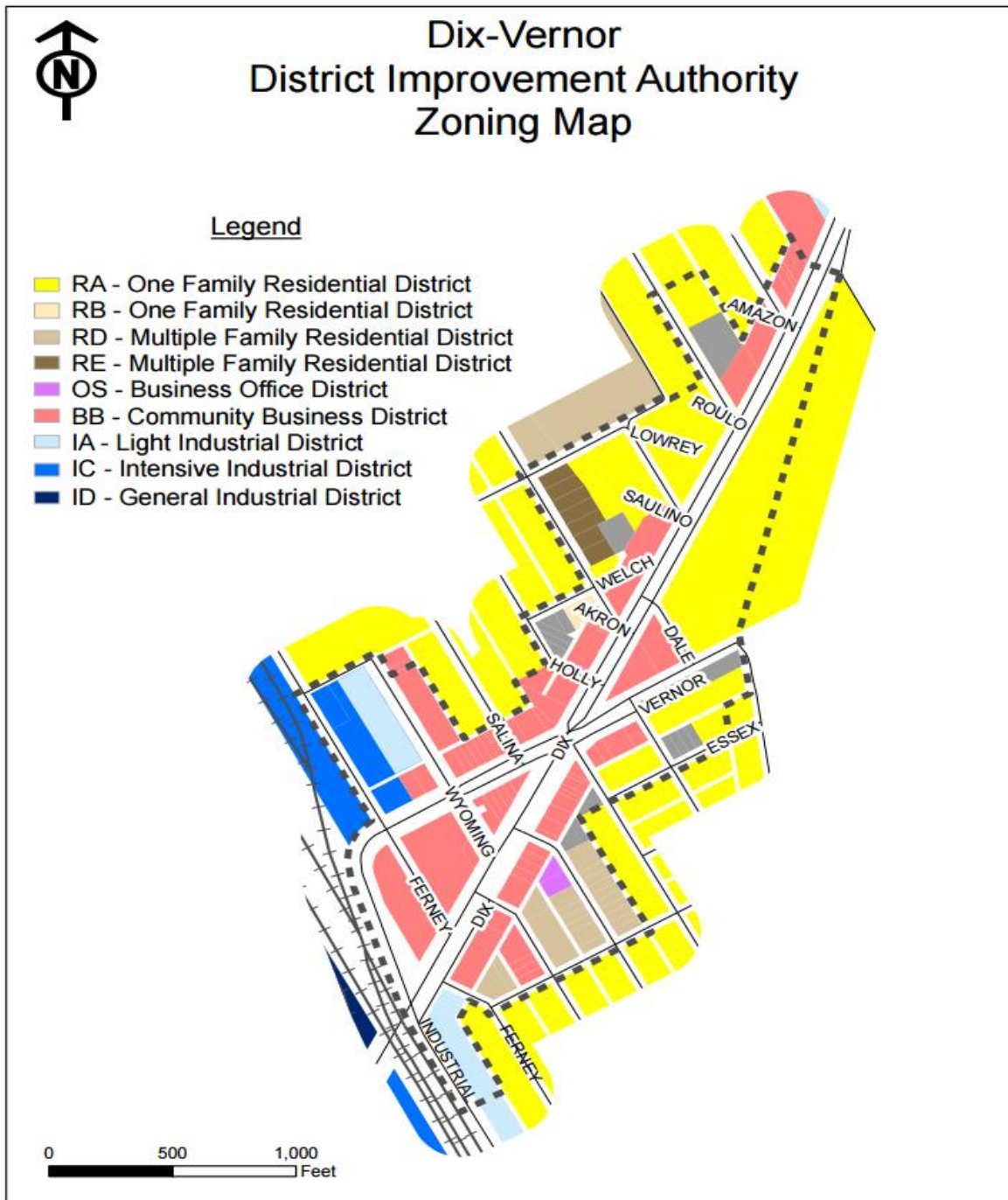


Figure 13: Dix-Vernor Zoning Map
(City of Dearborn, McKenna Associates, 2014)

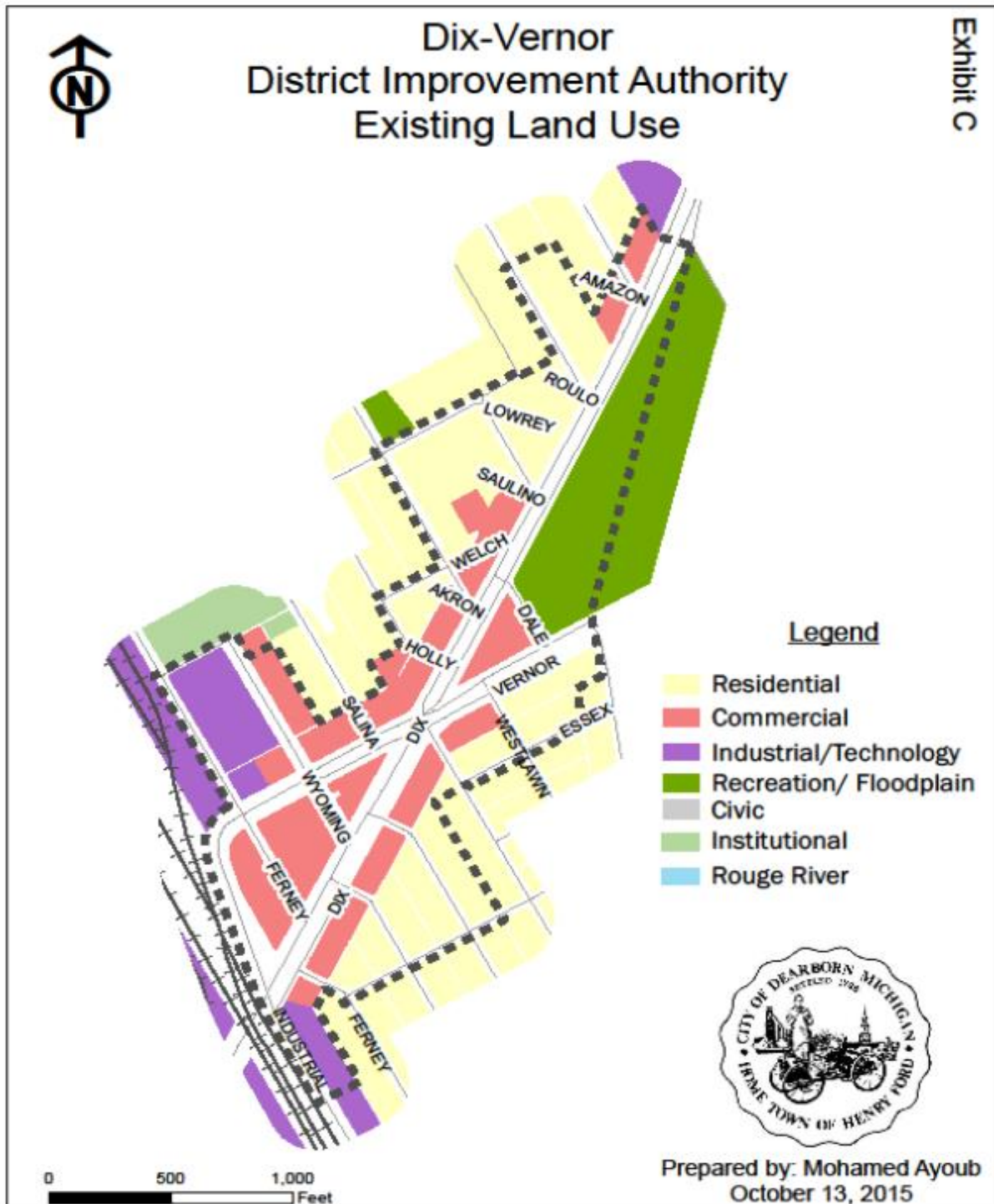


Figure 14: Dix-Vernor District Improvement Authority Existing Land Use
(Ayoub, 2015)

Figure 15 reflects the focus area with a boundary around the Dix-Vernor Corridor as well as the surrounding Salina Neighborhood. The two schools in the focus area, Salina Elementary and Salina Intermediary are represented by two yellow stars. The Tax Increment Financing (TIF) boundary created by the Dix-Vernor Corridor Authority for the commercial corridor is illustrated by an orange line surrounding the corridor.

The Southend Boundary with TIF and School District

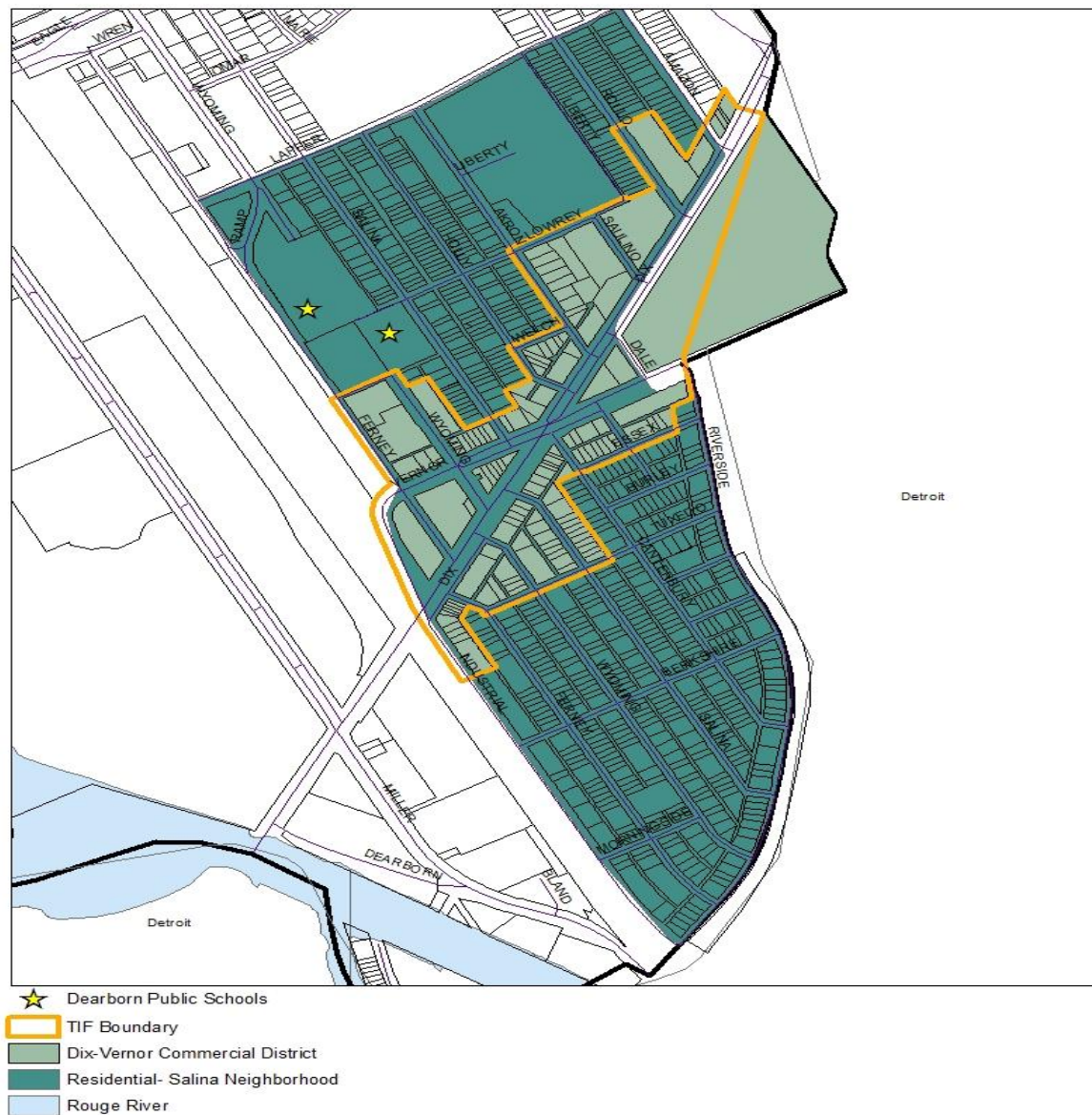


Figure 15: Focus Area Including TIF Boundary and Schools
(Practicum Team MSU, 2016)

Figure 16 represents the Dix-Vernor Corridor as well as the railway to the West and the Ford Rouge Factory, which is property owned by the Ford Motor Company. The City boundary is illustrated as well as the neighboring City of Detroit and City of Melvindale. The Rouge River is also shown to the Southwest of the corridor.

The Southend Boundary with Ford Motor Company Rouge Plant

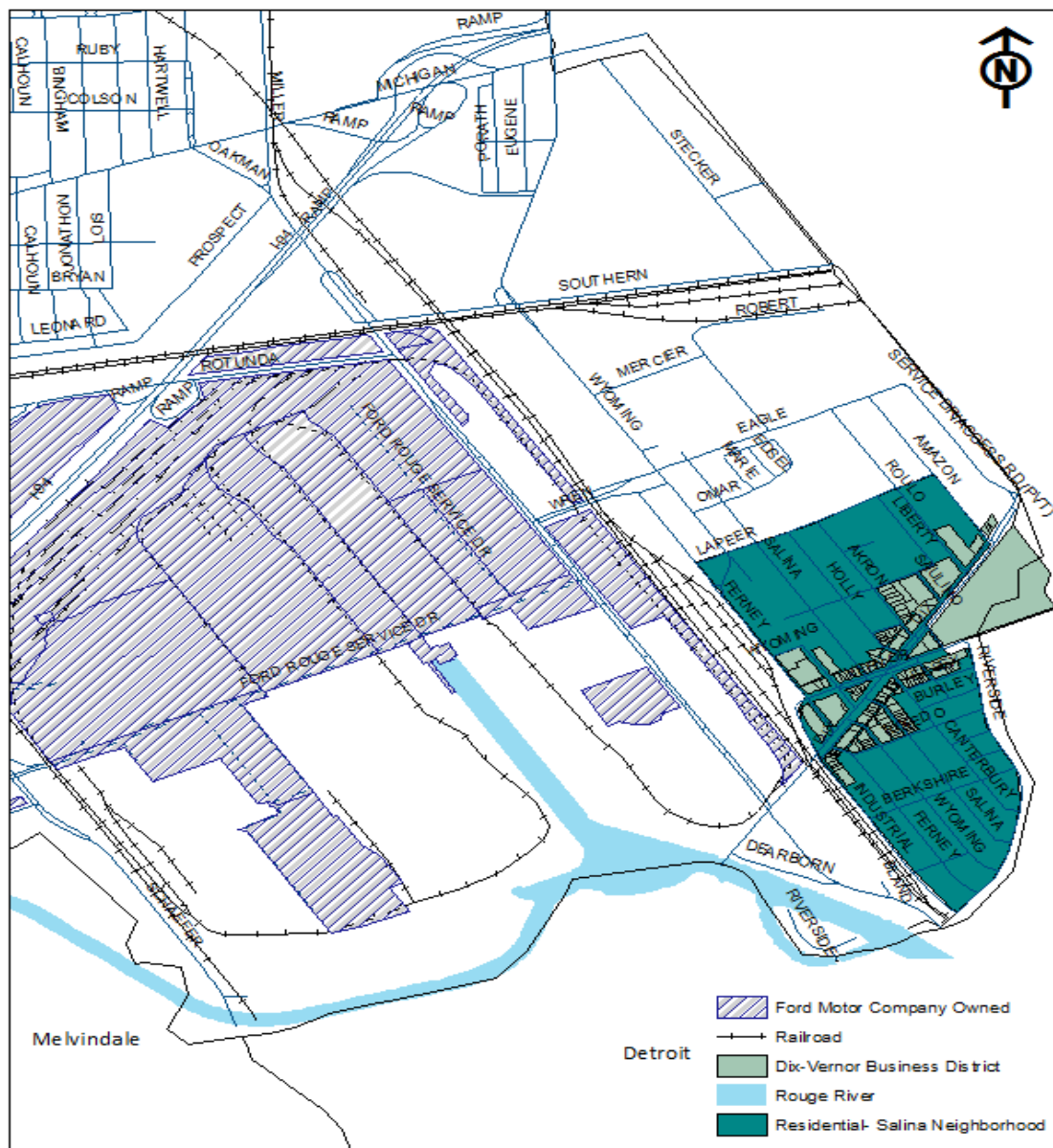


Figure 16: Ford Motor Company Owned Property
(Practicum Team MSU, 2016)

Figure 17 reflects the focus area with the Dix-Vernor Corridor as well as the Salina Neighborhood. The parcels owned by the City of Dearborn are represented with a red outline.

The Southend Boundary with City of Dearborn Owned Parcels

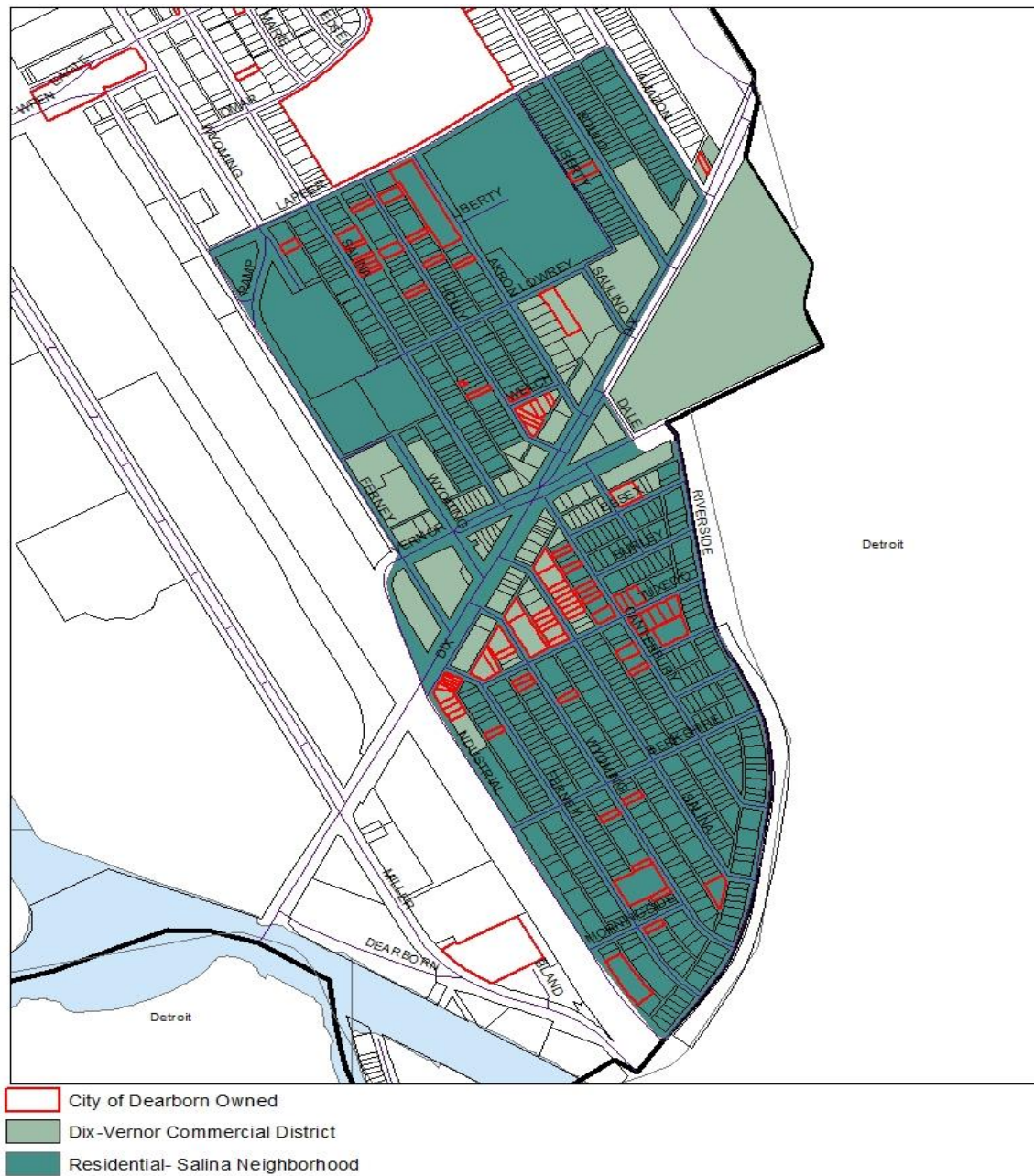


Figure 17: City of Dearborn Owned Parcels
(Practicum Team MSU, 2016)

Demographics

Demographic trends reflect the current image of the community as well as trends from the past to help predict the progress and challenges for the future.

Population

Figures 18-21 show a comparison of total population in The Southend, Dearborn City, Wayne County, and the State of Michigan from 1990 to 2015. The population changes in Dearborn City and Michigan have similar trends where the populations had increased significantly from 1990 to 2010 and decreased from 2010 to 2015. The population in Wayne County had decreased from 1990 to 2015, and the population in The Southend had increased from 1990 to 2000 while decreasing from 2000 to 2010.

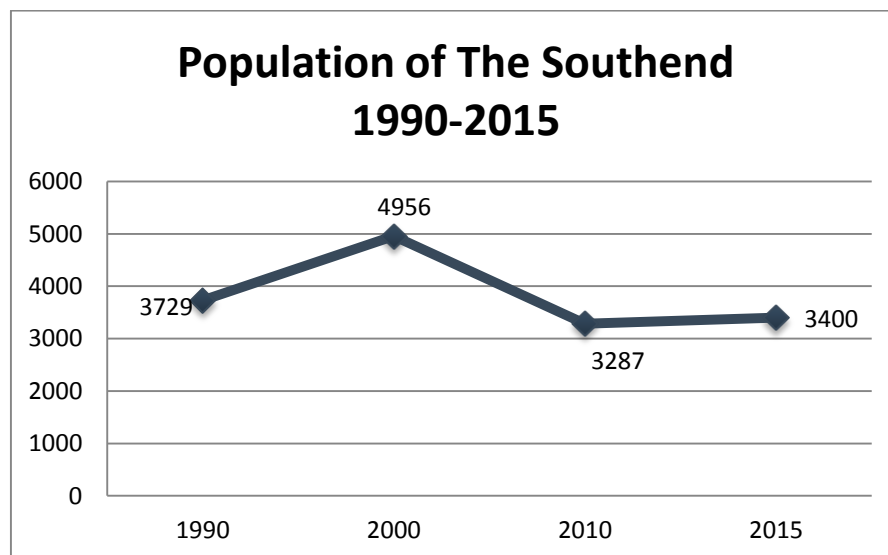


Figure 18: The Southend Population 1990-2015
(U.S. Census Bureau, 2010, 2015)

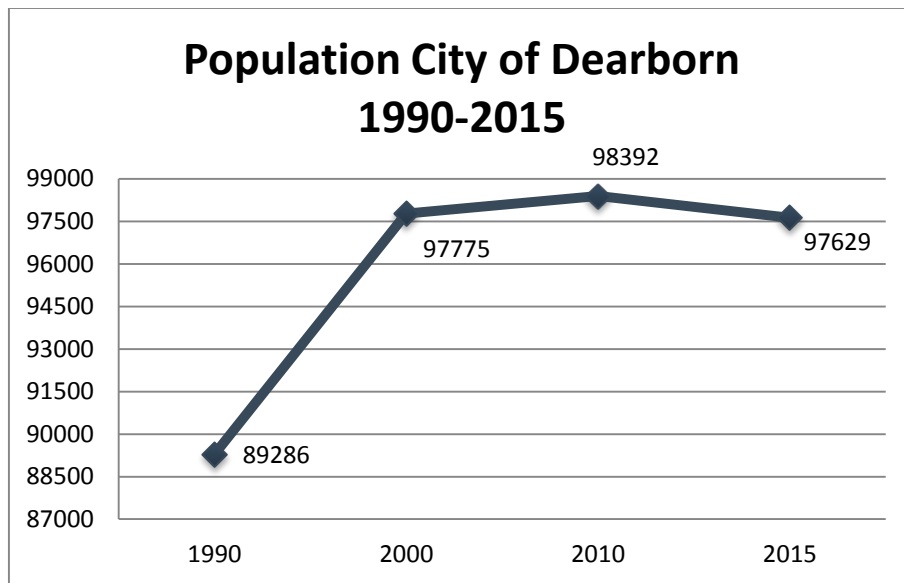


Figure 19: City of Dearborn Population 1990-2015
(U.S. Census Bureau, 2010, 2015)

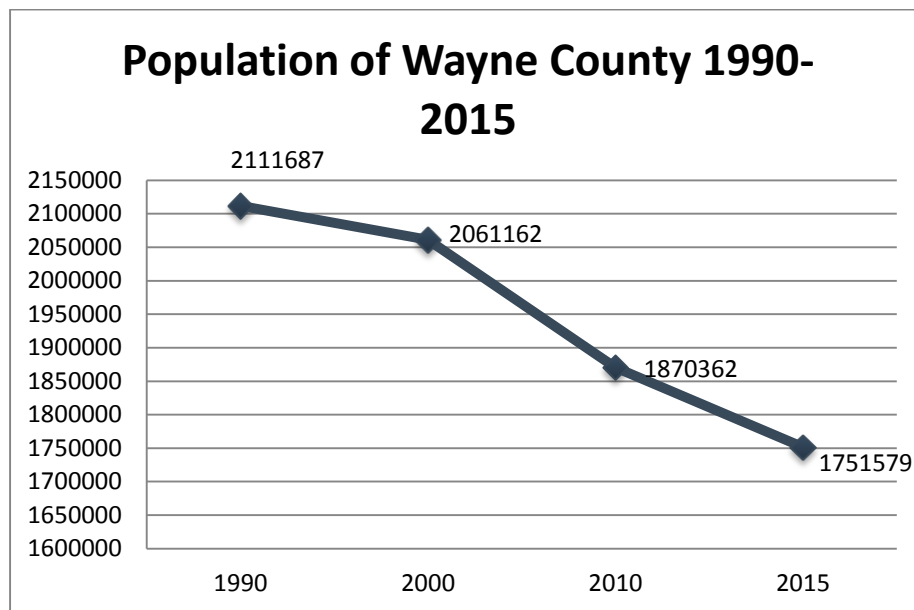


Figure 20: Wayne County Population 1990-2015
(U.S. Census Bureau, 2010, 2015)

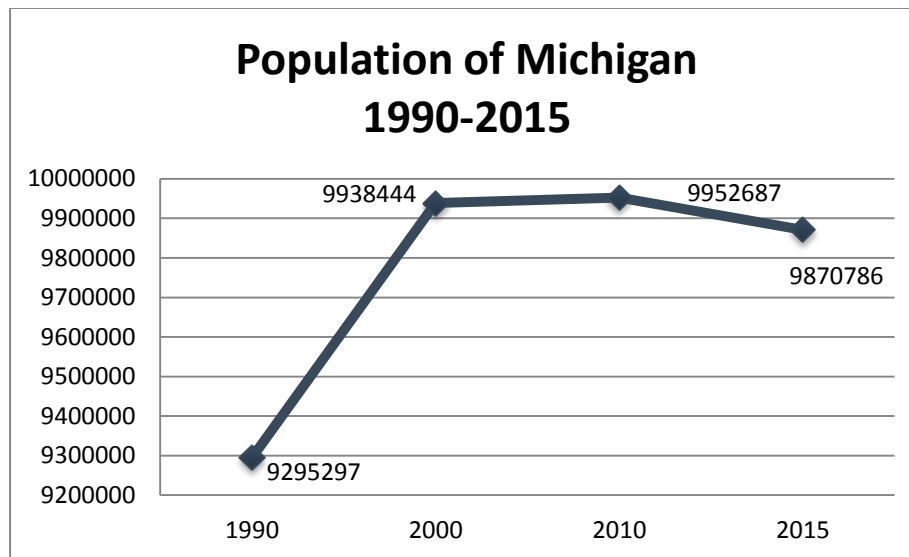


Figure 21: Michigan Population 1990-2015
(U.S. Census Bureau, 2010, 2015)

Age

Figure 22 displays the median age of the residents in the Southend compared to Dearborn City, Wayne County, and the State to Michigan from 2000 to 2015. The Southend shows a 6% increase from 2000 to 2010, and a 3% increase from 2010 to 2015. Wayne County and the State of Michigan are also seeing an increase in Median age, whereas the City of Dearborn is decreasing from 2000 to 2015.

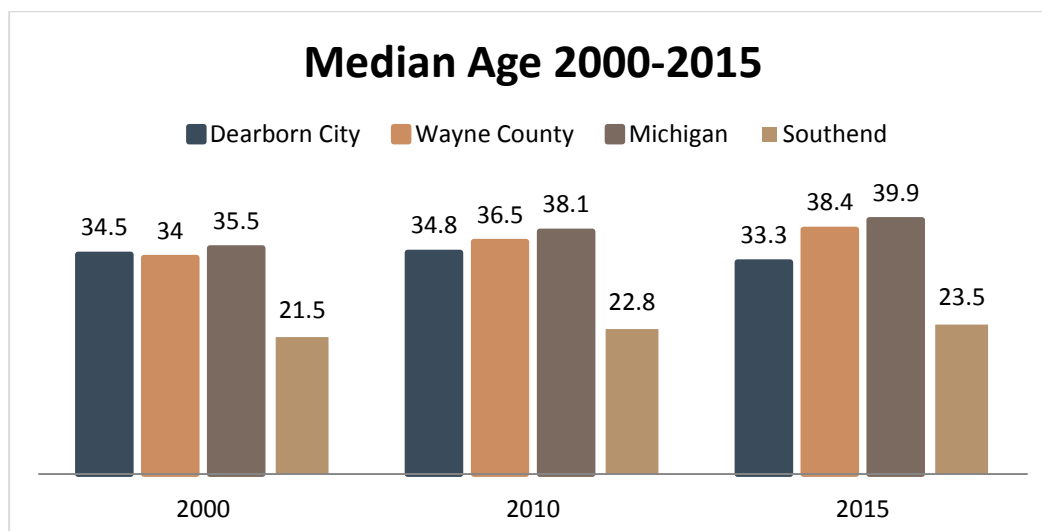


Figure 22: Median Age Comparisons 2000-2015
(U.S. Census Bureau, 2010, 2015)

Housing

Figure 23 shows that more than 65% of the housing within The Southend are renter occupied and much fewer owner-occupied housing units (31%). From the data, owner-occupied housing is the majority of the housing inside the City of Dearborn, Wayne County, and for the rest of the State as a whole. In comparison to the rest of the City of Dearborn, the Salina Neighborhood has a slightly lower percentage of vacant units at 3% vacant compared to 10% for City of Dearborn.

Year	1990	2000	2010	2015
Location	Total Housing Units			
Dix-Vernor Corridor	605	660	856	843
City of Dearborn	36,929	38,981	38,249	37,748
Wayne County	832,710	826,145	826,328	821,693
State of Michigan	3,847,926	4,234,279	4,531,231	4,600,551
Location	Owner Occupied Housing Units			
Dix-Vernor Corridor	141	274	271	259
City of Dearborn	26,358	26,996	34,310	22,699
Wayne County	498,630	511,837	464,603	430,561
State of Michigan	2,427,472	2,793,124	2,769,474	2,763,244
Location	Renter Occupied Housing Units			
Dix-Vernor Corridor	407	345	522	557
City of Dearborn	9,084	9,774	9,667	11,174
Wayne County	281,905	256,603	226,340	251,815
State of Michigan	991,859	992,537	1,037,147	1,139,315
Location	Total Vacant Housing Units			
Dix-Vernor Corridor	57	68	63	27
City of Dearborn	1,487	2,211	3,939	3,875
Wayne County	52,175	57,705	135,585	139,317
State of Michigan	428,595	448,618	724,610	697,992

Figure 23: Dix-Vernor Housing Profile 2000, 2010, 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

Income

From the Median Income and Per-Capita Income data in Figures 24 and 25, there is an increase of median household income and per capita income for Dearborn City, Wayne County, Michigan, and the Southend from 1990 to 2000. The Southend had a stable and slightly increased median income from 2000 to 2015, but decreased by nearly 14% from 2010 to 2015 in per capita income.

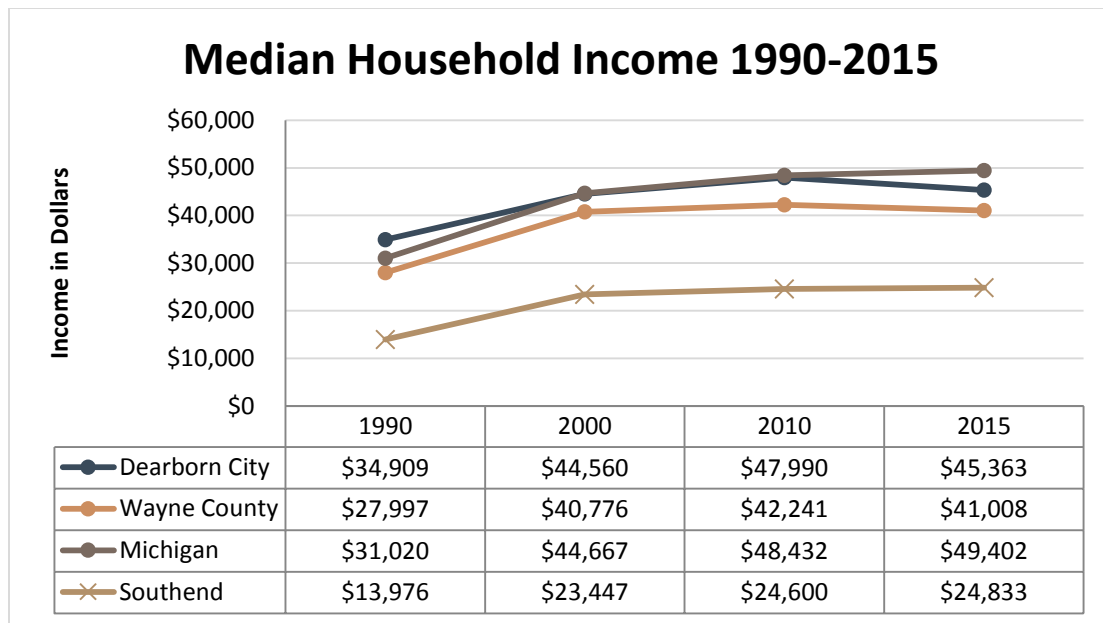


Figure 24: The Southend Median Household Income 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

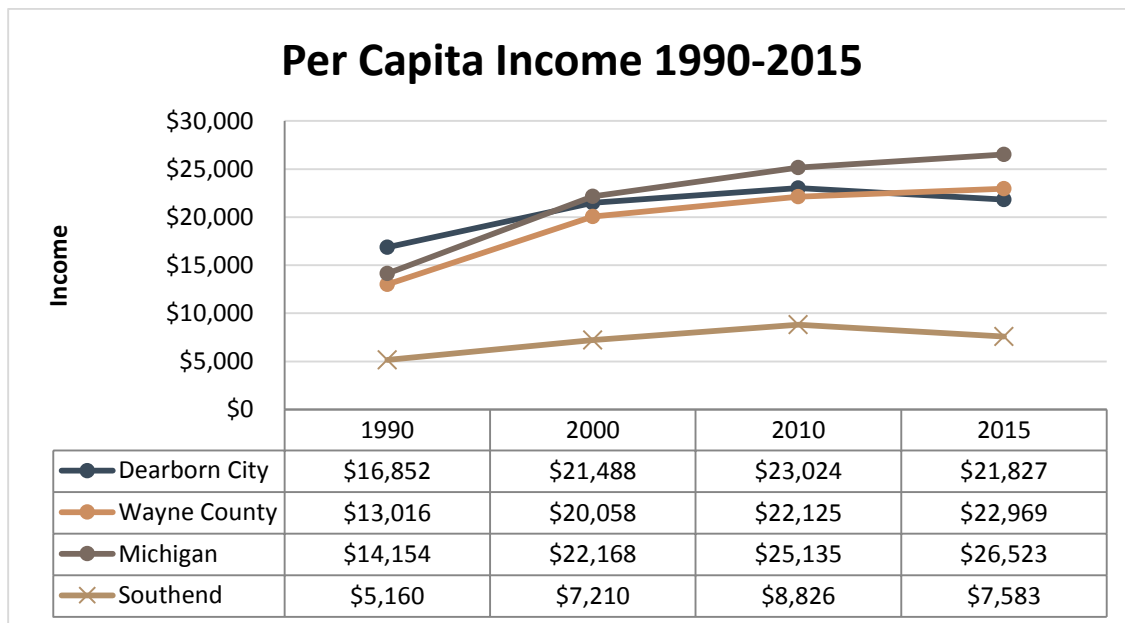


Figure 25: Per Capita Income 2010 & 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

Figure 26 highlights the income distribution in The Southend with more than 50% of the population having income less than \$25,000 in 2015. More than 25% of the population has an income less than \$15,000. The low-income groups are prominent in the focus area. Only 1% of the population has income higher than \$150,000.

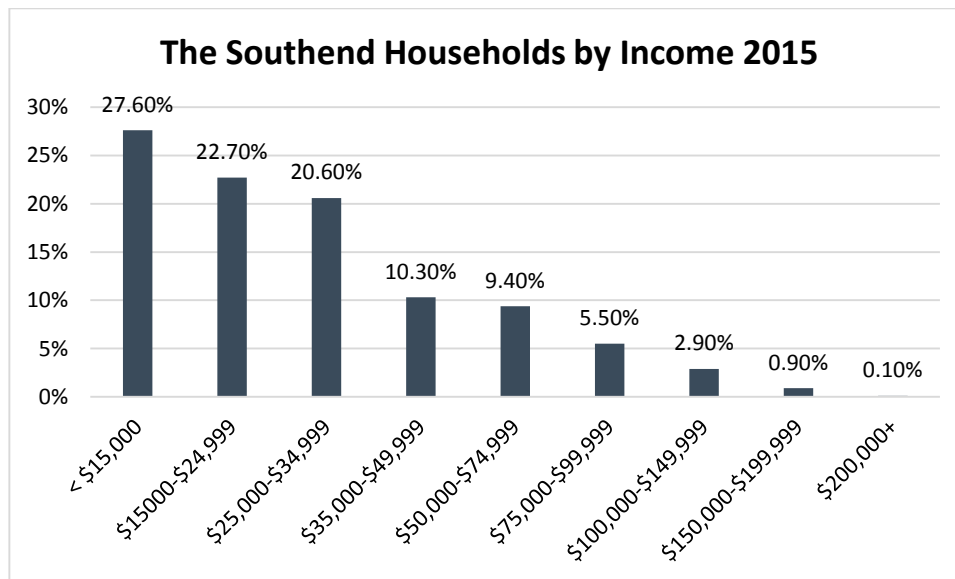


Figure 26: The Southend Households by Income 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

Employment

From the Employed Labor Force chart in Figure 27, the employed labor force in Dearborn City, Southend, and Wayne County have decreased from 2010 to 2015, the employed civilian population in Michigan has increased from 2010 to 2015. Figure 28 shows the employment by industry for 2014.

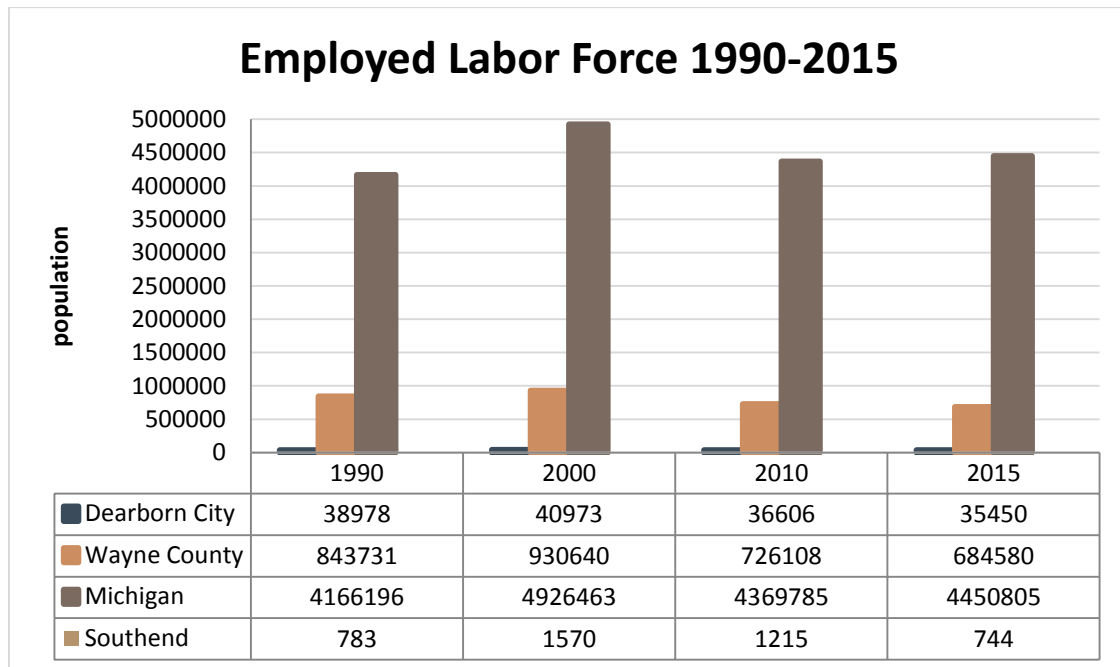


Figure 27: Employment Comparison 1990-2015
(U.S. Census Bureau, 2010, 2015)

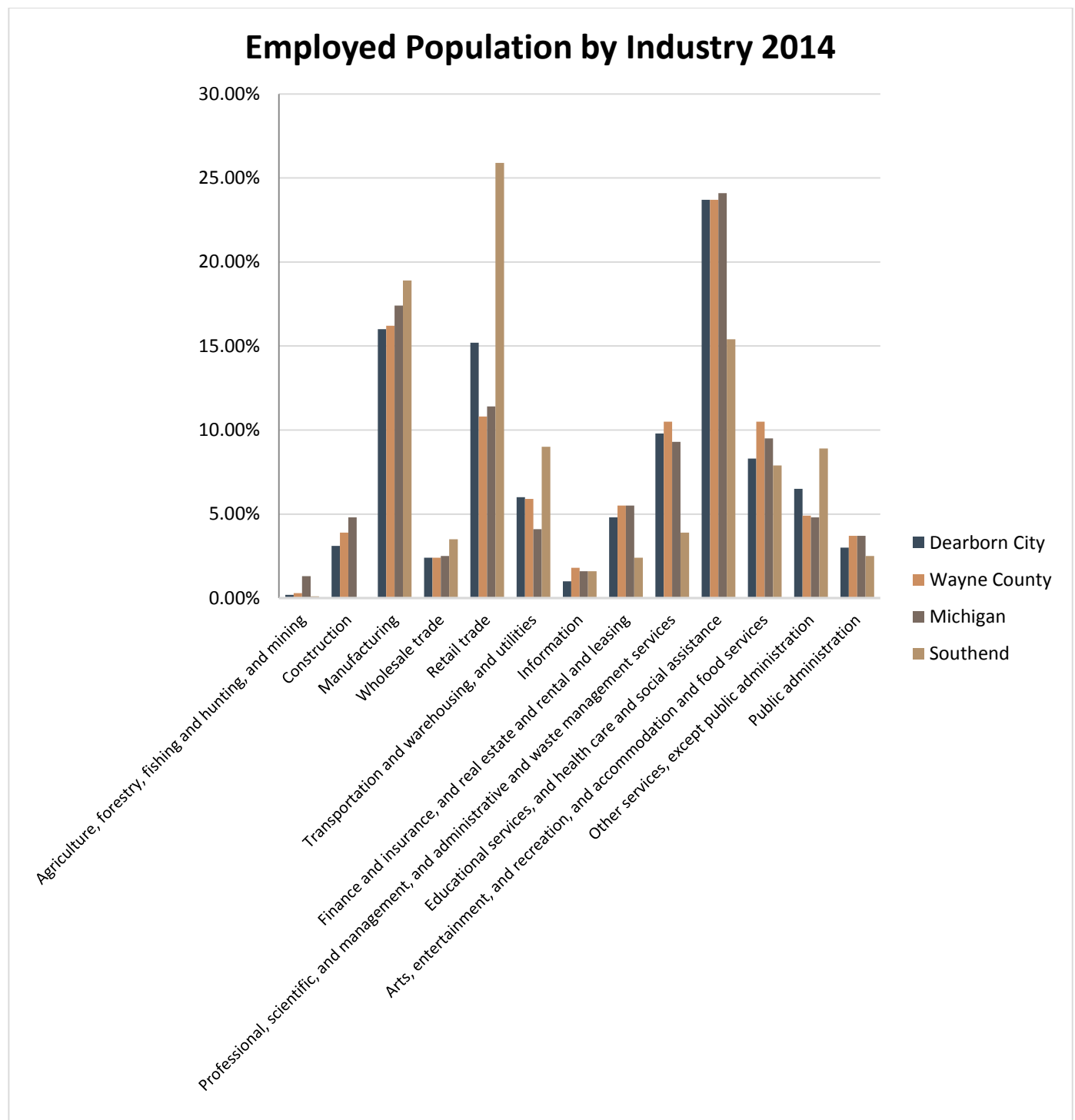


Figure 28: Employed Population 16+ by Industry 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

Unemployment

The Unemployed Labor Force data shown below in Figure 29 shows the unemployment rate in the City of Dearborn, Wayne County, Michigan, and The Southend have decreased from 2010 to 2015.

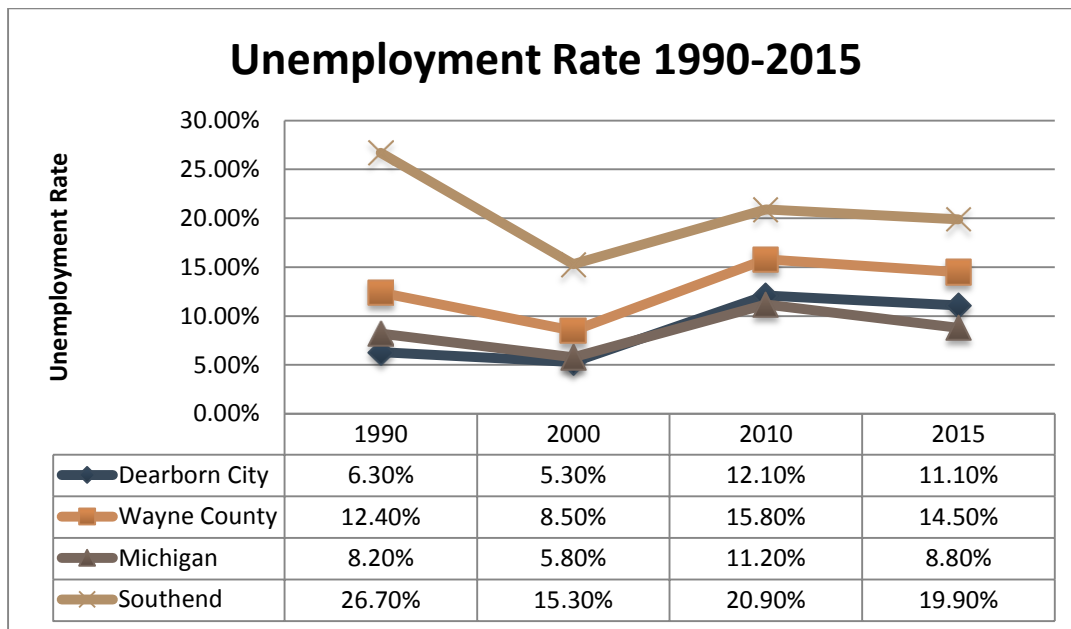


Figure 29: Unemployment Rate 2010 and 2015
(ESRI Demographics, 2010, 2015) (U.S. Census Bureau, 2010, 2015)

Figure 30 reflects data for the percentage of individuals below poverty level. The percentage of population whose income is below poverty level has increased from 2000 to 2015 in Dearborn City, Wayne County, Michigan, and the Southend. The percentages of population that are below poverty level in the Southend are much higher than those of Dearborn City, Wayne County, and the State of Michigan.

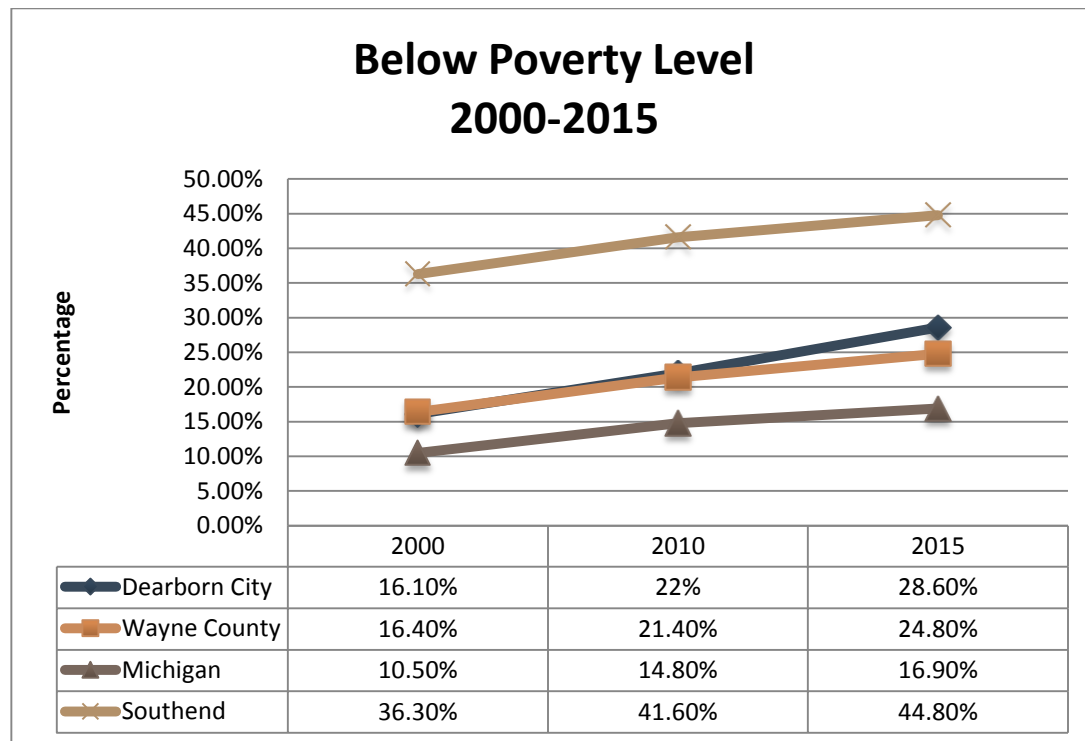


Figure 30: Below Poverty Level Comparisons 2000-2015
(U.S. Census Bureau, 2010, 2015)

Educational Attainment

From the Educational Attainment Profile of the Population 25+ in the Dix-Vernor Corridor in Figure 31, the data shows that more residents were gaining a Bachelor's Degree from 1990 to 2010. When looking at the data, the residents inside the Dix-Vernor Corridor have a lower population who have bachelor's degrees (24%) than the City of Dearborn (37%), Wayne County (28%), and State of Michigan (31%). The residents inside of the Dix-Vernor Corridor have a lower educational attainment level than the rest of the compared regions.

Year	1990	2000	2010	2015
Location	High School Graduate			
Dix-Vernor Corridor	203	661	468	299
City of Dearborn	16,068	15,460	14,953	11,341
Wayne County	400,583	399,885	365,874	288,093
State of Michigan	1,887,449	2,010,861	2,066,981	1,689,590
Location	Bachelor's Degree			
Dix-Vernor Corridor	78	101	153	103
City of Dearborn	7,821	9,791	9,883	10,854
Wayne County	114,779	141,886	152,250	159,828
State of Michigan	638,267	878,680	1,017,086	1,117,292
Location	Graduate/Professional Degree			
Dix-Vernor Corridor	24	69	29	19
City of Dearborn	5,381	6,255	6,572	7,352
Wayne County	66,043	76,571	95,599	105,382
State of Michigan	375,780	467,771	629,937	722,351
Location	Total Educational Attainment			
Dix-Vernor Corridor	305	831	650	421
City of Dearborn	29,270	31,506	31,408	29,547
Wayne County	581,405	618,342	613,723	553,303
State of Michigan	2,901,496	3,357,312	3,714,004	3,529,233

Figure 31: Educational Attainment Comparison 1990-2015
(U.S. Census Bureau, 2010, 2015)

Summary

The Southend has different socioeconomic characteristics compared to the rest of the City of Dearborn, Wayne County, and the State of Michigan in regards to population, housing, income, employment, and educational attainment. Main points of importance are:

- Fairly stable population from 2010-2015;
- Median age in the mid 20's compared to the mid 30's in the City of Dearborn, Wayne County, and the State of Michigan;
- More than 50% of the housing in The Southend is renter occupied;
- Low household income. An average of \$24,833. More than 50% of the population having income less than \$25,000 in 2015;
- High unemployment rate at 19.9%;
- High percentage of population below poverty level at 44.8%;
- Low educational attainment. Only 13% of the Dix-Vernor Corridor residents that are 25 and over have received an Associate's Degree or higher.

The demographic analysis of The Southend suggest this community is made of up of fairly young residents with low-income and education. These characteristics can be important to consider when thinking about the development and future of the area.

District Study and Analysis

Commercial Condition Survey

The Team created criteria to assess the condition of the commercial structures along the Dix-Vernor Corridor which was separated into blocks (the first block not containing structures) shown in Figure 32. The given characteristics that we have measured was the existing state of the business' windows, doors, siding, roof, the state of the paint or brick along the exterior of the business, lighting, the accessibility of parking, décor and greenery in front of the businesses, clear signage in front of each business, and the amount of setback from the street for each of the businesses. Our team has collected pictures along the corridor and sorted them by address as if one were walking from the north side to the south part of the district. Each commercial building was rated with conditions such as "Poor", "Fair", and "Good" based upon the criteria shown in Table 1. Each of the above criteria receives a score between 0 and 2 with a perfect score of 18. The unweighted scores between 0 and 5 signify a "Poor" score, the score between 6 and 12 signify "Fair", and a score between 13 and 18 signify a "Good" score.

Commercial Condition Survey Criteria		
Criteria	Score	Description
Windows	0	Not present or damage to glass and frame, repairs may include window replacement.
	1	Present but look to be in older condition. Does not appear to need window replacement.
	2	Present, with no to very minor damages. No glass damage, frames appear new.
Doors	0	Major damage visible. Damage repair may include a door replacement.
	1	Minor damage. Does not appear to need door replacement.
	2	Present, with no visible damage.
Siding	0	Major damage visible. Siding likely to need replacement and may pose a public health risk.
	1	Some damage visible, maintenance required. Damage does not appear to be a public health risk.
	2	No major damage visible. Siding materials appear largely intact.
Roof	0	Severe damage. Damage to roof likely pose a public health risk.
	1	Minor damage. Lack of maintenance is evident. Damage does appear to be a public health risk.
	2	No major damage visible. Roofing materials appear to be primarily intact.
Paint/Brick	0	Major chipping visible, likely to require complete repainting.
	1	Minor chipping visible, some maintenance required.
	2	No major chipping visible.
Lighting	0	No visible light features.
	1	One visible light feature, bulbs appear to work.
	2	Multiple visible light features, bulbs appear to work.
Parking	0	Parking lot for individual commercial and institutional properties. Parking is not easily assessable to business.
	1	Some parcels use shared parking lots with signage to notify vehicular traffic. Parking is accessible to business.
	2	Parking lots are combined, clearly visible with signage, accessible to business, and in the back of the store.
Décor/Greenery	0	No greenery present, no décor present.
	1	Greenery needs maintenance, some décor present.
	2	Greenery appears to be well-managed, décor present.
Signage	0	Hard to see signage, sign requires replacement.

Setback	1	Visible signage, some repair required.
	2	Visible signage, appears to be intact.
	0	A setback larger than 50 ft.
	1	A setback of 10-50 ft.
	2	Little to no setback 0-10 ft.

Table 1: Criteria for Commercial Condition Survey

Table 2 shows the conditions of each parcel in the corridor based off of the determined criteria. The corridor has been separated into 12 blocks grouping together parcels in order to assess the area more efficiently. The following sections of this report may reference areas based on their block number.

Commercial Condition Survey Analysis											
Block	Business	Windows	Doors	Roof	Paint/ Brick	Lighting	Parking	Décor/ Greenery	Signage	Setback	TOTAL
2	Future Driving	2	2	2	1	1	1	0	2	1	13
2	Islamic Town Center	2	2	2	1	1	1	0	2	1	12
2	Islamic Village Market	2	2	2	2	2	1	0	2	2	15
2	Joe's Barber Shop	2	2	2	1	1	1	0	2	1	13
3	Middle East Service Center	2	2	2	2	1	1	0	1	1	12
3	Cricket Wireless Authorized Retailer	2	2	2	2	1	1	0	2	1	13
3	Choppers Salon	2	2	2	2	1	1	0	2	1	13
3	Metro PCS Authorized Dealer	2	2	2	2	1	1	0	2	1	13
3	For Lease/Rent	0	0	2	2	1	1	0	2	1	10
3	Hookah Land	2	2	2	2	1	1	0	2	1	13
3	Savings Plus	2	1	2	2	1	1	0	2	1	12
3	National Associations of Yemeni American	0	1	2	2	0	1	0	1	1	8
3	Nassar Family Impuas Inc.	1	2	2	1	0	1	0	1	1	9
3	Dix Mobil Inc.	1	1	2	2	2	1	0	1	1	11
3	Naji'z Hair Salon	2	2	2	2	0	1	0	1	1	11
4	Peace Book Store	1	1	2	2	1	1	0	2	1	11
4	Vacant	0	1	2	1	1	1	0	0	1	7
4	Vacant	0	1	2	1	1	1	0	0	1	7
4	Vacant	0	1	2	1	1	1	0	0	1	7
4	Al Fahd Super Market	1	1	2	1	2	1	0	2	1	11
4	Haidara Tax and Immigration Services	2	2	2	1	2	1	0	2	1	13
4	Ronnie Berry's Halal Meats	2	2	2	2	2	1	0	2	1	14
5	Al Saad Meat Market	2	2	2	2	1	1	0	2	1	13
5	Azal Supermarket	2	2	2	2	2	2	0	2	1	15
5	Sheba Pharmacy	2	2	2	2	1	1	0	2	0	12
5	Sheba Market	1	1	2	1	0	1	0	2	0	8
5	Joe's Barber Shop	2	2	2	2	2	1	0	2	0	13
5	Aden Restaurant	2	2	2	2	1	1	0	1	0	11
5	Foot Specialist	2	2	2	2	0	1	0	1	0	10
5	Vernor Family Dental	2	2	2	2	0	1	0	2	0	11
5	Family Care Pharmacy	2	2	2	2	1	1	0	2	2	14

5	Physical Therapy Group	2	2	2	2	0	1	0	2	2	13
5	American Moslem Society Masjid	1	2	2	1	2	2	0	2	0	12
6	Mobil Gas Station	2	2	2	2	2	1	1	2	1	15
6	South Dearborn Pharmacy	1	2	2	1	1	1	0	2	0	10
6	Haddad Internal Medicine	2	2	2	2	1	1	0	2	0	12
6	Dearborn Spine Center	2	2	2	2	0	1	0	1	0	10
6	Dentist- Dr. Razan Abbass D.D.S.	1	2	2	2	1	1	0	1	0	10
7	ACCESS	2	2	2	2	2	2	2	2	2	18
7	Roman Village Cucina Italiana	2	2	2	2	2	1	1	2	2	16
7	Women's Medical Center	2	2	2	1	0	1	0	2	0	10
7	Pediatric Care Center, LLC	2	2	2	1	0	1	0	2	0	10
7	Rasmia's Hair Salon	2	2	2	2	0	1	0	2	0	11
7	Rahim Medical Center	2	2	2	2	1	2	2	2	2	16
8	Islamic Poultry	2	2	2	2	2	1	0	2	2	15
8	Arabian Village Market	2	1	2	2	2	1	0	2	0	12
8	Dearborn Bakery	2	2	2	2	0	1	0	0	0	9
8	New Arabian Village Poultry 2	2	2	2	2	0	1	0	0	1	10
9	Advanced Medical Center, PLLCP	2	2	2	2	1	1	0	2	0	12
9	Yemini Airways	2	2	2	2	1	1	0	1	0	11
9	Vacant-Sold Medical Center Coming Soon	-	-	-	-	-	-	-	-	-	-
11	UAW Local 600	2	2	2	2	2	1	0	2	1	14
11	US Postal Service	2	2	2	2	2	1	0	2	1	14
10	For Sale (medical)	2	2	2	1	2	2	0	0	2	13
10	Vacant Building	0	1	1	1	0	1	0	0	1	5
12	Dearborn Sausage Company	2	2	2	2	2	1	1	2	1	15
	Salina Elementary School	2	2	2	2	2	2	2	2	2	18
	Salina Intermediate School	2	2	2	2	2	2	2	2	2	18


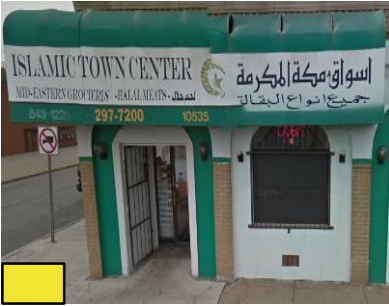







Table 2: Analysis of Commercial Corridor

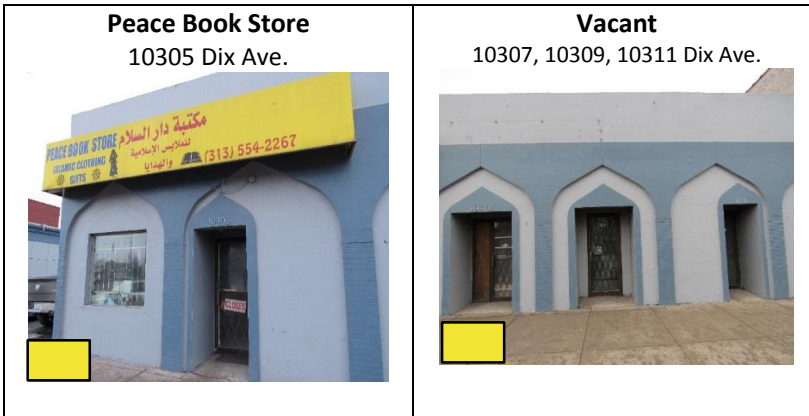
0-5	6-12	13-18
Poor	Fair	Good

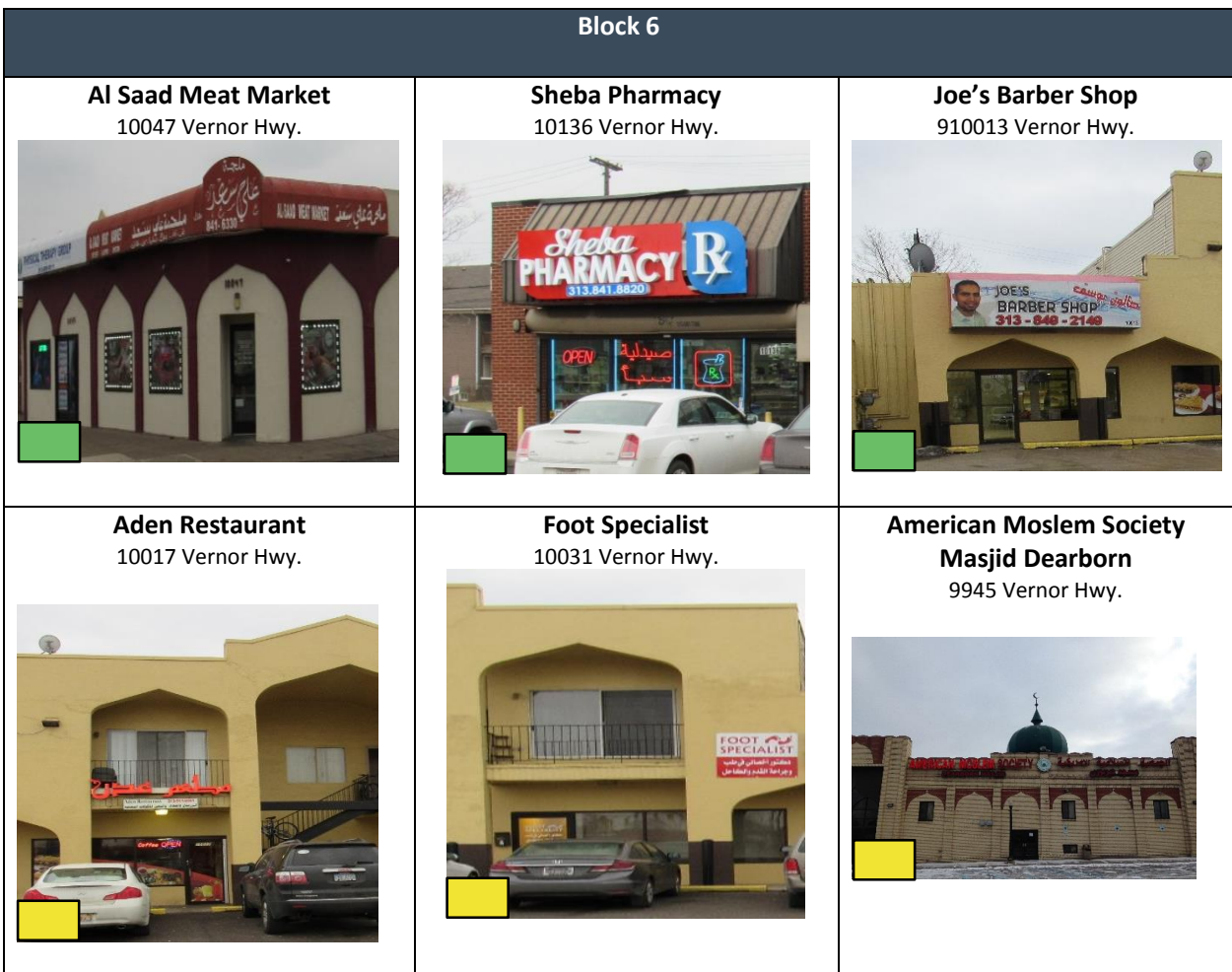
Table 3: Rating Standard for Commercial Corridor

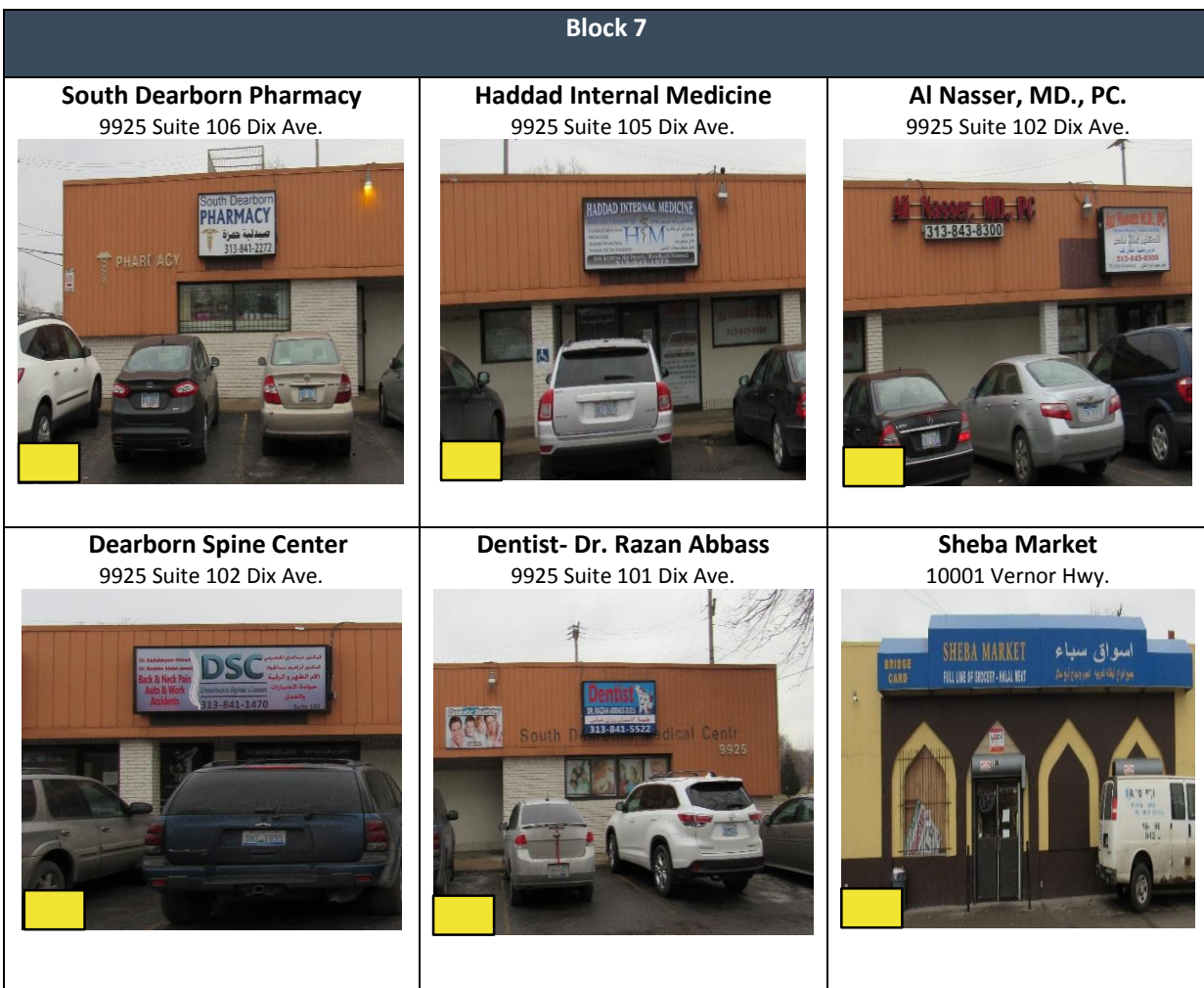


Figure 32: Commercial Condition Survey Map
(MSU Planning Practicum, 2016)

Block 2		Block 3
<p>Future Driving School 10545 Dix Ave.</p> 	<p>Islamic Town Center 10631 Dix Ave.</p> 	<p>Islamic Village Market 10631 Dix Ave.</p> 
Block 4		
<p>Middle East Service Center 10514 Dix Ave.</p> 	<p>Cricket Wireless Authorized Retailer 10517 Dix Ave.</p> 	<p>Choppers Salon 10513 Dix Ave.</p> 
<p>Metro PCS Authorized Dealer 10509 Dix Ave.</p> 	<p>For Lease/ Rent 10505 Dix Ave.</p> 	<p>Hookah Land 10501 Dix Ave.</p> 







Mobile Gas Station
10000 Vernor Hwy.



Block 8

Rahim Medical Center
10066 Dix Ave.



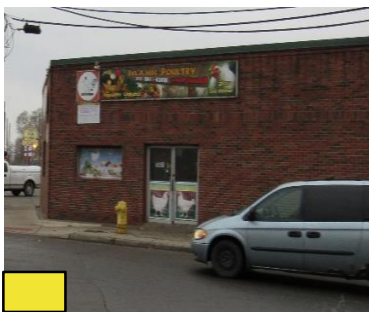
Roman Village Cucina Italiana
9924 Dix Ave.



Women's Medical Center
9724 Dix Ave.



Islamic Poultry
2461 Akron St.



Pediatric Care Center, LLC
9720 Dix Ave.

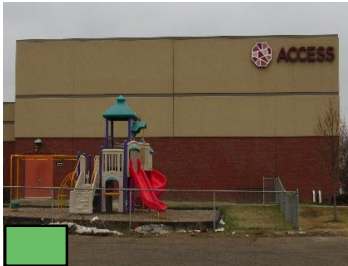


Rasmia's Hair Halon
9704 Dix Hwy.



ACCESS

2651 Saulino Ct.



Block 9

Arabian Village Market
10040 Dix Ave.



Dearborn Bakery
10016 Dix Ave.



New Arabian Village Poultry 2
1008 Dix Ave.



Block 10

Yemini Airways
10148 Vernor Hwy.










Medical Center Coming Soon
10110 Dix Ave.



Advanced Medical Center, PLLCP
10140 Vernor Hwy.



Block 11		
<p>Vacant 10334 Dix Ave.</p> 	<p>U.S. Postal Service 10500 Dix Ave.</p> 	<p>UAW Local 600 10550 Dix Ave.</p> 
<p>For Sale (medical) 10306 Dix Ave.</p> 		

Block 12	Schools	
<p>Dearborn Sausage Company 2540 Wyoming St.</p> 	<p>Salina Elementary</p> 	<p>Salina Intermediate</p> 

Summary

Of the 57 structures included in the commercial condition survey, 1 is in “Poor” condition, 31 are in “Fair” condition, and 25 are in “Good” condition. Block 1 does not have built structures located on it and the 9 parcels of vacant land are owned by the City of Dearborn. Blocks 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12 are in “Good” and “Fair” condition. Block 10 has parcels in “Good” and one in “Poor” condition.

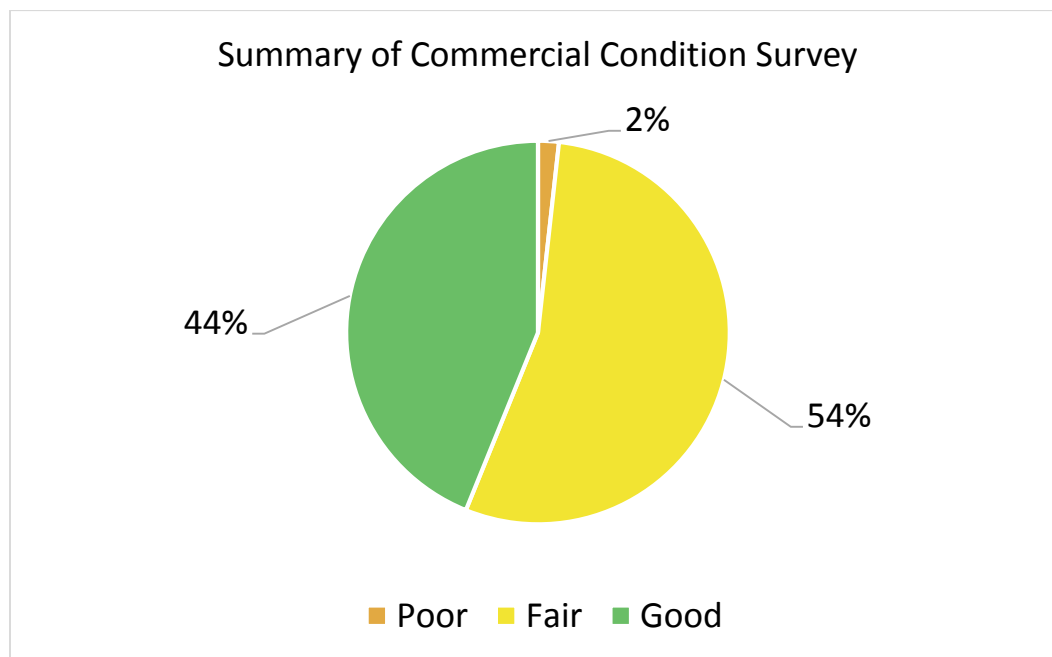


Figure 33: Summary of Commercial Condition Survey
(Practicum Team MSU, 2016)

Commercial Retail Profile

A retail and leakage analysis quantitatively reflects aspects of retail opportunities in a community. This type of analysis measures the balance between supply and demand in the community and the region. (ESRI, 2014) There are many factors that are involved in a retail analysis including credit card expenditures, location, demand, and market availability, so this tool should be used as a guide for commercial retail potential. This tool can be utilized to indicate how well the needs of residents in the community are being met, if there is an existing demand in the area, and it can identify the strengths and weaknesses of an areas retail sector.

Retail leakage indicates that residents are spending more for products than local businesses capture. This reveals that there is a demand that is not being met and money is being spent outside of the community.

Please note: retail leakage in a community does not always mean that an addition of this specific market would be successful due to various factors such as regional competition.

Retail surplus shows that the community is successfully capturing the local market and also attracting non-residents to the community for the specific retail good or service. When there is a retail surplus in an area, supply is exceeding demand. This does not necessarily mean that the area could not successfully support additional businesses of this kind in the area.

Through ESRI, a geographic information system company, a report was run to capture the retail surplus/leakage for the Dix-Vernor Commercial Corridor. The full Retail MarketPlace Profile report can be found in Appendix B of this report. A range of five miles and one mile was used to represent the supply and demand in the community and surrounding area. It is important to use a radius slightly larger than the immediate focus area in order to get an accurate representation of the consumers in the area. Note: ESRI's Retail MarketPlace study derives data from a computation of various factors, including credit card sales. The Southend focus area is composed of local, specialty retail shops that may account for a slight deviation in results.

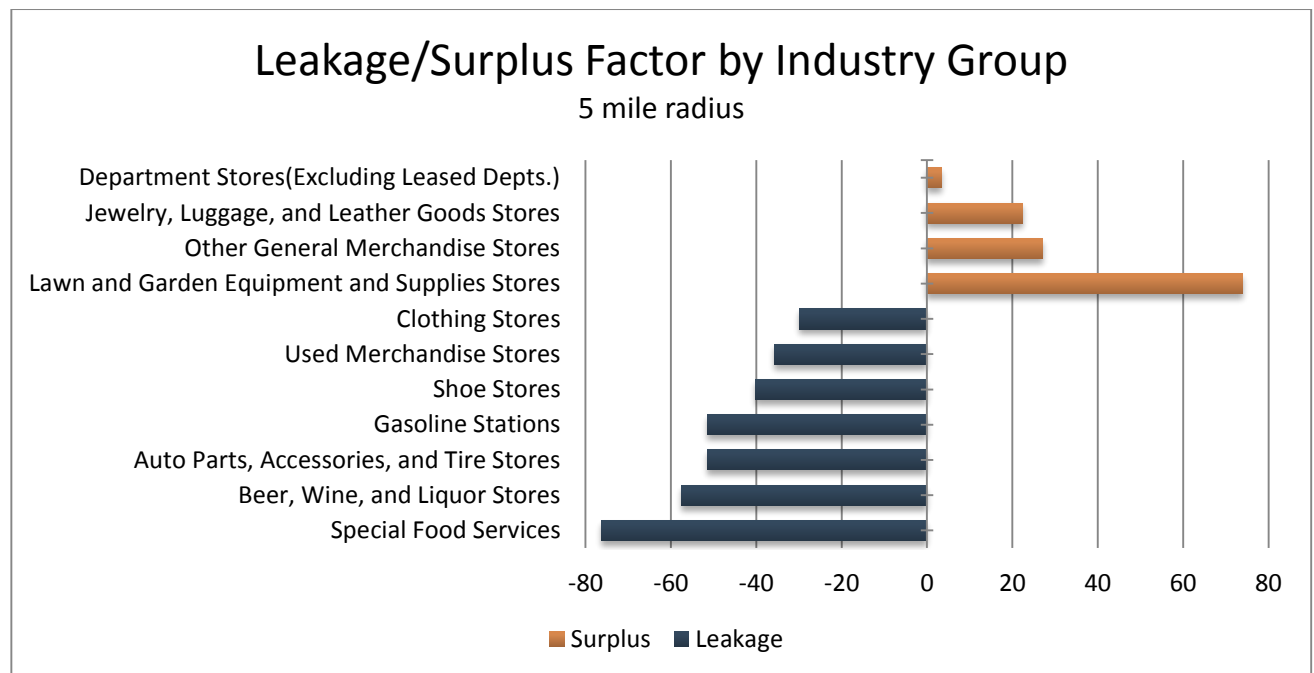


Figure 34: Leakage/Surplus Factor by Industry Group 5 mile radius (ESRI, 2014)

5 mile radius	Leakage	Surplus
Special Food Services	76.2	
Beer, Wine, and Liquor Stores	57.5	
Auto Parts, Accessories, and Tire Stores	51.5	
Gasoline Stations	51.5	
Shoe Stores	40.2	
Used Merchandise Stores	35.8	
Clothing Stores	29.9	
Lawn and Garden Equipment and Supplies Stores		74
Other General Merchandise Stores		27
Jewelry, Luggage, and Leather Goods Stores		22.3
Department Stores (Excluding Leased Depts.)		3.4

Figure 35: Leakage/Surplus Factor Chart- 5 mile radius
(ESRI, 2014)

Business	Zoning	Detailed Classification	Block
Future Driving	Commercial	Retail Store	2
Islamic Town Center	Commercial	Retail Store	2
Islamic Village Market	Commercial	Retail Store	2
Joe's Barber Shop	Commercial	Retail Store	2
Middle East Service Center	Institutional	Retail Store	3
Cricket Wireless Authorized Retailer	Commercial	Retail Store	3
Choppers Salon	Commercial	Retail Store	3
Metro PCS Authorized Dealer	Commercial	Retail Store	3
For Lease/Rent	Commercial	Retail Store	3
Hookah Land	Commercial	Coffee/ Smoke Shop	3
Savings Plus	Commercial	Retail Store	3
National Associations of Yemeni American	Commercial	Retail Store	3
Nassar Family Impuas Inc.	Commercial	Retail Store	3
Dix Mobil Inc.	Commercial	Retail Store	3
Naji'z Hair Salon	Commercial	Retail Store	3
Peace Book Store	Commercial	Office Building for Professional and General Use	4
Vacant	Commercial	Retail Store	4
Vacant	Commercial	Retail Store	4
Vacant	Institutional	Office Building for Professional and General Use	4
Al Fahd Super Market	Commercial	Retail Store	4
Haidara Tax and Immigration Services	Commercial	Retail Store	4
Ronnie Berry's Halal Meats	Commercial	Retail Store	4
Al Saad Meat Market	Commercial	Retail Store	5
Azal Supermarket	Commercial	Retail Store	5
Sheba Pharmacy	Commercial	Retail Store (Pharmacy)	5
Sheba Market	Commercial	Retail Store	5
Joe's Barber Shop	Commercial	Retail Store	5
Aden Restaurant	Commercial	Restaurant without Drive Through	5
Foot Specialist	Commercial	Medical or Dental Clinics and Offices	5
Vernor Family Dental	Commercial	Medical or Dental Clinics and Offices	5

Family Care Pharmacy	Commercial	Retail Store (Pharmacy)	5
Physical Therapy Group	Commercial	Medical or Dental Clinics and Offices	5
American Moslem Society Masjid	Institutional	Religious Institutions	5
Mobil Gas Station	Commercial	Automobile Filling and/or Repair Stations	6
South Dearborn Pharmacy	Commercial	Retail Store (Pharmacy)	6
Haddad Internal Medicine	Commercial	Medical or Dental Clinics and Offices	6
Dearborn Spine Center	Commercial	Medical or Dental Clinics and Offices	6
Dentist- Dr. Razan Abbass D.D.S.	Commercial	Medical or Dental Clinics and Offices	6
ACCESS	Institutional	Community Uses or Buildings	7
Roman Village Cucina Italiana	Commercial	Restaurant without Drive Through	7
Women's Medical Center	Commercial	Retail Store	7
Pediatric Care Center, LLC	Commercial	Medical or Dental Clinics and Offices	7
Rasmia's Hair Salon	Commercial	Medical or Dental Clinics and Offices	7
Rahim Medical Center	Commercial	Retail Store	7
Islamic Poultry	Commercial	Medical or Dental Clinics and Offices	8
Arabian Village Market	Commercial	Retail Store	8
Dearborn Bakery	Commercial	Bakery	8
New Arabian Village Poultry 2	Commercial	Retail Store	8
Advanced Medical Center, PLLCP	Commercial	Medical or Dental Clinics and Offices	9
Yemini Airways	Commercial	Retail Store	9
Vacant-Sold Medical Center Coming Soon	Commercial	Medical or Dental Clinics and Offices	9
UAW Local 600	Institutional	Private Club, Fraternities, and Lodges	11
US Postal Service	Institutional	Municipal Buildings	11
For Sale (medical)	Commercial	Retail Store	10

Vacant Building	Commercial	Carry-out Restaurant without Drive Through/ Retail Store	10
Dearborn Sausage Company	Institutional	Public, Parochial, and Private Schools	12
Salina Elementary School	Institutional	Public, Parochial, and Private Schools	

Total industries in the corridor: 28 Retail Stores, 3 Retail Store Pharmacies, 1 Coffee/ Smoke Shop, 2 Office Buildings for Professional and General Use, 3 Restaurants without Drive Through, 11 Medical or Dental Clinics and Offices, and 1 Religious Institution.

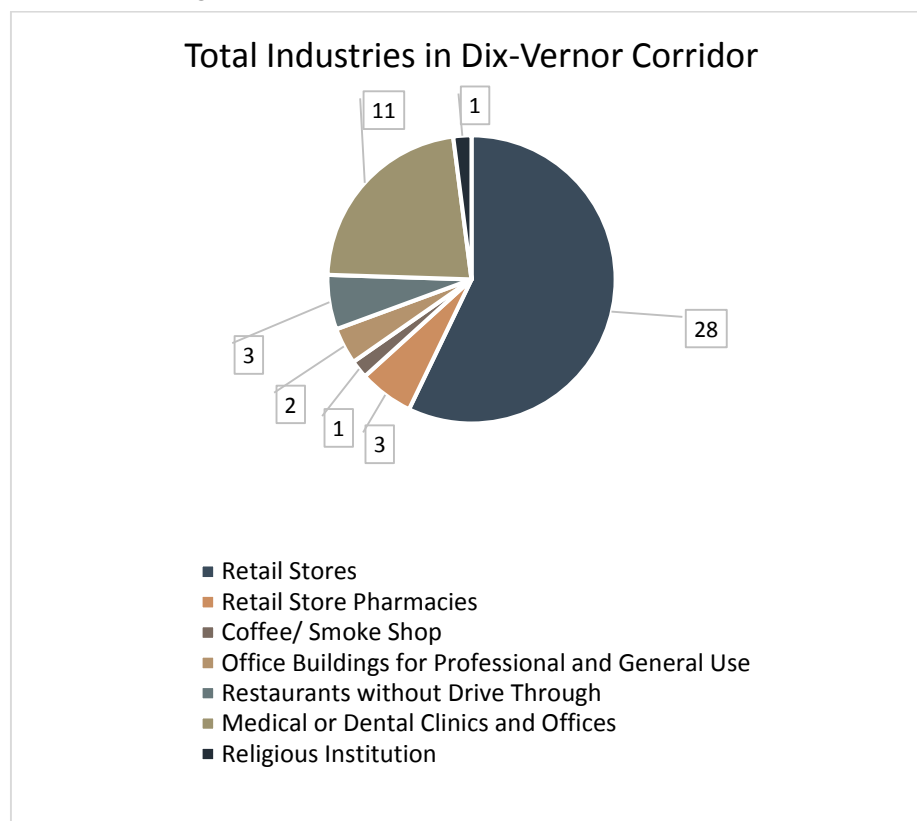


Figure 36: Total Industries in Dix-Vernor Corridor

Residential Condition Survey

The City of Dearborn conducted a Housing Survey in 2010/2011 with data from nine of the neighborhoods in Dearborn including the Salina neighborhood. Below are the standards that were used and the results. Out of 243 homes, 234 or 96.3% were considered “good condition”, 7 or 2.88% noted “Exterior maintenance require”, 2 or 0.82% noted “Major repairs required”, and 0 were considered “poor condition”. The Housing Survey 2010/2011 report can be found in Appendix C.

1-Good condition	The general overall appearance is pretty good, only a few repairs are needed.	
2-Exterior maintenances required	More extensive work needs to be done to the exterior of the building to maintain good condition, such as stairs, extensive painting, and sidewalk replacement.	
3-Major repairs required	More extensive work is needed for the exterior of the building and the grounds. Major repairs such as repairing walls, replacing materials or many minor repairs needed through the structure.	
4-Poor condition	The appearance of the building is bad, very extensive work is needed for both exterior of the building and grounds to bring overall appearance up to acceptable appearance.	
Salina Community Housing Conditions		
Condition	Total	Percent
1-Good condition	234	96.3%
2- Exterior maintenances required	7	2.88%
3- Major repairs required	2	0.82%
4- Poor condition	0	0.0%
Total	243	100%

Figure 37: The Southend Housing Survey City of Dearborn 2010-2011
(City of Dearborn Planning Commission, 2010/2011)

Discussion with community members and a windshield survey lead the team to believe that the housing stock within the Salina Neighborhood is at or close to full capacity. It is understood that there is a high demand to be located in this area and that demand is higher than the housing stock available.

Mobility

Intersection Condition Survey

The Team created criteria to assess the condition of the intersections along the Dix-Vernor Corridor. This was completed by walking down the corridor and taking pictures of each of the intersections on both sides of the street in order to show how well connected the intersections are for pedestrian travel. Each intersection had received a number from 0-2, with 0 being on the lower tier, 1 being on the middle tier, and 2 being on the higher tier, based on four different criteria: connection of sidewalks from opposing sides of the street; signage for crossing; the markings along the street; and how accessible the intersections are for pedestrian travel. Our team has developed criteria to determine whether an intersection is considered “Poor”, “Fair”, or “Good” for pedestrians. The designations “Poor”, “Fair”, or “Good” were determined by adding the numbers for each of the categories of Connection, Signage, Markings, and Accessibility. The criterion for a “Poor” intersection was whether the summation of the categories was between 0 and 2. The criterion for a “Fair” intersection was whether the summation of the categories was between 3 and 5. Finally, the criterion for a “Good” intersection was whether the summation of the categories was between 6 and 8.

Criteria	Score	Description
Connection	0	Includes no connection from sidewalks on opposing sides of the street. Sidewalk does not continue.
	1	A connection from opposing sides of the street is present, but the sidewalk does not continue.
	2	Includes connected sidewalks from opposing sides of the street and sidewalk continues.
Signage	0	No visible pedestrian signage for crossing.
	1	Includes no more than one signage for crossing.
	2	Includes more than one pedestrian signage.
Markings	0	Painted pedestrian crossings are non-existent.
	1	Painted pedestrian crossings exist, although weatherworn and difficult to see.
	2	Pedestrian crossings are clearly marked with little to no challenge to visibility.

Accessibility	0	Crosswalk signals are nonexistent. ADA accessible wheelchair marking present but in poor condition.
	1	Crosswalk signal exists, but no auditory signal for the hearing impaired. ADA accessible wheelchair marking present.
	2	Crosswalk signals are useful for both the visually and hearing impaired in order to maximize safety. ADA accessible wheelchair marking present.

Table 4: Criteria for Intersection Condition Survey
(Practicum Team MSU, 2016)

Zone	Location	Connection	Signage	Markings	Accessibility	TOTAL
7	Corner of Dix and Amazon	2	1	0	0	3
7	Corner of Dix and Roulo	2	1	0	0	3
7	Corner of Dix and Saulino	2	1	0	0	3
7	Crossing Dix Corridor (Corner of Dix and Saulino)	2	2	1	0	5
6	Corner of Dix and Dale	1	0	0	0	1
7, 8	Corner of Dix and Akron	2	0	0	0	2
8, 9	Corner of Dix and Holly	2	0	1	1	4
4, 5, 9	Crossing Dix Corridor (Corner of Dix and Vernor)	2	1	1	1	5
4,5	Corner of Dix and Canterbury	2	0	1	0	3
3, 4	Corner of Dix and Salina	2	1	2	1	6
2, 3	Corner of Dix and Wyoming	2	1	0	0	3
2, 3	Crossing Dix Corridor (Near Wyoming)	2	0	1	1	4
2	Corner of Dix and Ferney	2	1	0	0	3
10, 11	Crossing of Vernor and Wyoming	2	1	2	0	5
9, 10	Crossing of Vernor and Salina	2	1	1	1	4
9	Crossing Vernor Corridor (Corner of Dix and Vernor)	2	1	2	1	6
5	Crossing of Vernor and Westlawn	2	0	1	0	3
6, 7	Crossing of Vernor and Dale	2	1	2	0	5

Table 5: Analysis of Intersection Conditions

0-2	3-5	6-8
Poor	Fair	Good

Table 6: Rating Standards for Intersections



Corner of Dix and Amazon



Corner of Dix and Roulo



Corner of Dix and Saulino



Crossing Dix Corridor (Near Dix and Saulino)



Corner of Dix and Dale



Corner of Dix and Akron



Corner of Dix and Holly




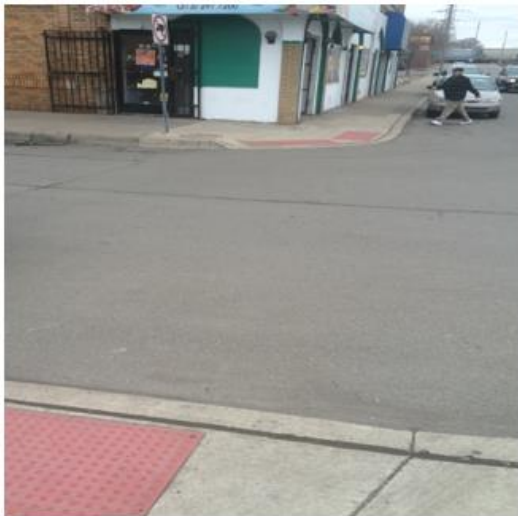
Crossing Dix Corridor (Near the corner of Dix and Vernor)




 Corner of Dix and Canterbury




 Corner of Dix and Salina



 Corner of Dix and Wyoming



 Crossing Dix Corridor (Corner of
Dix and Wyoming)



Corner of Dix and Ferney



Corner of Vernor and Wyoming




Corner of Vernor and Salina




Crossing Vernor Corridor (Corner of
Dix and Vernor)



 Corner of Vernor and Westlawn



 Corner of Vernor and Dale

Dix-Vernor Corridor Crosswalks

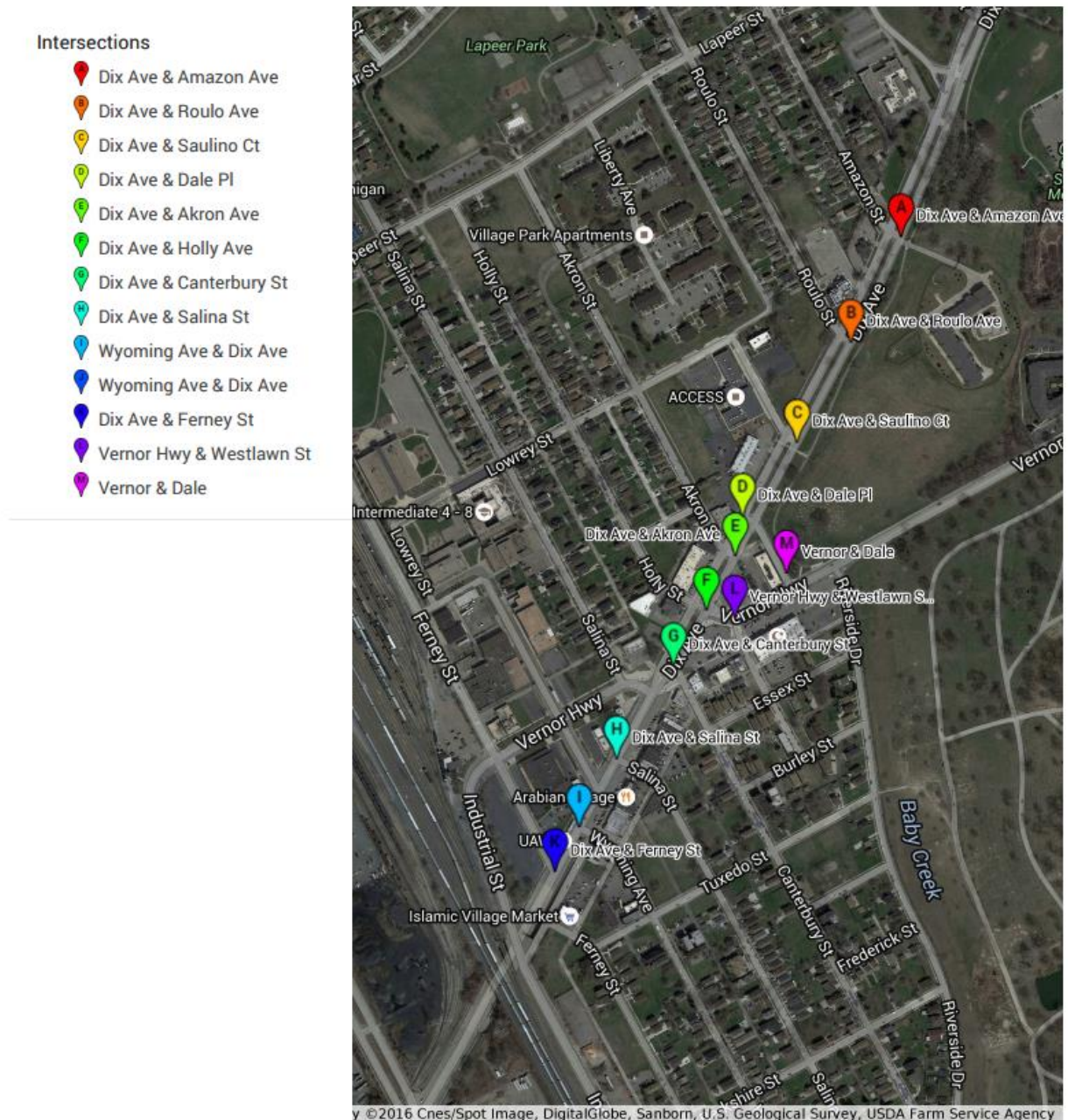


Figure 38: Dix-Vernor Corridor Crosswalks
(My Maps Google, 2016)

Walkability/Complete Streets

Utilizing the Complete Streets Assessment Guidelines from Smart Growth America, The Team conducted a sidewalk and street/shoulder assessment in order to assess walkability and bikeability of the corridor.

Figure 39 below shows a summary of the survey conducted. The entire data as well as term definitions for “good”, “fair”, and “poor” can be found in Appendix D.

Sidewalk Assessment

Zone	1	2	3	4	5	6	7	8	9	10	11
Land Use	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial	Commercial
Sidewalk Present	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Sidewalk Material	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete	Concrete
Condition	Good	Good	Good	Good	Good	Good	Fair	Fair	Fair	Fair	
Width	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'	4'-6'
Obstacles blocking sidewalk?	No	No	No	No	No	No	No	No	No	No	No
Buffer between sidewalk and street?	On-street parking lane	On-street parking lane	On-Street parking lane	On-street parking lane	On-street parking lane	Curb, grass/trees/planting strip	Grass/tree/planting strip	Curb	Grass/tree/planting strip	None	Curb, grass/trees/planting strip
Problems with sidewalk maintenance?	Snow/ice removal	Snow/ice removal	Snow/ice removal	Snow/ice removal	Snow/ice removal	No	Water/sand/gravel accumulation Snow/ice removal	Uneven surfaces	Snow/ice removal	Vegetation/grass growing over on sidewalk, snow/ice removal	Snow/ice removal
Non-residential driveways present?	No	No	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
If yes, are driveway crossings designated?	N/A	N/A	N/A	Sidewalk	N/A	Sidewalk	Not designated	Not designated	Not designated	Not designated	Not designated

Figure 39: Sidewalk Assessment- Smart Growth America Assessment (Smart Growth America, 2015)

Street/Shoulder Assessment

Zone	1	2	3	4
Street and shoulder condition	Fair	Fair	Fair	Fair
Designated shoulder?	No	No	No	No
Shoulder marked as a designated bike lane?	No	No	No	No
Shoulder usable for walking and/or biking?	No	No	No	No
Shoulder used for parking:	YES	YES	YES	YES
If yes, are parking spaces marked?	Yes	Yes	Yes	Yes
Pedestrian or bike signage provided?	Pedestrian	Pedestrian	Pedestrian	Pedestrian
Mid-block crosswalks?	No	No	No	No
Condition of mid-block crosswalks	N/A	N/A	N/A	N/A
Condition of mid-block curb ramps	N/A	N/A	N/A	N/A

A study was conducted to get a snapshot of the parking conditions located in 3 of the Blocks located in the Dix-Vernor commercial corridor. The parking was assessed in Block 3, 4, and part of 5 focusing on the commercial area and excluding the American Moslem Society Masjid. Vacant parking spaces were counted as well as photos taken at 30 minute intervals for 3 hours three different days Thursday, March 9, Friday, March 10 and Wednesday, March 14 at different times of day. This provides a comprehensive view of the parking conditions within the corridor. The City of Dearborn owns lots 160-163 which are located within the commercial corridor in Blocks 3, 4, and 5- the focus area within the corridor where the survey was conducted. As seen in the Tables 7 and 8 below, some figures in the "Percentage of occupied spots" column are over 100%. This is possible considering areas that are not marked as official parking spaces are utilized as overflow parking on the buffer curbs in the Blocks.

Parking: Block 3				
Date	Time	Occupied parking spots/Total cars in lot	Total parking spots	Percentage of occupied spots
3/5/2016	11:00am	9	18	50%
3/5/2016	11:30am	11	18	61%
3/5/2016	12:00pm	15	18	83%
3/5/2016	12:30pm	16	18	89%
3/5/2016	1:00pm	23	18	128%
3/5/2016	1:30pm	24	18	133%
2/11/2016	2:00pm	21	18	117%
2/11/2016	2:30pm	20	18	111%
2/11/2016	3:00pm	17	18	94%
2/11/2016	3:30pm	14	18	78%
2/11/2016	4:00pm	14	18	78%
2/11/2016	4:30pm	15	18	83%
3/30/2016	5:15pm	18	18	100%
3/30/2016	5:45pm	17	18	94%
3/30/2016	6:15pm	19	18	105%

Table 7: Parking Block 3



Figure 41: Block 3 Parking

Parking: Block 4				
Date	Time	Occupied parking spots/Total cars in lot	Total parking spots	Percentage of occupied spots
3/5/2016	11:00am	8	20	40%
3/5/2016	11:30am	12	20	60%
3/5/2016	12:00pm	17	20	85%
3/5/2016	12:30pm	16	20	80%
3/5/2016	1:00pm	21	20	105%
3/5/2016	1:30pm	22	20	110%
2/11/2016	2:00pm	22	20	110%
2/11/2016	2:30pm	20	20	100%
2/11/2016	3:00pm	21	20	105%
2/11/2016	3:30pm	19	20	95%
2/11/2016	4:00pm	18	20	90%
2/11/2016	4:30pm	20	20	100%
3/30/2016	5:15pm	21	20	105%
3/30/2016	5:45pm	19	20	95%
3/30/2016	6:15pm	15	20	75%

Table 8: Parking Block 4



Figure 42: Block 4 Parking

Date	Time	Occupied parking spots/Total cars in lot	Total parking spots	Percentage of occupied spots
3/5/2016	11:00am	27	54	50%
3/5/2016	11:30am	23	54	43%
3/5/2016	12:00pm	27	54	50%
3/5/2016	12:30pm	38	54	70%
3/5/2016	1:00pm	38	54	70%
3/5/2016	1:30pm	40	54	74%
2/11/2016	2:00pm	37	54	69%
2/11/2016	2:30pm	32	54	59%
2/11/2016	3:00pm	34	54	63%
2/11/2016	3:30pm	35	54	65%
2/11/2016	4:00pm	37	54	69%
2/11/2016	4:30pm	41	54	76%
3/30/2016	5:15pm	42	54	78%
3/30/2016	5:45pm	42	54	78%
3/30/2016	6:15pm	37	54	69%

Table 9: Parking Block 5 portion



Figure 43: Block 5 Parking

Summary

Of the 18 intersections studied in the intersection condition survey, 2 were deemed to be in “Good” condition, 14 in “Fair” condition, and 2 in “Poor” condition. Factors such as connectivity, safety, and accessibility were all acknowledged in this study.

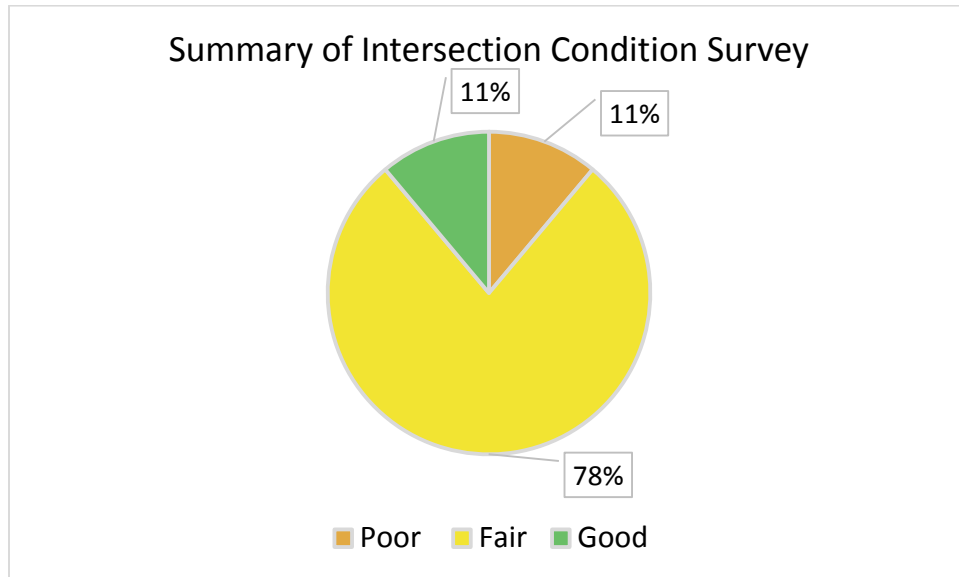


Figure 44: Summary of Intersection Condition Survey

The walkability and complete streets survey from Smart Growth America assisted The Team in assessing the conditions of the sidewalk and shoulders/street conditions for walkability and bikeability purposes. It was found that in its current state, the sidewalks and shoulders are not safely accessible for pedestrians and bikers along the corridor.

At various times of the day, there is a surplus of cars parked illegally in the three different blocks that have been studied. Block 3 during many times of the day has percentages that are well above 100% occupancy because of the cars that are parked illegally on the overlying curb in front of the businesses. Block 4 has a surplus of cars during the afternoon as well with a percentage well above what the parking lot has designated for spots. Through the research conducted, it was found that the times where the parking spaces are most utilized are in the afternoon from about 1:00pm-2:30pm and in the evening from about 5:15pm-6:15pm.

Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

The Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis was developed through discussions with the client, input from ACCESS, as well as our own analysis. The strengths, weaknesses, opportunities, and threats were compiled from these discussions to reflect the major concerns and opportunities for the economic development of the corridor. The SWOT analysis will be used as a guiding tool for the main concerns and needs of the community.



Figure 45: Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis

Findings and Summary

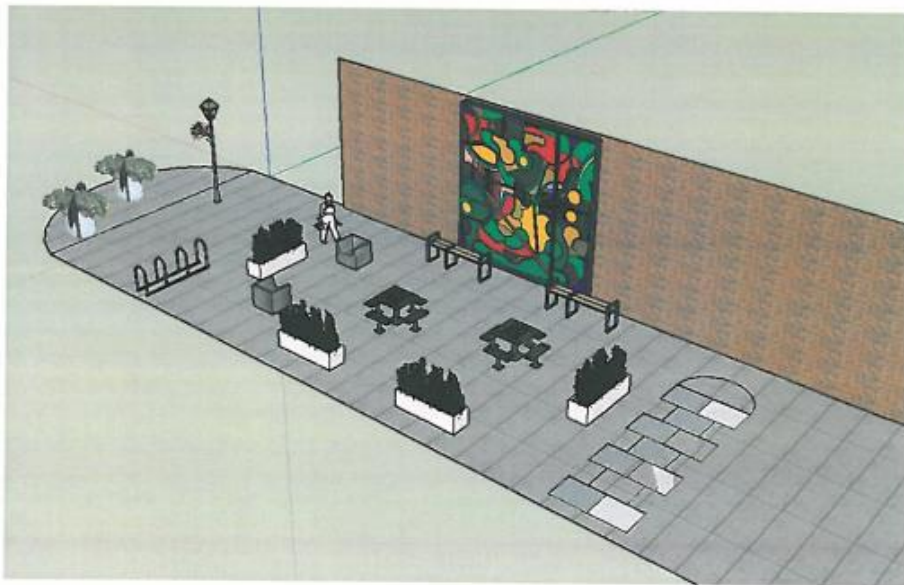
Recommendations

The consideration and implementation of the following practices will aim to support economic development within the Dix-Vernor Commercial Corridor through revitalization of existing structures and attract more investment within the district. The Practicum team's compiled research and data provided the structure for the formation of all recommendations.

MSHDA Placemaking Grant

With the support of the MSU Practicum Team, The Dix-Vernor Business District Improvement Authority was selected for a \$30,000 from the MSHDA grant in March 2016. When received, these funds will implement various placemaking components in the corridor including:

- Streetlight banners to hang from existing light poles along the corridor to market the area and increase awareness in general, or for specific events with uniting messages to connect the community.
- Concrete planters- adding landscaping components and greenery to the corridor to provide for a stronger sense of place and to beautify the area making a place where business owners and residents are proud of.
- Bike racks- there is a lack of transportation options within the corridor and adding bike racks (and making various other improvements) will promote biking and walking within the corridor. There is currently not space to leave bikes, therefore, bikes are not used as a transportation mechanism along the corridor. This is an addition that will provide long-term benefits and support different modes of transportation.
- Monument signs- this is a significant factor in creating an identity for The Southend and promoting a sense of place. Residents, business owners, and visitors need to feel connected to the place that they are in. Marketing and branding can raise awareness about the corridor and all of the unique amenities it has to offer.
- Picnic tables/benches- this will engage the community by providing places for gathering and social interaction within the corridor.



DIX & WYOMING



DIX & SALINA

Figure 46: Streetscape Enhancement Examples
(DVBDIA, Potential Streetscape Enhancements)

Marketing & Branding

Create a marketing and branding strategy and campaign for the corridor.

The Southend has much to offer in terms of various retail options that provide unique, specialty goods. If The Southend hopes to be recognized beyond their immediate neighborhood and become known as a destination for these goods, it must market itself accordingly. There a lack of identity of the area and branding components could help to unite the community and distinguish The Southend from the surrounding communities while also unifying it with the City of Dearborn and City of Detroit neighbors. Marketing and Branding recommendations to strengthen economic development as well as community pride include:

- Create a logo for The Southend. There has been discussion between members of the DVBDIA regarding what the brand should be for the area. Due to its historic significance and cultural components, The Team recommends keeping “The Southend”, but adding “The Southend-Dearborn” to make it clear as to what is being marketed and less vague for visitors. We also recommend adding the logo to the street light banners as well as creating window clings for businesses to locate on their store front to unite the businesses and promote awareness of the branding efforts.



Figure 47: The Southend Dearborn, Michigan Logo Examples

- Create a social media presence. The DVBDIA could create a Facebook page and each month highlight a different business along the corridor. Photos could be posted as well as different promotions/ events that are going on within the corridor. An example post as well as a photo: “The Dix-Vernor District has new benches and garbage cans for residents to enjoy! Come check out this great new addition to the corridor and stop by your favorite business today.”

- **Welcome Signs:** Welcome signs serve as a way to promote an area by reflecting your presence to visitors and residents alike. Figure 48 shows an example for Auburn Hills, MI, where a welcome sign was utilized to create a sense of place and signify the presence of the community. The entrance viaduct to the corridor, Figure 49, would benefit from a welcome sign. This would assist in creating a sense of pride for business owners and residents, and a sense of awareness for visitors to the corridor. Other signs strategically placed around the corridor for maximum saturation would also be beneficial.



Figure 48: Auburn Hills Welcome Sign



Figure 49: Dix-Vernor Corridor Viaduct

Walkability & Bikeability

Enhance walkability and bikeability for pedestrians through the area.

Through the walkability study conducted, it was reflected that there are areas to improve walking and biking within the corridor. There are many benefits to improved accessibility, a few being health, the environment, finances, and the community. Accessibly for business patrons to easily walk from store to store along the corridor is, in particular, crucial to the economic viability of the area. Recommendations for the improvement and promotion of walking and biking in the corridor include:

- Repair and maintain sidewalk conditions for improved safety, accessibility, and aesthetics. Through the Complete Streets Assessment conducted, we found the sidewalks to be in good condition with some areas for improvement, particularly at the crossing of Dix and Vernor near blocks 4, 5, and 9. These are major crosswalks for the business corridor and are frequently used by pedestrians. It is imperative that these crosswalks are highly visible to drivers and are well maintained. For both safety and aesthetics, a sidewalk improvement initiative can be set up to monitor and repair sections of the corridor along the business district. This initiative will ensure that the sidewalks are safe and accessible for wheelchairs, strollers, skateboards, and pedestrians.

- Provide sidewalk buffers along the corridor to enhance safety and aesthetics. There are several instances within the corridor where buffers of grass, trees, and parked cars are successfully used as a sidewalk buffer. However along the busy intersection of Dix and Vernor there is no buffer to the street between Blocks 5 and 6 shown in Figure 50. This area could be an important place for a buffer to increase pedestrian safety.

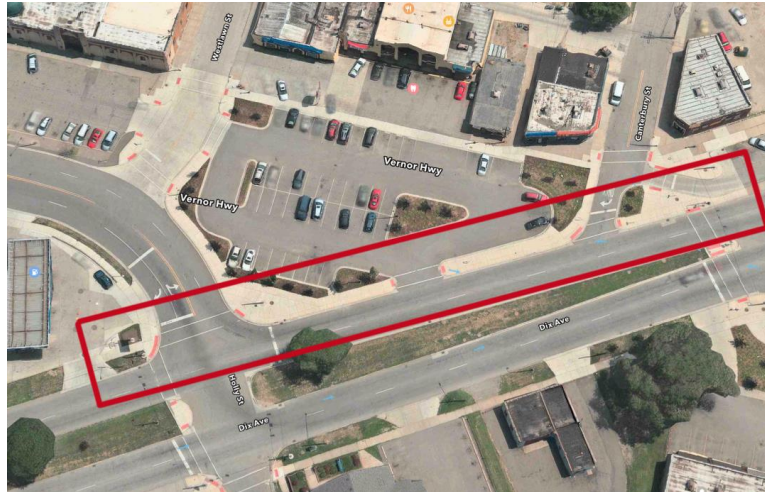


Figure 50: Block 5 & 6 Buffer Recommendation

- Focus on implementing continuous sidewalks, without breaks or abrupt endings. Continuous sidewalks encourage use and make conditions safer for pedestrians and bicyclists. Where it is possible, sidewalks should be on both sides of the street so pedestrians do not have to walk in the street or cross twice. An area that would benefit from a continuous sidewalk is located in Block 6, shown below in Figure 51.

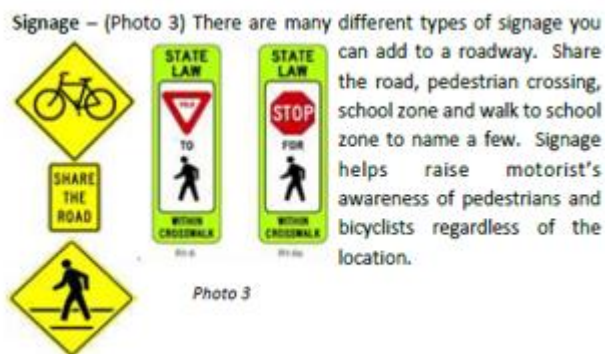


Figure 51: Block 6 Sidewalk Connection

- Implement a Safe Routes to School Program which encourages children to walk or bike to and from school safely. Federal legislation established a national Safe Routes to School Program in 2005, this program assesses the condition and safety of walking routes to schools. It provides infrastructure improvement recommendations and educational programs that can be implemented. Successful programs can reduce traffic congestion and negative environmental impacts. Students are able to safely travel to and from school and lead a more healthy and active lifestyle. Further information for establishing a Safe Routes to School Program can be found at the national website:

<http://guide.saferoutesinfo.org/steps/index.cfm>

- Improve crosswalk signage for pedestrians, bicyclists, and motors vehicles. As seen in the Complete Streets Assessment, there were several areas lacking in crosswalk signage. There are several non-residential driveways along the corridor blocks where signage for pedestrians, bicyclists, and drivers would raise awareness about crosswalks near businesses in Blocks 3, 4, and 5.



- Enforce parking regulations along sidewalks that do not allow cars to park on sidewalks or block pedestrian's crossings. In the Parking and Complete Streets Assessment, cars often parked partially on the sidewalk and impaired driver and pedestrian vision at crosswalks and intersections in Blocks 3, 4, and 5. High traffic and illegal parking made crosswalks and sidewalks unsafe and undesirable for pedestrian and bicycle use. Parking on the sidewalk and in crosswalks also cause infrastructure damage to curbs and concrete. Enhanced parking enforcement in the business corridor will encourage safer sidewalk conditions for all users.
- The addition of biking within a community provides economic, social, health, safety, and environmental components that assist in improving the quality of life for the area. In conjunction with the work the City of Dearborn is already working on in regards to a bike route, the DVBDIA should conduct further research to connect a bike route from Southwest Detroit, The Southend,

and Michigan Avenue in Dearborn. The route within The Southend could travel from Dix to Miller Road to Michigan Avenue. After the designated connecting bike route is created, designate the established bike lanes with painted street markings.



Figure 52: Potential Southend Bike Route

- Further investigate applying for funding from The Michigan Transportation Alternative Program (TAP), a competitive grant program that uses federal transportation funds designated for activities that enhance the intermodal transportation system and provide safe alternative transportation options. Eligible activities that the DVBDIA should focus on are:
 - Facilities for pedestrians and bicyclist, including traffic calming and other safety improvements
 - Safe routes for non-drivers

- Vegetation management practices in transportation rights of way

Applications for TAP are accepted year-round and can be found at www.michigan.gov/tap

Vacant Space

Efficiently utilize city owned parcels within the district to activate public involvement and promote economic development.

Recreation

Rehabilitate existing facilities to create a vibrant and positive community park.

One component of a thriving, desirable community is the presence of established spaces that can be utilized by the public for entertainment, recreation, and relaxation. Notably, the significance of recreational spaces is essential to improving the image, safety, health, and happiness of a community. That being said, it is vital to have a comprehensive understanding of how vacant parcels can be used to improve urban areas. As such, a review of suggested recommendations on how the land can be refurbished and improved will serve as a platform for improving the general standards of the community as a whole.

An area of focus in this study involves the transformation of vacant parcels into community parks as it is evident that recreation space is lacking within the corridor. Recommendations include:

- The current city owned parcels, 9989, 9973, 9957, 9939, 9923, and 9940 shown in figure 53 located between Tuxedo, Whittington, Riverside, and Canterbury should be improved. Improvements including removal of current play structure on parcel 9940 poses potential safety concerns for users, clear entrance/exits, and walk ways. These improvements will enhance the general access of the mentioned areas.



Figure 53: City Owned Park Parcels

- The addition of raised beds on parcel 9940 to initiate the community gardening project. A partnership between the park and ACCESS could stem around the community gardening initiative in order to create a space where residents of the community could have garden space and cultivate fresh, healthy food.
- Park should be equipped with a sign and logo to parallel with the branding initiative of the district. This will unify the community and strengthen the sense of place making it clear to residents and visitors alike that this park is in The Southend. There should be a separate sign for the community garden area and the park area and the signs should be placed at the entrance points, on parcels 9940 and 9957.



(Hamilton, VA, 2016)

- Utilize Patronicity's Crowdfunding platform through the Michigan Economic Development Corporation's (MEDC) Public Spaces Community Places program. This is a community backed initiative that thrives on the support of the community on the success of the project. If the funding goal is met, the MEDC and MSHDA will match the amount raised. The DVBDIA can submit a project for The Southend Park in order to receive funding for a play structure, garden space, landscaping components, and picnic spaces. Figure 54 shows a rendering of a project in Imlay City that reached their goal of \$9,200. Applications can be submitted through Patronicity's website: <https://www.patronicity.com/puremichigan>.



Figure 54: Imlay City Park Rendering (Patronicity, 2016)

Commercial Conditions

Improve existing conditions of commercial structures along the Dix-Vernor corridor.

Based off of the determined criteria, the commercial condition survey revealed 31 commercial structures are in fair condition. Recommendations for these structures include:

- Create a façade standard program with guidelines for business owners to follow and implement.
- Research façade improvement grant programs to improve the current conditions of the corridor and create a more welcoming, aesthetically pleasing corridor.
- Façade improvements can come in phases dependent on cost, desire, and time. The main points of concern for each of the blocks include improvements to paint/brick, lighting, greenery/décor, windows, doors, and signage. A block by block breakdown can be found in Figure 55:

Block 2	Block 3	Block 4	Block 5	Block 6	Block 7	Block 8	Block 9	Block 10	Block 11
-Paint/Brick -Lighting -Greenery -Decor	-Greenery -Decor	-Windows -Doors -Lighting -Paint/Brick -Greenery -Décor -Signage	-Windows -Lighting -Greenery -Décor	-Lighting -Greenery/ Décor	-Lighting -Greenery -Décor	-Paint/Brick -Lighting -Greenery -Décor	-Lighting -Greenery -Décor -Signage	-Lighting -Greenery -Décor	-Paint/Brick -Greenery -Décor -Signage

Figure 55: Block by Block Commercial Recommendations

Improving the conditions of these commercial structures in the corridor will create a strong of sense place and pride for businesses owners as well as residents of the area. An example of a façade with proper lighting, bricks/painting, windows, doors, greenery/décor, and signage is reflected in the rendering in Figure 56.



Figure 56: Facade Rendering Example (Estacada Development Association, 2016)

Housing

Provide for the ability and incentivize for a variety of housing options to meet the demand of the area.

The housing condition survey completed by the City of Dearborn and the research conducted by The Team, it is evident that there is not a sufficient amount and variety of housing options within The Southend. Preliminary recommendations for housing in The Southend include:

- Continue engagement in the Redevelopment Ready Communities program administered through the Michigan Economic Development Corporation. Currently the City of Dearborn is actively engaged in the program and working towards completing all 6 of the Best Practices in order to be certified by the state as Redevelopment Ready. Best Practice 5, Redevelopment Ready Sites, includes tools for areas that the community signifies as priority redevelopment sites. After the City of Dearborn is certified Redevelopment Ready, the MEDC will assist in marketing these priority sites along with the communities vision for what project will be desired in the area.

Best Practice Five: Redevelopment Ready Sites®

5.1—REDEVELOPMENT READY SITES®

Best practice 5.1 assesses how a community identifies, visions for and markets priority redevelopment sites. A redevelopment ready site is a site targeted by the community and ready for investment.

Identifying and marketing priority sites can assist a community to stimulate the real estate market for obsolete, vacant and underutilized property. Communities that have engaged the public and determined desired outcomes for priority sites create a predictable environment for development projects. A community which takes steps to reduce the risk of

rejected development proposals will entice hesitant developers to spend their time and financial resources pursuing a project in their community. If a development proposal on a priority site is deemed controversial, additional public participation opportunities should be held to ensure community support. To encourage development, it is essential that communities actively package and market sites prioritized for redevelopment. Developers look to invest in places that have an overall vision for the community and priority sites.

Figure 57: RRC BP 5 (MEDC, 2016)

- The City of Dearborn in partnership with the Dix-Vernor Corridor Improvement Authority should work together to establish 3 priority redevelopment sides for The Southend.
- Research different housing options including mixed-use and the “Missing Middle” such as duplexes and townhouses that could be built in the area providing low income housing that is currently missing. The City of Dearborn could look into various funding sources and provide incentives for developers who are interested in investing in the area.

Parking

Create and manage adequate parking facilities and systems for the corridor.

Parking in the Dix-Vernor Corridor is an important factor for business owners and residents and this topic has garnered attention from our team. Due to a regular surplus of cars parked illegally in non-designated spots and other factors, The Team created recommendations that could serve the residents, business owners, and visiting patrons in an efficient manner. Recommendations for parking along the Dix-Vernor Corridor include the following:

- Create multilingual parking signage along the corridor that could be limited to 2 hours. Long-term parking has been an issue along the corridor and in front of businesses, and making sure that every resident is able to read the signage and now which areas are available for parking is important.



Figure 58: Example of Multilingual Sign

- The DVBDIA should promote a community engagement process facilitated between the DVBDIA Board, Dix-Vernor business owners, and the American Moslem Society Masjid to assess different perspectives regarding the current parking situation. Creating surveys for the residents and business owners of the corridor to share their opinions and concerns allows the residents' voices to be heard. The residents could feel empowered that they could have a say in what goes into the community and how tax dollars are being spent within the corridor if there are choices to redevelop within the corridor. Surveys could ask questions such as "How do you feel about parking in front of Arabian Village?", "How would you feel about redeveloped parking lots behind Middle East Service Center?", or "How do you feel about metered parking along the Dix-Vernor corridor in order to enforce parking and increase the flow of patrons to businesses?". If residents respond, they could receive coupons or discounted services along the corridor for their participation.
- Create a volunteer parking group called The Southend Parking Team (SPT) consisting of 5 to 6 members, including impacted business owners to meet once or twice a month to discuss changes and collect information on how to go about parking policy. The Parking Authority could help other residents on where and where not to park at certain times of the day and make parking along the corridor as efficient as possible. When the Parking Authority meets once or twice a month, they could generate collective feedback for the DVBDIA or the Dearborn City Council Meetings.

- The addition of new parking lots on vacant, city owned parcels. City owned lots in Block 1, parcels 10641, 10663, 10669, 1840, and 1836, are in close proximity to the businesses in the corridor and could be an adequate place for the redevelopment of parking lots for the illegal parking and the overcapacity of cars along Block 3, Block 4, and Block 5, and hopefully could be used to combat the influx of cars and equalize the supply and demand issues. The rezoning from BC or RA to VP could be considered. Other city owned vacant lots behind Blocks 3 and 4 include parcels 1950 and 2160. Redeveloping a parking lot on vacant city owned sites could be warranted to support businesses and economic development within the corridor. Overcapacity of Blocks 3, 4, and 5 during half-hour intervals that were studied on February 11th, March 5th, and March 30th, 2016.
- Further parking studies to understand the needs of community members and business owners along the corridor.

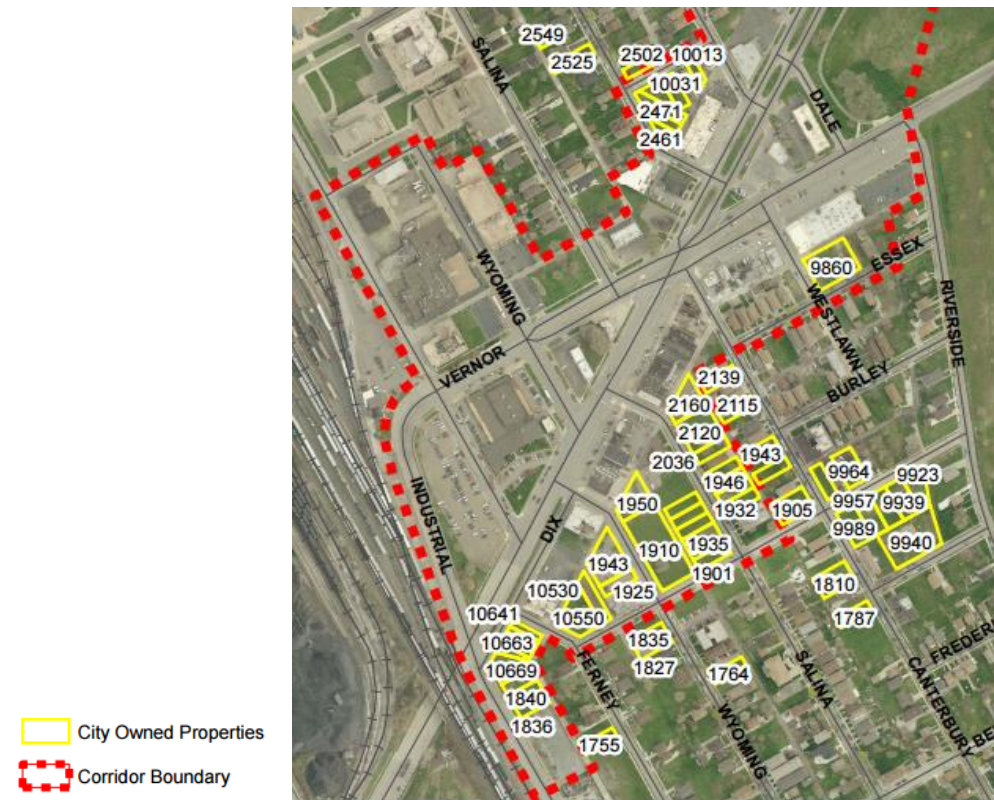


Figure 59: City Owned Vacant Parcels

- In order to reduce parking congestion along the corridor, let residents and business owners know that bike racks are being introduced with the grant funding and through the word of mouth, more people could be encouraged to bike to where they need to go on the corridor. If the Dix-Vernor Corridor could be introduced as a more bike-friendly environment, that could cut down the

parking along the corridor significantly. Make sure that the addition of the bike racks coincide with the requirements included in Section 4.03 of Article 4.00 of the Zoning Ordinance of the City of Dearborn.

- A park and ride system could be adopted along the Dix-Vernor Corridor in order to combat the overcapacity of parking during the day. For example, in Block 1, if those lots were to be redeveloped for parking, residents could leave their cars in the redeveloped lot and return at the end of the day once their business is done within the corridor. A sign posted for the return to Block 1 in front of ACCESS and that park and ride system could drive by every hour or so, whether it is a bus or a car. A partnership with the mosque could be beneficial, especially on Friday's where traffic is heightened due to attendance at the mosque.

Bench and Garbage Can Placement

Recommendations for placement of benches and garbage cans in the district.

The City of Dearborn has purchased benches and garbage cans to be located in the Dix-Vernor corridor (Figure 60). The Team has recommendations for appropriate locations for these items within the corridor that will impact the economic development and overall sense of place in the community shown in Figure 61.



Figure 60: Benches and Garbage Cans for Dix-Vernor Corridor

Bench and Garbage Can Placement

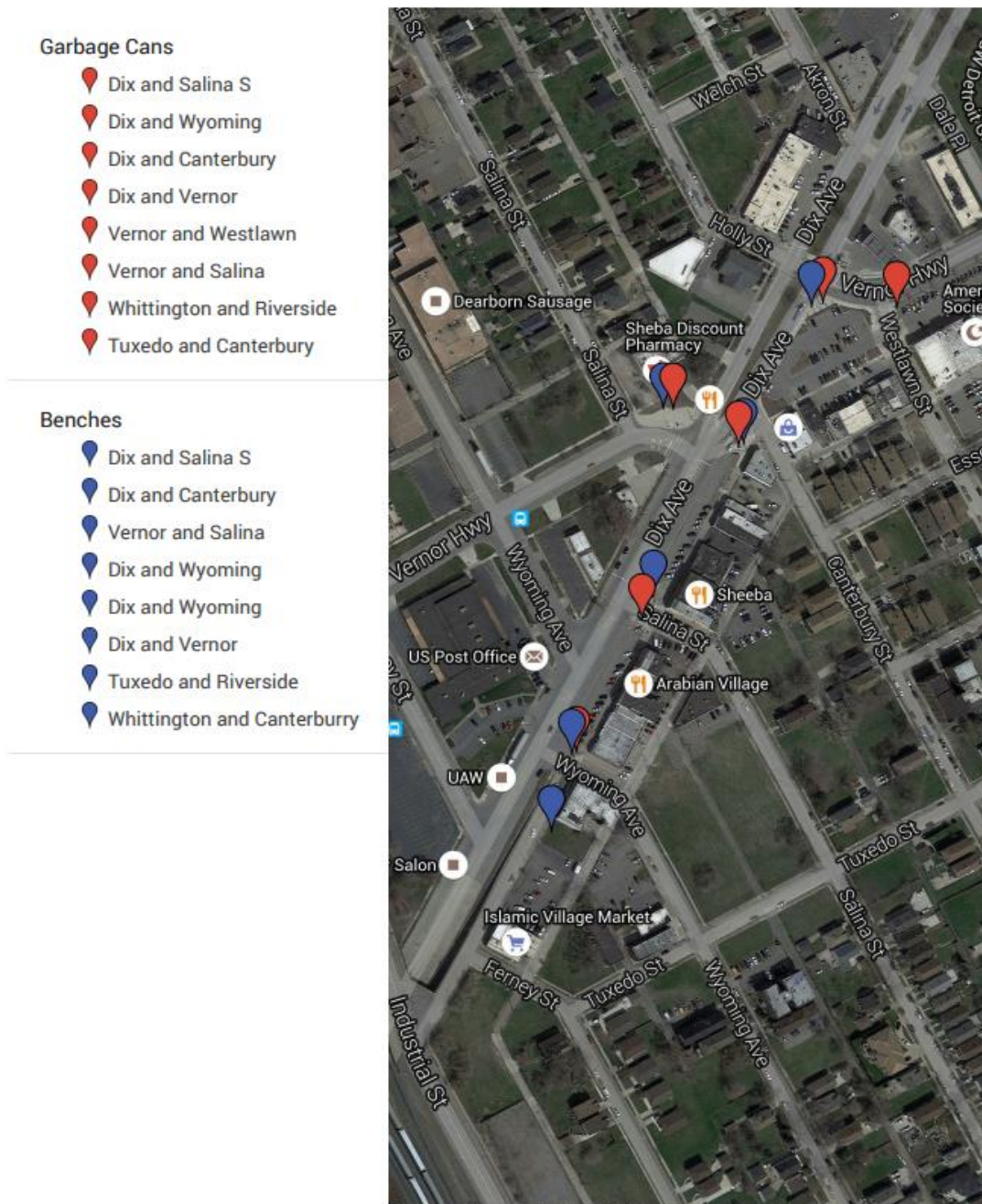


Figure 61: Benches and Garbage Can Locations (My Maps Google, 2016)

Time and Cost Matrix

With the MSHDA matching grant as well as designated TIF monies, many of these recommendations are feasible. A breakdown of priorities with time and cost considerations is reflected in Table 10.

	Low Cost <\$1,000	Medium Cost \$1,000-\$5,000	High Cost >\$5,000
Short Term 3-12 months	<ul style="list-style-type: none"> • Logo creation • Parking surveys for businesses and patrons • Crowdgranting for park (not including implementation time) 	<ul style="list-style-type: none"> • Banners • Bilingual parking signs 	<ul style="list-style-type: none"> • Welcome Signs • Sidewalk connection and safety improvements • Improve sidewalk/street buffers • Create and paint bike lanes
Medium Term 1-4 years	<ul style="list-style-type: none"> • Social Media presence and management • Become Redevelopment Ready Certified (Focus on BP 5) 	<ul style="list-style-type: none"> • Enforcement of parking • Bike route connection 	<ul style="list-style-type: none"> • Park and ride system • Creating parking in vacant, city owned lots • Façade improvements
Long Term 4+ years	<ul style="list-style-type: none"> • Community input sheets (ongoing if necessary) 	<ul style="list-style-type: none"> • SafeRoutes to School program 	<ul style="list-style-type: none"> • Additional low-income housing varieties

Table 10: Time/Cost Matrix

The research, analysis, and recommendations of this report combine to create a comprehensive vision plan and economic development strategy for The Southend of Dearborn. Through the MSHDA Placemaking grant, and recommendations including: working on marketing, branding, pedestrian and biker components, recreation, commercial facades, housing components, and parking within the corridor, The Dix-Vernor Corridor will greatly improve. The MSU Practicum Team would like to again acknowledge The City of Dearborn as well as the School of Planning, Design, and Construction at Michigan State University for their support in the completion of this project.

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Appendices

Appendix A



Statewide Partnership Grant Application

In order to apply for a Statewide Partnership Grant funded by the Michigan State Housing Development Authority (MSHDA), please fill out the following application completely and submit it to Jess Sobel at sobelj@michigan.gov. A hard copy should also be mailed to Jess Sobel at P.O. Box 30044, Lansing, MI 48909. Your organization must be a nonprofit or local unit of government to apply.

A. Background

Name of Organization:	Dix-Vernor Business Improvement Authority				
Street:				Suite #:	
City:	Dearborn	State:	MI	ZIP:	48120
Primary Contact Person:	Steve Horstman		Title:	Economic & Community Development	
Email:	shortsman@ci.dearborn.mi.us		Telephone:		Fax:
Authorized Signatory:				Title:	

B. Program Eligibility Questionnaire

In order for a proposal to be eligible for MSHDA's Statewide Partnership Grant program, the proposed activities must fit within one of the five categories listed below (Demolition, Land Acquisition & Development, Neighborhood Service Centers, Capital Improvements, or Community Development). Select each activity you propose to undertake and answer all activity-related questions that follow. **NOTE: Activities and/or expenses incurred prior to grant approval are not eligible.**

Demolition Grants

Does the program for which you intend to use Authority funds involve demolition of property (e.g. housing demolition)? ☐ YES ☒ NO

If YES, you must complete the following questions:

1. MSHDA Statewide Partnership grants may cover up to the entire cost of acquiring and demolishing those structures whose clearance is necessary or desirable to support low or moderate-income housing or the implementation of a program of neighborhood conservation or renewal. In order to obtain grant assistance, the

Community Development Grants

Does the program for which you intend to use Authority funds involve community development? ☒ YES ☐ NO

If YES, you must complete the following section.

An Authority grant may cover up to those amounts required by a grant applicant to participate in a program designed to improve the quality of life of the residents of low or moderate-income housing or of an area undergoing neighborhood conservation or renewal. Please select the characteristic(s) that apply to your proposal below:

- ☒ Arresting blight and decay
- ☐ Providing educational, health and social services
- ☐ Creating maximum opportunities for vocational training and employment
- ☒ Enhancing opportunities for economic development
- ☒ Improving neighborhood security, harmony and cooperation
- ☐ Combating discrimination
- ☒ Providing other types of community services
- ☒ Promoting community development, including but not limited to infrastructure improvements, economic development projects, blight elimination, or community facilities

C. Description of Proposal

On the following pages, provide a detailed description of your overall program purpose as related to the eligible activities selected in Section B. For each activity, provide a brief narrative explaining the activity, why it is needed, who will be performing the activity, and their relationship to your organization (i.e., staff, consultant, etc.).

Provide a detailed description of the proposed activities including the population and/or target area to be served. Indicate the overall intended impact along with specific outcomes that are anticipated with the use of MSHDA's Housing Development funds.

NOTE: Each outcome should be specific, measurable, achievable, realistic, and timely. These outcomes will form the basis of deliverables in the grant agreement, should this proposal be approved.

Indicate how the proposal furthers MSHDA's mission to create and preserve decent, affordable housing for low and moderate-income Michigan residents and to engage in community economic development activities to revitalize urban and rural communities.

Describe any activities that will be conducted by other organizations in connection with this proposal to support successful results.

Proposal Page 1:

The City of Dearborn is home to one of the most diverse populations not only in the State of Michigan, but in the United States. Each population in the community has unique needs and qualities which can result in barriers of service from the community. One specific example of this situation is The Southend which encompasses the Dix-Vernor Commercial Corridor as well as the Salina Neighborhood. Surrounded by the Ford Rouge Complex, the I-94 Highway, and Detroit's Southwest Neighborhood the area has become isolated which has resulted in this community, which is predominantly immigrants from Yemen, becoming an afterthought to the city. The Dix-Vernor Business Improvement Authority has been created to mitigate these issues and this MSHDA grant proposal for the Statewide Partnership for Placemaking Initiatives is one of the steps the city is engaging in to combat the negligence and improve the quality of life for the residents of this community. In addition to creating the Corridor Authority and applying to this initiative, The City of Dearborn has also partnered with Michigan State University Urban and Regional Planning Program to work with students in creating a Vision Plan and Economic Development Strategy for the Dix-Vernor Corridor and Salina Neighborhood. This MSHDA funding would help support the research and findings from this study and transform this low-moderate income community.

The City of Dearborn is actively engaged in the Michigan Economic Development Corporation's Redevelopment Ready Communities (RRC) program working to eliminate barriers to development and receive the state administered certification. A staff person from Planning Department in the city has also successfully completed all 6 of the RRC's Best Practice Training Series in the summer of 2015, which is one of the integral components of the program.

Proposal Page 2:**Overall Program Purpose:**

The overall purpose of this program is to improve the quality of life of the residents in The Southend, the target area to be served through this MSHDA grant, which is composed of low to moderate-income housing within the Salina Neighborhood. The changes in the physical environment in the commercial corridor directly contained in the low to moderate-income housing neighborhood will significantly improve existing conditions resulting in enhanced opportunities for economic development as well as community engagement and pride. The proposed project will implement placemaking and create a tangible change to the built-environment immediately after implementation and spur further investment and development within the community.

Proposed activities for this project include the addition of components that will engage in community economic development to revitalize the commercial corridor and the low-moderate income neighborhood in The Southend.

Proposed activities include:

- 1) The addition of 20 streetlight banners to hang from existing streetlights along the corridor marketing the neighborhood and increasing awareness to the area. This will aid in engaging economic development by providing a uniting message for all businesses and residents to connect with.
- 2) 12 Concrete planters- landscaping to the commercial corridor is something that the area is greatly lacking and the absence of natural components does not work to support a healthy, welcoming setting to the residential and business community. This addition will help create a sense of place and pride in the community through the addition of beautification components.
- 3) Bike racks- one of the most prominent issues in this community is the lack of transportation options, which is crucial in the low-moderate income neighborhood. Currently, the commercial corridor does not promote biking through the lack of bike racks in the corridor. The physical addition of racks will support the community and increase economic development in the area by accommodating for the population of community members who do not have access to motorized vehicles. This addition will provide for long-term usefulness to the and help to revitalize the community.

Proposal Page 3:

4) Monument signs- Creating a sense of place and an area in which residents and businesses owners are proud of is a crucial part in the success of a community. Currently, The Southend does not have branding or a specific identity. To promote neighborhood harmony and unity, one physical component that would add to the promotion of the neighborhood is monument signs at the entrances of the corridor with extremely close proximity to the low-moderate income neighborhood. This proposed activity would not only promote the community and raise awareness of the goods and services that are offered in the corridor, but physically change the neighborhood and simultaneously revitalize the community in which low-moderate income residents live.

- 5) Picnic Tables/benches- this proposed activity would add to the built environment and successfully create a place to engage community members and support business development by having a place for neighborhood residents and business patrons to engage and spend time while improving neighborhood harmony and community development.

If funded, The Dix-Vernor Corridor Authority in partnership with the City of Dearborn will be responsible for performing these activities and implementing these proposed additions to the neighborhood through the support of the MSHDA grant. These proposed activities will successfully spur economic development, mitigate blight and decay, improve neighborhood conditions and ultimately preserve decent neighborhood conditions and improve the quality of life for residents of the low to moderate income area.

D. Sponsor Track Record

Describe your organization's experience within the last five years in working on similar projects as proposed above. Include a description of projects completed or underway and any quantitative measures that will indicate meeting the desired result.

If your organization has previously received MSHDA funds, explain when the funds were received, how much was awarded, and what the funds were used for.

The newly created Dix-Vernor Business Improvement Authority has not previously received any MSHDA funds or has worked on projects similar to the project proposed in section C of this application.

Appendix B



esri

Retail MarketPlace Profile

10045 Vernor Hwy, Dearborn, Michigan, 48120 3
10045 Vernor Hwy, Dearborn, Michigan, 48120
Ring: 0.4 mile radius

Prepared by Esri
Latitude: 42.30409
Longitude: -83.14513

Summary Demographics						
2015 Population						3,400
2015 Households						816
2015 Median Disposable Income						\$20,604
2015 Per Capita Income						\$7,583
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$14,877,801	\$26,720,466	-\$11,842,665	-28.5	14
Total Retail Trade	44-45	\$13,420,160	\$25,687,612	-\$12,267,452	-31.4	11
Total Food & Drink	722	\$1,457,641	\$1,032,854	\$424,787	17.1	3
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$2,765,915	\$18,101,686	-\$15,335,771	-73.5	1
Automobile Dealers	4411	\$2,225,741	\$14,313,979	-\$12,088,238	-73.1	1
Other Motor Vehicle Dealers	4412	\$305,094	\$0	\$305,094	100.0	0
Auto Parts, Accessories & Tire Stores	4413	\$235,080	\$0	\$235,080	100.0	0
Furniture & Home Furnishings Stores	442	\$350,191	\$379,563	-\$29,372	-4.0	1
Furniture Stores	4421	\$224,982	\$379,563	-\$154,581	-25.6	1
Home Furnishings Stores	4422	\$125,208	\$0	\$125,208	100.0	0
Electronics & Appliance Stores	443	\$777,527	\$354,968	\$422,559	37.3	1
Bldg Materials, Garden Equip. & Supply Stores	444	\$606,589	\$0	\$606,589	100.0	0
Bldg Material & Supplies Dealers	4441	\$523,770	\$0	\$523,770	100.0	0
Lawn & Garden Equip & Supply Stores	4442	\$82,819	\$0	\$82,819	100.0	0
Food & Beverage Stores	445	\$2,659,830	\$2,547,458	\$112,372	2.2	5
Grocery Stores	4451	\$2,346,598	\$1,938,778	\$407,820	9.5	3
Specialty Food Stores	4452	\$166,596	\$338,894	-\$172,298	-34.1	1
Beer, Wine & Liquor Stores	4453	\$146,636	\$0	\$146,636	100.0	0
Health & Personal Care Stores	446,4461	\$852,789	\$492,463	\$360,326	26.8	1
Gasoline Stations	447,4471	\$894,690	\$2,833,710	-\$1,939,020	-52.0	1
Clothing & Clothing Accessories Stores	448	\$755,517	\$0	\$755,517	100.0	0
Clothing Stores	4481	\$500,510	\$0	\$500,510	100.0	0
Shoe Stores	4482	\$112,163	\$0	\$112,163	100.0	0
Jewelry, Luggage & Leather Goods Stores	4483	\$142,844	\$0	\$142,844	100.0	0
Sporting Goods, Hobby, Book & Music Stores	451	\$425,406	\$0	\$425,406	100.0	0
Sporting Goods/Hobby/Musical Instr Stores	4511	\$334,407	\$0	\$334,407	100.0	0
Book, Periodical & Music Stores	4512	\$91,000	\$0	\$91,000	100.0	0
General Merchandise Stores	452	\$2,519,710	\$249,330	\$2,270,380	82.0	1
Department Stores Excluding Leased Depts.	4521	\$1,818,607	\$249,330	\$1,569,277	75.9	1
Other General Merchandise Stores	4529	\$701,103	\$0	\$701,103	100.0	0
Miscellaneous Store Retailers	453	\$582,192	\$728,434	-\$146,242	-11.2	1
Florists	4531	\$20,547	\$0	\$20,547	100.0	0
Office Supplies, Stationery & Gift Stores	4532	\$125,129	\$140,341	-\$15,212	-5.7	1
Used Merchandise Stores	4533	\$76,034	\$0	\$76,034	100.0	0
Other Miscellaneous Store Retailers	4539	\$360,482	\$0	\$360,482	100.0	0
Nonstore Retailers	454	\$229,805	\$0	\$229,805	100.0	0
Electronic Shopping & Mail-Order Houses	4541	\$192,081	\$0	\$192,081	100.0	0
Vending Machine Operators	4542	\$11,474	\$0	\$11,474	100.0	0
Direct Selling Establishments	4543	\$26,250	\$0	\$26,250	100.0	0
Food Services & Drinking Places	722	\$1,457,641	\$1,032,854	\$424,787	17.1	3
Full-Service Restaurants	7221	\$745,942	\$749,786	-\$3,844	-0.3	2
Limited-Service Eating Places	7222	\$600,866	\$0	\$600,866	100.0	0
Special Food Services	7223	\$32,547	\$0	\$32,547	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$78,286	\$0	\$78,286	100.0	0

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement.
<http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

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February 17, 2016

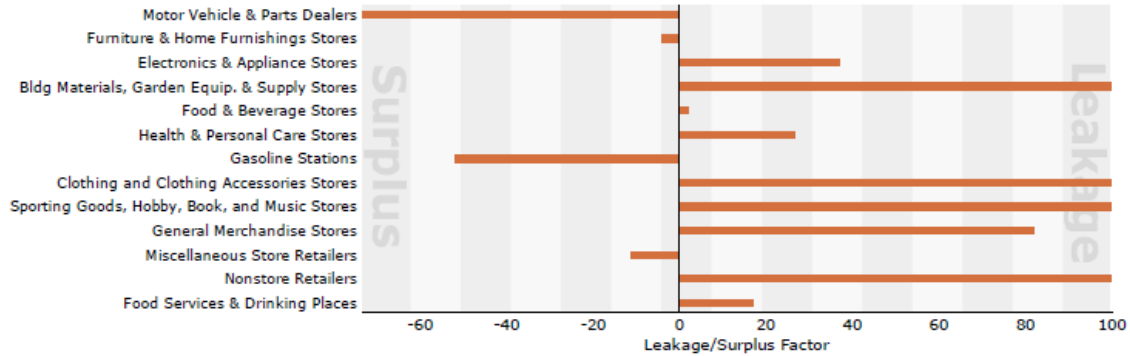


Retail MarketPlace Profile

10045 Vernor Hwy, Dearborn, Michigan, 48120 3
10045 Vernor Hwy, Dearborn, Michigan, 48120
Ring: 0.4 mile radius

Prepared by Esri
Latitude: 42.30409
Longitude: -83.14513

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



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February 17, 2016



Retail MarketPlace Profile

10045 Vernor Hwy, Dearborn, Michigan, 48120 3
10045 Vernor Hwy, Dearborn, Michigan, 48120
Ring: 1 mile radius

Prepared by Esri
Latitude: 42.30409
Longitude: -83.14513

Summary Demographics						
2015 Population						13,046
2015 Households						3,545
2015 Median Disposable Income						\$21,422
2015 Per Capita Income						\$9,142
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$64,929,531	\$169,503,540	-\$104,574,009	-44.6	62
Total Retail Trade	44-45	\$58,642,150	\$164,162,973	-\$105,520,823	-47.4	45
Total Food & Drink	722	\$6,287,381	\$5,340,567	\$946,814	8.1	17
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$12,287,945	\$53,329,057	-\$41,041,112	-62.5	11
Automobile Dealers	4411	\$10,046,610	\$40,100,144	-\$30,053,534	-59.9	5
Other Motor Vehicle Dealers	4412	\$1,242,199	\$10,339,165	-\$9,096,966	-78.5	1
Auto Parts, Accessories & Tire Stores	4413	\$999,136	\$2,889,748	-\$1,890,612	-48.6	4
Furniture & Home Furnishings Stores	442	\$1,579,013	\$4,174,565	-\$2,595,552	-45.1	2
Furniture Stores	4421	\$1,029,572	\$2,976,433	-\$1,946,861	-48.6	1
Home Furnishings Stores	4422	\$549,441	\$1,198,132	-\$648,691	-37.1	1
Electronics & Appliance Stores	443	\$3,318,228	\$875,917	\$2,442,311	58.2	2
Bldg Materials, Garden Equip. & Supply Stores	444	\$2,546,046	\$80,420	\$2,465,626	93.9	1
Bldg Material & Supplies Dealers	4441	\$2,175,367	\$80,420	\$2,094,947	92.9	1
Lawn & Garden Equip & Supply Stores	4442	\$370,679	\$0	\$370,679	100.0	0
Food & Beverage Stores	445	\$11,535,216	\$10,640,396	\$894,820	4.0	12
Grocery Stores	4451	\$10,172,541	\$7,907,966	\$2,264,575	12.5	7
Specialty Food Stores	4452	\$719,300	\$662,210	\$57,090	4.1	3
Beer, Wine & Liquor Stores	4453	\$643,374	\$2,070,220	-\$1,426,846	-52.6	2
Health & Personal Care Stores	446,4461	\$3,775,841	\$5,556,042	-\$1,780,201	-19.1	4
Gasoline Stations	447,4471	\$4,021,122	\$85,461,165	-\$81,440,043	-91.0	6
Clothing & Clothing Accessories Stores	448	\$3,244,747	\$286,704	\$2,958,043	83.8	1
Clothing Stores	4481	\$2,157,980	\$0	\$2,157,980	100.0	0
Shoe Stores	4482	\$476,300	\$262,360	\$213,940	29.0	1
Jewelry, Luggage & Leather Goods Stores	4483	\$610,468	\$0	\$610,468	100.0	0
Sporting Goods, Hobby, Book & Music Stores	451	\$1,787,811	\$223,456	\$1,564,355	77.8	1
Sporting Goods/Hobby/Musical Instr Stores	4511	\$1,404,972	\$0	\$1,404,972	100.0	0
Book, Periodical & Music Stores	4512	\$382,839	\$223,456	\$159,383	26.3	1
General Merchandise Stores	452	\$10,971,574	\$1,173,243	\$9,798,331	80.7	2
Department Stores Excluding Leased Depts.	4521	\$7,918,977	\$963,188	\$6,955,789	78.3	2
Other General Merchandise Stores	4529	\$3,052,597	\$0	\$3,052,597	100.0	0
Miscellaneous Store Retailers	453	\$2,563,638	\$2,362,008	\$201,630	4.1	3
Florists	4531	\$90,869	\$294,144	-\$203,275	-52.8	1
Office Supplies, Stationery & Gift Stores	4532	\$537,521	\$224,349	\$313,172	41.1	1
Used Merchandise Stores	4533	\$323,169	\$0	\$323,169	100.0	0
Other Miscellaneous Store Retailers	4539	\$1,612,079	\$1,843,515	-\$231,436	-6.7	1
Nonstore Retailers	454	\$1,010,969	\$0	\$1,010,969	100.0	0
Electronic Shopping & Mail-Order Houses	4541	\$830,853	\$0	\$830,853	100.0	0
Vending Machine Operators	4542	\$49,538	\$0	\$49,538	100.0	0
Direct Selling Establishments	4543	\$130,578	\$0	\$130,578	100.0	0
Food Services & Drinking Places	722	\$6,287,381	\$5,340,567	\$946,814	8.1	17
Full-Service Restaurants	7221	\$3,217,506	\$4,295,329	-\$1,077,823	-14.3	14
Limited-Service Eating Places	7222	\$2,598,728	\$653,317	\$1,945,411	59.8	2
Special Food Services	7223	\$141,450	\$0	\$141,450	100.0	0
Drinking Places - Alcoholic Beverages	7224	\$329,697	\$279,867	\$49,830	8.2	1

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement.
<http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

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February 17, 2016



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Retail MarketPlace Profile

10045 Vernor Hwy, Dearborn, Michigan, 48120 3

10045 Vernor Hwy, Dearborn, Michigan, 48120

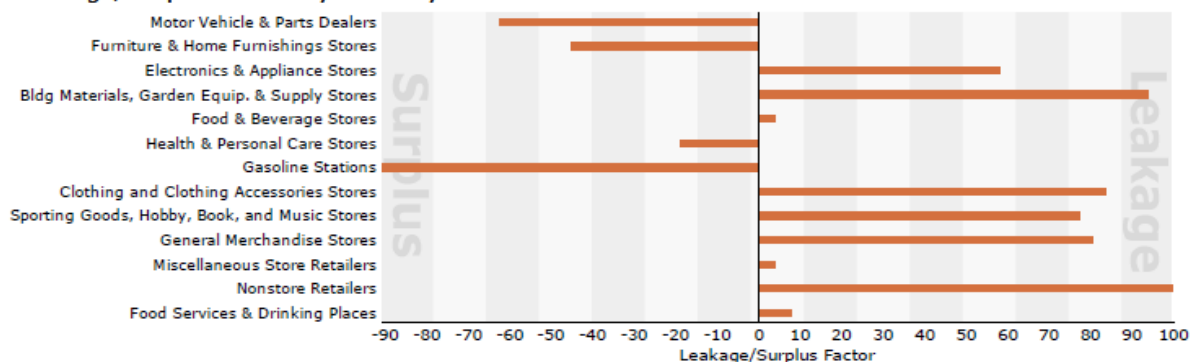
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Prepared by Esri

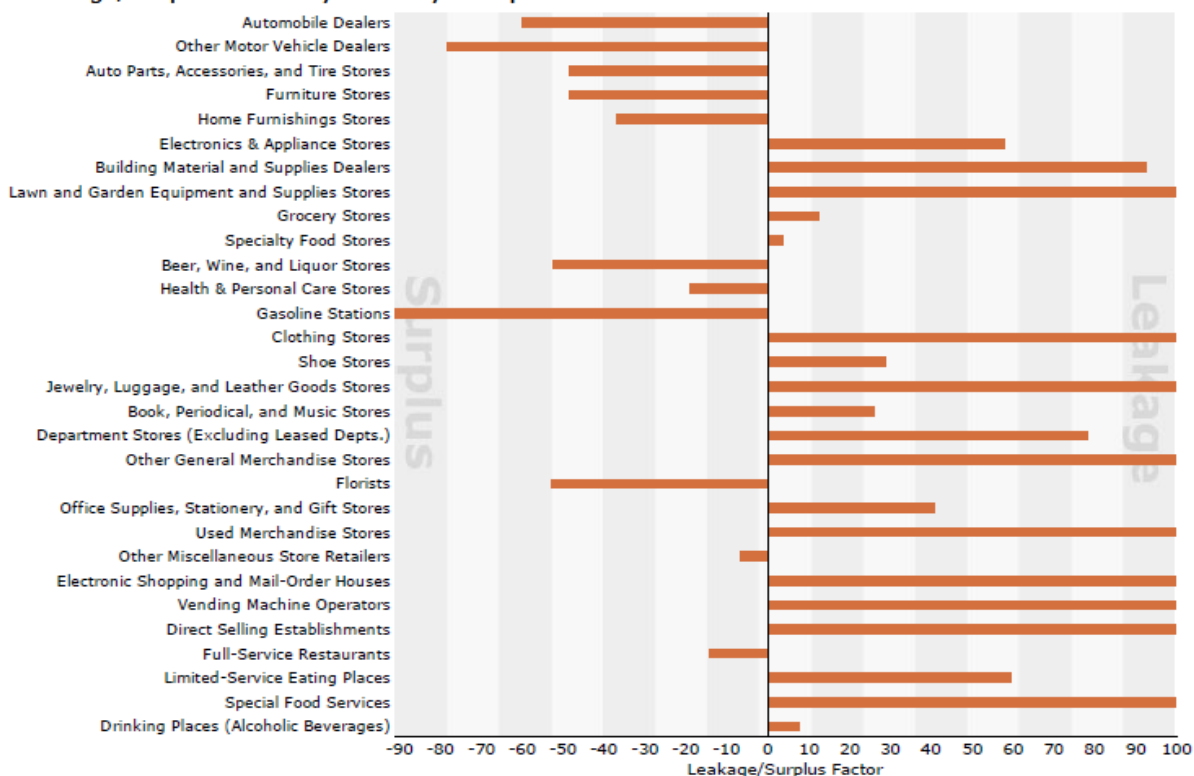
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Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



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Retail MarketPlace Profile

10045 Vernor Hwy, Dearborn, Michigan, 48120 3
10045 Vernor Hwy, Dearborn, Michigan, 48120
Ring: 5 mile radius

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Latitude: 42.30409
Longitude: -83.14513

Summary Demographics						
2015 Population						268,606
2015 Households						95,323
2015 Median Disposable Income						\$25,172
2015 Per Capita Income						\$14,164
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$2,085,382,021	\$3,472,768,394	-\$1,387,386,373	-25.0	2,192
Total Retail Trade	44-45	\$1,895,530,044	\$3,119,466,493	-\$1,223,936,449	-24.4	1,517
Total Food & Drink	722	\$189,851,977	\$353,301,901	-\$163,449,924	-30.1	675
Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$419,035,276	\$796,085,081	-\$377,049,805	-31.0	203
Automobile Dealers	4411	\$346,503,574	\$625,970,593	-\$279,467,019	-28.7	107
Other Motor Vehicle Dealers	4412	\$41,245,568	\$72,461,127	-\$31,215,559	-27.5	14
Auto Parts, Accessories & Tire Stores	4413	\$31,286,134	\$97,653,360	-\$66,367,226	-51.5	82
Furniture & Home Furnishings Stores	442	\$52,343,090	\$69,761,228	-\$17,418,138	-14.3	60
Furniture Stores	4421	\$34,229,925	\$50,196,134	-\$15,966,209	-18.9	24
Home Furnishings Stores	4422	\$18,113,165	\$19,565,094	-\$1,451,929	-3.9	36
Electronics & Appliance Stores	443	\$102,586,768	\$113,997,524	-\$11,410,756	-5.3	56
Bldg Materials, Garden Equip. & Supply Stores	444	\$82,906,991	\$117,043,379	-\$34,136,388	-17.1	86
Bldg Material & Supplies Dealers	4441	\$68,211,192	\$114,850,635	-\$46,639,443	-25.5	77
Lawn & Garden Equip & Supply Stores	4442	\$14,695,798	\$2,192,744	\$12,503,054	74.0	9
Food & Beverage Stores	445	\$360,350,996	\$449,646,791	-\$89,295,795	-11.0	287
Grocery Stores	4451	\$317,498,525	\$335,255,537	-\$17,757,012	-2.7	145
Specialty Food Stores	4452	\$22,258,245	\$38,059,316	-\$15,801,071	-26.2	57
Beer, Wine & Liquor Stores	4453	\$20,594,227	\$76,331,937	-\$55,737,710	-57.5	86
Health & Personal Care Stores	446,4461	\$129,708,027	\$247,730,928	-\$118,022,901	-31.3	151
Gasoline Stations	447,4471	\$134,532,657	\$419,763,836	-\$285,231,179	-51.5	137
Clothing & Clothing Accessories Stores	448	\$96,305,403	\$161,911,723	-\$65,606,320	-25.4	180
Clothing Stores	4481	\$64,084,829	\$118,710,501	-\$54,625,672	-29.9	129
Shoe Stores	4482	\$13,314,359	\$31,185,137	-\$17,870,778	-40.2	33
Jewelry, Luggage & Leather Goods Stores	4483	\$18,906,214	\$12,016,085	\$6,890,129	22.3	18
Sporting Goods, Hobby, Book & Music Stores	451	\$54,341,640	\$65,438,319	-\$11,096,679	-9.3	64
Sporting Goods/Hobby/Musical Instr Stores	4511	\$42,642,025	\$47,336,005	-\$4,693,980	-5.2	44
Book, Periodical & Music Stores	4512	\$11,699,615	\$18,102,314	-\$6,402,699	-21.5	20
General Merchandise Stores	452	\$342,044,549	\$284,885,421	\$57,159,128	9.1	95
Department Stores Excluding Leased Depts.	4521	\$245,356,175	\$229,274,331	\$16,081,844	3.4	27
Other General Merchandise Stores	4529	\$96,688,375	\$55,611,091	\$41,077,284	27.0	67
Miscellaneous Store Retailers	453	\$87,083,263	\$108,998,928	-\$21,915,665	-11.2	179
Florists	4531	\$3,455,602	\$3,593,937	-\$138,335	-2.0	24
Office Supplies, Stationery & Gift Stores	4532	\$16,628,495	\$17,333,428	-\$704,933	-2.1	48
Used Merchandise Stores	4533	\$9,902,473	\$20,931,354	-\$11,028,881	-35.8	33
Other Miscellaneous Store Retailers	4539	\$57,096,693	\$67,140,209	-\$10,043,516	-8.1	74
Nonstore Retailers	454	\$34,291,384	\$284,203,336	-\$249,911,952	-78.5	21
Electronic Shopping & Mail-Order Houses	4541	\$27,017,215	\$260,220,421	-\$233,203,206	-81.2	9
Vending Machine Operators	4542	\$1,525,883	\$660,098	\$865,785	39.6	4
Direct Selling Establishments	4543	\$5,748,286	\$23,322,817	-\$17,574,531	-60.5	8
Food Services & Drinking Places	722	\$189,851,977	\$353,301,901	-\$163,449,924	-30.1	675
Full-Service Restaurants	7221	\$96,916,483	\$162,064,977	-\$65,148,494	-25.2	386
Limited-Service Eating Places	7222	\$78,054,022	\$136,054,631	-\$58,000,609	-27.1	168
Special Food Services	7223	\$4,496,820	\$33,248,314	-\$28,751,494	-76.2	22
Drinking Places - Alcoholic Beverages	7224	\$10,384,652	\$21,933,979	-\$11,549,327	-35.7	100

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement.
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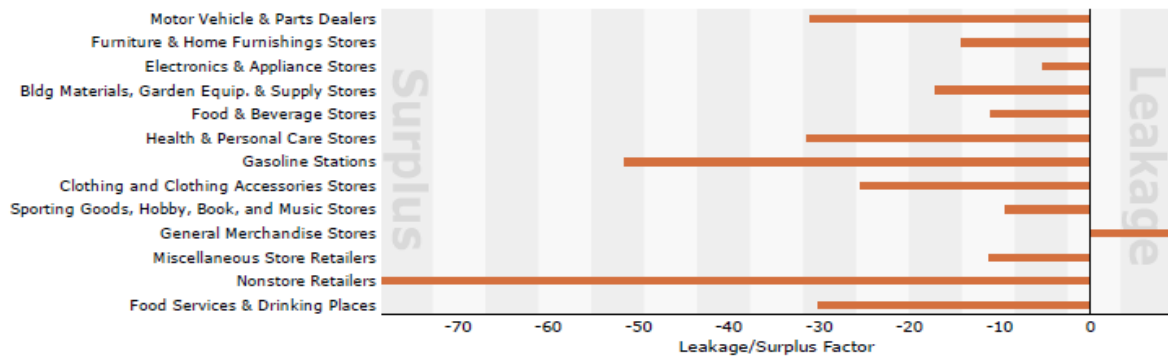


Retail MarketPlace Profile

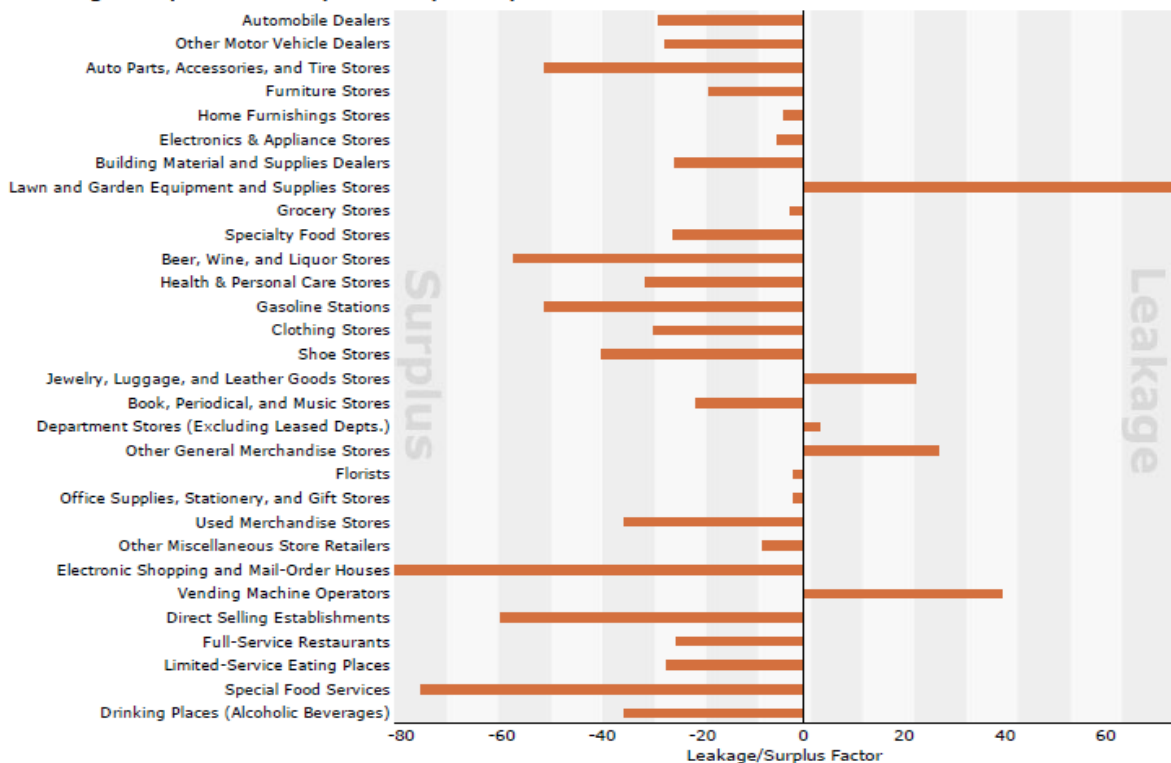
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10045 Vernor Hwy, Dearborn, Michigan, 48120
Ring: 5 mile radius

Prepared by Esri
Latitude: 42.30409
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Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



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Appendix C



Housing Survey 2010/2011

City Plan Commission

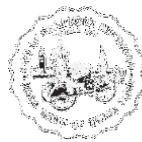
Dearborn, Michigan



CITY OF DEARBORN

JOHN B. O'REILLY JR.

MAYOR



CITY COUNCIL

Thomas P. Tafelski, President
Suzanne Sareini, President Pro-Tem
Mark Shooshanian
Robert A. Abraham
Brian C. O'Donnell
Nancy A. Hubbard
David Bazy

CITY PLAN COMMISSIONERS

Dr. Gary G. Erigo, Chairman
Randolph J. Dubitsky, Vice Chairman
Susan J. Binder, Secretary
Nasser AlRayashi
Said Deep
Christopher Forsyth
Dr. Tawfiq Hassan
Nancy Siwik

CITY PLAN DEPARTMENT

John J. Nagy, City Planner
Janet E. Scheuher-Nalezty, Senior Planner
Elizabeth Hendley, Planner
Jessica Turner, Planner
Amy Mascarello, Department Associate

ACKNOWLEDGEMENT

The City Plan Department wishes to acknowledge the assistance and cooperation received from other City Departments in the preparation of this report.

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FOREWORD

The 2010/2011 Housing Survey is the third of several reports being compiled by the City Plan Department in preparation for revision of the Master Plan. It is preceded by the Survey of Recreational Facilities (2009) and the Existing Land Use Survey of Industrial Districts (2009). The City Plan Commission, as mandated by the City Charter and the Ordinance prescribing the duties of the Commission, updated the City's Master Plan in 1985 and is obligated to do so at least once every five years thereafter. The Master Plan was adopted in December 1985 and further reviewed and adopted between August 1995 and May 1997. The update is currently underway.

The housing stock of the City represents the most numerous element in the land use pattern of the City and warrants an update to the previous study completed in 1995. The City Plan Department initiated a sampling of the previous study to determine the present condition of residential structures.

Staff sampled each of the nine communities by choosing streets within each neighborhood that were representative of the time period in which the dwellings were constructed. Contrary to the 1995 report, this update focuses

solely on single, 2-, 3-, and 4-family structures and not apartment buildings or condominium developments.

The field survey commenced in September 2010 with final follow-up work completed in January 2011.

The present studies and research for the review of the Master Plan will be undertaken by the City Plan Department in conjunction with other governmental agencies to provide for the various elements of the Plan. Several surveys of existing conditions regarding these elements such as population, recreation, and community facilities as well as residential, commercial, and industrial land use will be necessary in analyzing the City's future growth and development.



726 Morley

METHOD

The survey team was composed of the two part-time planners within the City Plan Department. With limited staffing, a sampling of the entire City was conducted as opposed to rating every house within the City. The method for identifying and classifying all housing conditions in the survey is based on the following Housing Rating System:

HOUSING RATING SYSTEM

1. Good Condition – General overall appearance very good with only a few minor repairs necessary.
2. Exterior Maintenance Required – More extensive work necessary to exterior of building to restore to good condition such as extensive painting, trim work, stairs, driveway or sidewalk work or replacement.
3. Major Repairs Required – Exterior of building and grounds deteriorated to the point where more extensive work is necessary to put building in good condition such as repairing walls, replacing

material or many minor repairs needed throughout the entire structure.

4. Poor Condition – Very extensive work needed on exterior of building and grounds to bring overall appearance up to a reasonably acceptable appearance.

Similar to the manner in which the original study was conducted, data was collected for each house and entered into a database (as opposed to being entered onto a form) with the following information:

Address	Lot Size
Year Built	Front Setback
Side Yards	Conformity
Basement or Foundation	Side Drive
Outside Storage	Stories
Exterior Facing	Necessary Improvements
Unusual Conditions	Accessory Buildings
Rating	

SUMMARY

CONDITION	1	2	3	4	TOTAL	VACANT
Cherry Hill	874	3	0	0	877	1
West Michigan Business	138	1	0	0	139	0
Princeton Carlyle	637	27	2	0	666	3
Edison Snow	958	8	0	0	966	1
Fairlane	273	5	2	0	280	7
Springwells	161	2	0	0	163	0
Fordson East	1,154	16	2	0	1,172	44
Fordson West	1,203	37	5	0	1,245	31
Salina	234	7	2	0	243	15
TOTAL	5,632	106	13	0	5,751	102

The above summary reports the total findings of the housing survey by community and condition for all residential structures sampled within the City. Because vacant parcels are indicated on individual community maps within the report, their numbers have been included in this summary but not in the percentages representing the condition of housing. In direct comparison to the 1995 Housing Survey, nearly 98% of housing stock is rated in the Condition 1 category as compared to just under 90% in 1995, showing an overall improvement in the housing stock. In 1995, nearly 10% was rated in Category 2 condition with the 2010/2011 percentage at 1%, another indication of residents' pride and maintenance commitment in their homes.

In Categories 3 and 4, those that reflect the Major Repairs Required and Poor Conditions, the percentages stayed the same in Category 3 at less than 1% in 1995 and 2010/2011 and decreasing from under 1% in 1995 to 0% in 2010/2011 in Category 4.

The City of Dearborn's efforts to maintain the quality of the housing stock are demonstrated in the continuing process of reviewing and upgrading the Building Code and other related ordinances. The City Plan Department has consistently upgraded zoning regulations and amended the zoning map based on the long range land use plan of the City's Master Plan.

Additional programs that relate to the physical improvement of housing stock are the City-sponsored Operation Eyesore Program through which 1,313 substandard structures were removed from 1960 to 2010 and the Home Rehabilitation Program which resulted in new improvements to 630 structures between 1983 and 1995 and 400 structures from 1995 through 2010.

A graph representing the Operation Eyesore Program follows this summary. This program has been very influential in maintaining the housing stock in Dearborn along with the Home Rehabilitation Program and other City initiatives.

The City Beautiful Commission was created by ordinance in 1951 and is the oldest in Michigan and the second oldest in the nation. The Commission's Neighborhood Pride Committee evaluates all neighborhoods each summer and seeks candidates to be recognized for outstanding property maintenance including painting, grounds care and modernization of property that contribute to the quality of the Dearborn community.

The Neighborhood Pride Committee also distributes Standard of Excellence decal awards which are designed to be displayed on a window or door of the property for public visibility to the most outstanding residential projects.

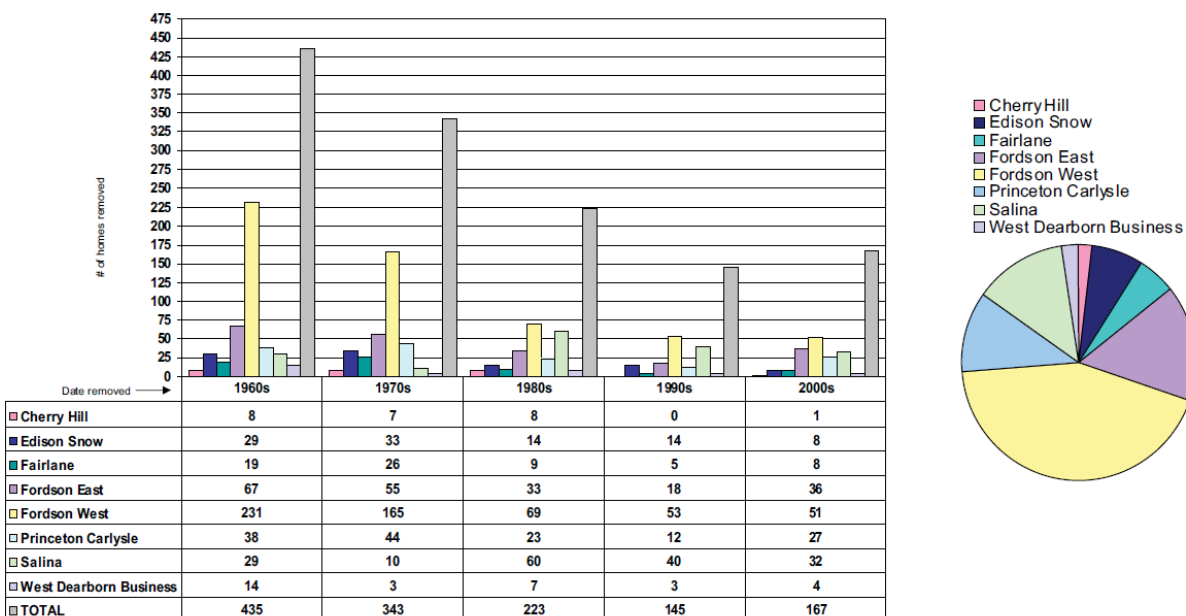
Although the findings of this survey regarding housing conditions are very positive, consideration must be given to the fact that Dearborn continues to have an aging housing stock and an ongoing effort will be required in order to maintain and improve the stability of housing in the city of Dearborn.

The final detailing of information in this report on pages 7 through 33 is arranged by community and neighborhood, providing a brief review of survey findings in text, chart and table form, plus a map indicating the geographical location of housing conditions surveyed.

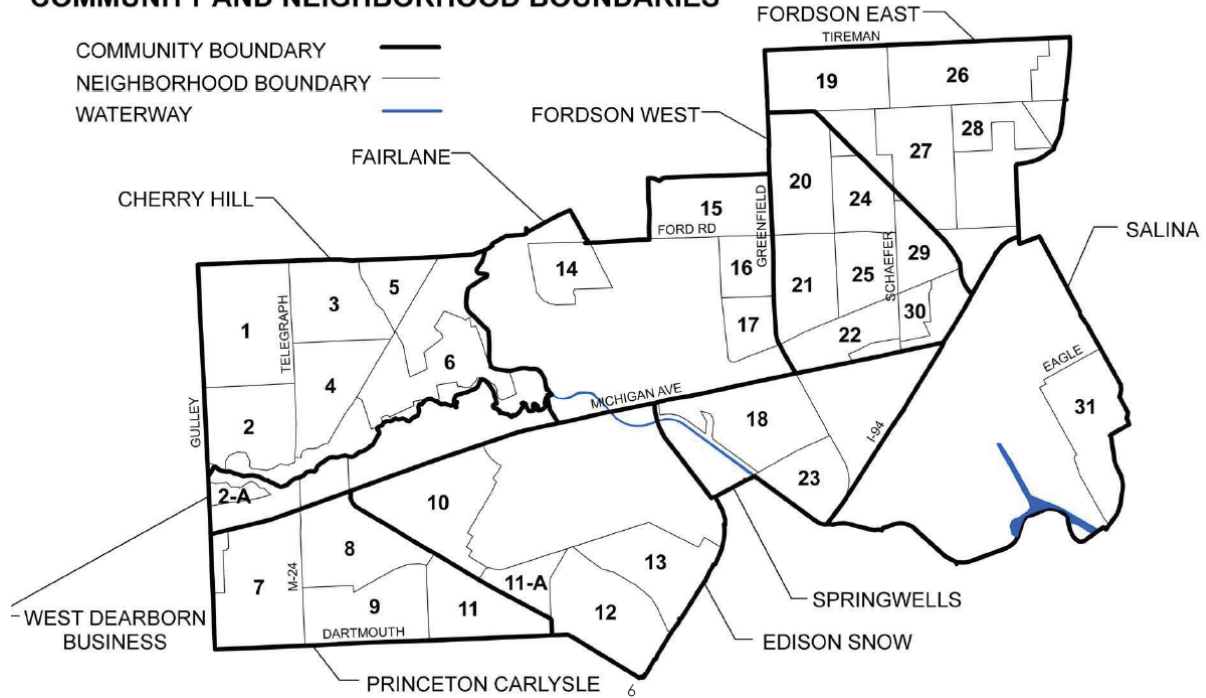


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Operation Eyesore Activity by Community
1960 - 2010



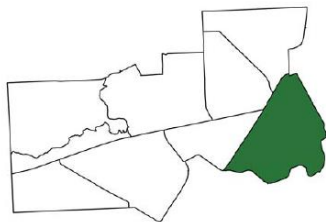
COMMUNITY AND NEIGHBORHOOD BOUNDARIES



The Salina Community is located in the southeast section of the City and contains two residential areas. The balance of land is devoted to industrial activities, primarily the historical Ford Motor Company Rouge Plant and Seversal North America.

The housing was developed before 1930 and into the 2000's with the greatest amount of construction taking place before 1930. As in the Fordson East and Fordson West Communities, housing was developed as a response to Ford Motor Company's Rouge Plant.

Dwelling types are fairly evenly divided between single family homes and 2-, 3-, and 4-family dwellings and apartment buildings.



1610 Wyoming



2721 Akron



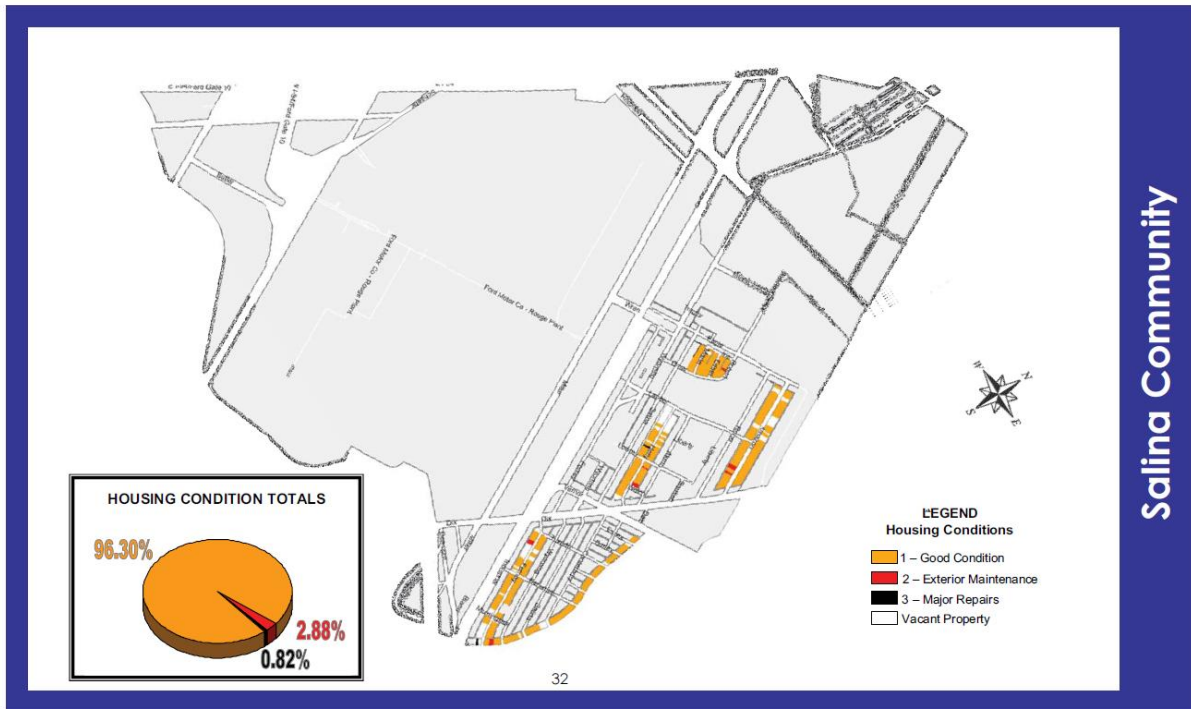
1636 Salina



3253 Marie

Other major features include the Dix-Vernor Business District, Dearborn Village Park (income restricted development), the Ford Motor Company's Rouge Plant and many other industrial firms with industrial activities ranging from light to heavy.

Salina Community



Appendix D

Steps to Conducting a Complete Streets Assessment

Familiarize yourself with Complete Streets

Read through the *Complete Streets Assessment Guidelines*. This will give you an idea of what Complete Streets are and what to look for as you conduct your assessments. If you want to know more about the complete streets movement you can visit www.completestreets.org.

Plan

Decide where you are going to walk/drive/bike. Try to print out a map (Google maps, MapQuest etc...) of the area you are going to be assessing. You'll also need a pen or pencil and a probably a clip board to make filling out the assessments easier.

Conducting Assessments

When conducting assessments you should break the streets into segments at your own discretion, often it is possible to simply go from intersection to intersection, but sometimes you may need to break a street up into smaller assessment areas. Some streets you may also have to do a different assessment form for each side of the same section of street because of differences in conditions.

NOTE: Please try not to group multiple roads/streets onto the same Assessment form. There should be *at least* ONE ASSESSMENT PER ROAD/STREET

When You're Done

Go over the assessment after you get back home to make sure you have answered all the questions and add any comments you feel are appropriate. Also make sure the heading is correct and says what street the assessment is for and where specifically you began and ended that particular assessment form. Try to use street names for beginning and ending points if possible as opposed to landmarks.

Step 6 – Options for Improvement

If you've finished your assessments and you're wondering what options there are for improving the accessibility of your roads and streets take a look at the *Complete Streets Design Guidance* at for some ideas of how streets and roads can be improved through design.

Also, see the Heart Networks [Complete Streets for North Country Communities: A Handbook for Advocates and Community Partners](#) for more information on how to utilize your assessment data and how to advocate for Complete Streets in your community.

In this Document

1. Complete Streets Assessment Guidelines
2. Street Assessment
3. Intersection Assessment
4. Design Guidance for Complete Streets

Complete Streets Assessment Guidelines

It is the vision of any Complete Streets campaign that streets, roadways, sidewalks and other transportation facilities are safe and accessible for all users at all times. It is important to conduct street, sidewalk and rural road assessments to establish an inventory of existing infrastructure conditions for biking, walking and accessibility in each community. Conducting these assessments in each target community will allow you to identify and prioritize those areas that need improvement.

Below are some guidelines and explanations of what you should be looking for as you complete these Assessments in your community.

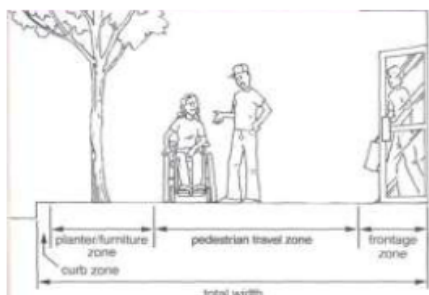
Sidewalks – to the right is a picture of an ideal sidewalk (Figure 1) in a highly trafficked area (perhaps the main street of your community). The **Frontage zone** should be at least 2ft wide to leave space for opening doors. The **Sidewalk** itself should be a **minimum of 4ft wide**. The

Photo 1



Furniture Zone (sometimes called the buffer zone) should be 4ft wide. The Furniture Zone is not required but it provides a barrier between pedestrians and motorists as well as a location for telephone poles, garbage cans etc... (NYSDOT)

Figure 1 (USDOT)



Many streets in your community are probably less traveled and will not necessarily have a Furniture Zone or a frontage zone which is OK. However, it is important to still be aware of **obstacles** in the sidewalk which would make it difficult for someone with a disability to get around, such as telephone poles (i.e. photo 1). Sidewalks should have at least 4ft of navigable space clear of obstacles (NYSDOT). Also note the maintenance of the sidewalk in photo 1. Sidewalks with cracks and holes or covered in dirt will be harder to navigate

Figure 2 (USDOT)



You should also keep an eye out for the slope of the sidewalk (Figure 2). Sidewalks which have a **significant slope** can be more difficult for someone with a disability to navigate. Additionally they will be more dangerous in the winter.



Photo 2

Driveways, Crosswalks and Ramps

– Where a sidewalk crosses the street or a driveway there should be a flat, level surface available as well as a ramp if necessary. For driveways there are generally two options, the sidewalk breaks for the driveway or the sidewalk continues over the driveway. When sidewalks break for driveways, a ramp should be used if necessary and the crossing should be flat and level. If the sidewalk continues over the driveway it is important that it is not sloped (see figure 2) where it crosses the driveway.

Photo 2 exhibits many of the desirable elements of a crosswalk. Crosswalks should have **curb ramps** on both ends. Crosswalks should also be well marked with **signage** on the side of the road and if necessary in the middle of the road.

If the road is very wide an island might also be appropriate. Also, notice how the curb ramp on the right is extended from the sidewalk and has a concrete post at the end of it. This protects the pedestrian and allows them to see and be seen farther down the road. The **painted markings** on a crosswalk should also be clear and distinct and the crosswalk surface should be **smooth and level**. If it is a busy intersection the crosswalk may also have a Crossing Signal.

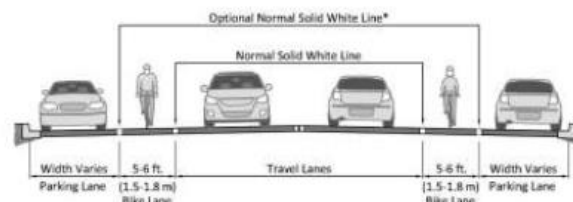
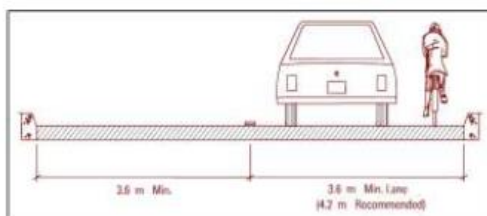
Photo 3 shows an acceptable ramp. It has a gentle slope with flared sides and Detectable warnings (bumps) for the vision impaired. **CAUTION:** This ramp has a problem. Notice how the curb at the end of this ramp is slightly higher than the ramp. **Ramps should be flush with the road.** Also, check for wear on detectable warnings, they are often worn flat and need replacing.



Photo 3

Roads, Streets and Bike Facilities – Most of the area in your community is most likely taken up by rural roads where there is no sidewalk. Where roads do not have sidewalks a usable shoulder should be provided not only for safe motor vehicle travel but safe bicycle and pedestrian travel as well. Rural roads should have, at a *minimum*, a clearly marked shoulder which is 2-3 feet in width whenever feasible (NYSDOT). This provides space for cars to pull off the road as well as space for pedestrians and bicyclists to use the road. There should also be **no debris** on the shoulder.

Rural roads which are heavily traveled by bicyclists and busy streets in town *may* need additional accommodations so that bicyclists may safely use the roadway. An officially designated bike lane or a shared use lane is one option. Figure 3 Below shows an example of a **shared use lane**. A shared use lane is part of the driving lane but designated as an area where bicyclists should ride, The NYSDOT recommends a shared use lane be a minimum of 12ft (3.6m) wide **not including any on street parking**. Figure 4 shows a sample **bike lane**. A bike lane is a marked, separate lane exclusively for bicyclists. The NYSDOT recommends a bike lane be at least 5ft



(1.5m) wide **not including any on street parking**.

Photo 4



Signage - Lastly, areas with heavy traffic or many bicyclists should have plenty of signage. The NYSDOT requires **striping** for an official bike lane and recommends some sort of **painted marking in the lane** as seen in photo 4. ANY area which bicyclists or pedestrians may use whether it's a rural road or a busy main street can benefit from **increased signage**, some possible signage is shown in Figure 5 .

OT guidelines)



Figure 5

Complete Streets Design Guidance

Below are a few of the design options available which could improve the safety and accessibility of streets and roads for all users.

Curb Extensions – (photo 1) Curb extensions are where a sidewalk juts out into the street to provide access to a crosswalk. Curb extensions serve a dual purpose. First, they slow traffic down by narrowing the roadway. Second, they allow the pedestrian to get out into the street where they can better see oncoming traffic and oncoming traffic can better see them before they step into the roadway.

Photo 1



Crossing Island – (photo 2) Crossing islands usually appear in the middle of a crosswalk at a particularly busy or wide section of road. They allow pedestrians to cross half-way and then wait to cross the second half of the road, particularly useful for individuals with a disability. They also serve as a traffic calming device (slow traffic down).

Photo 2

Credit: Michael Schmaedick



Raised Crosswalk – A raised crosswalk is a raised strip of pavement where a crosswalk is located, it is usually raised to the level of the sidewalks on either side. This provides a speed bump of sorts which encourages motorists to slow down and yield for pedestrians. It can also eliminate the need for ramps if the crosswalk is at the same level as the sidewalks on either side.

Ladder Bars for Crosswalks – Ladder Bars (photo 4) in a crosswalk are much more visible to pedestrians and motorists than two straight lines going across the road.

Signage – (Photo 3) There are many different types of signage you can add to a roadway. Share the road, pedestrian crossing, school zone and walk to school zone to name a few. Signage helps raise motorist's awareness of pedestrians and bicyclists regardless of the location.



Photo 3



Signalized Crossing - countdowns, sounds – (photo 5) Busy intersections may also have crossing signals, to make signals useful for people of all abilities they should contain an auditory signal for the vision impaired as well as a countdown timer so pedestrians know how much time they have to cross.



Curb Cuts – (photos 6, 7) Curb cuts are required by ADA standards. They should have a gentle slope, flared sides and be at least 3' wide at the base and flush with the road.

Photo 7



Photo 8



Truncated Domes - bumps at crosswalks – Crosswalks are required by the ADA to have some sort of textured signal on the sidewalk on either side to alert pedestrians that they are entering a crosswalk. Usually sidewalks have truncated domes (bumps) to indicate a crosswalk. Truncated domes can be made of cement and laid right into the sidewalk but tend to wear out very quickly that way. Rubberized strips with truncated domes are available (photo 7), they're more durable, cheaper, and easier to replace than concrete.

Photo 6



Bike Lane Markings – (photos 8, 9) bike lanes should be marked with a stripe as well as a stencil in the road. Stencils are usually a picture of a bike or the words BIKE LANE. Also, some places actually pave a bike lane with colored pavement (photo 8) to make an even stronger distinction between vehicle lane and the bike lane.

Photo 9



Stop bars before crosswalks – (photo 10) in addition to signs marking crosswalks there can also be a stencil on the pavement that alerts motorists of the crosswalk. It may be a line or XING or some similar stencil

Photo 10

Paint – There are different painting options for crosswalks etc... One method, thermo-plastic, actually lays paint down within the pavement. Another method, inlay tape, can be used on smoother roads without reconstruction or re-paving the road. These methods are slightly more expensive but last much longer than standard surface paint and pay off in the long run.

Landscaping – This usually takes place in the "Furniture Zone" of the sidewalk (the area between a sidewalk and the paved roadway). Increasing the presence of trees, bushes and benches in the furniture zone will require narrowing the road which will slow traffic. Also, the more aesthetically pleasing environment will help slow down traffic and trees can protect pedestrians from motorists.

Road Diet – A road diet is a combination of any number of the design solutions mentioned above including narrower lanes, bike lane separated from parking, turn lane, crossing islands, landscaping, etc. Road Diets make a road/street more attractive, they slow traffic and they make the street safer for all users. Below is a model of a possible road diet.

Original Street: 4 lanes, no parking or bike lane



Step 1: Add Turning Lane and marked Bike Lanes. Eliminated 2 lanes of traffic



Step 2: Add crosswalk with crossing island



Block 1

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Dix To Ferney Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☒ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☐ Yes ☒ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 2

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Ferney To Wyoming Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No *(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☒ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☐ Yes ☒ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 3

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Wyoming To Salina Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No *** (If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☒ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☒ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 4

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Salina To Canterbury Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No *** (If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☒ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☒ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 5

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Canterbury To Riverside Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☒ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☒ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 6

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Dix To Vernor Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No *** (If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☒ Curb
☒ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☐ Snow/ice removal
☒ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☒ Sidewalk
☐ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☒ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 7

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Saulino To Akron Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☐ Good: no surface problems; no obstacles
☒ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☒ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☒ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☒ Both ☐ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☐ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☒ Yes ☐ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☒ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☒ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 8

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Akron To Holly Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No ***(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☐ Good: no surface problems; no obstacles
☒ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☒ Curb
☐ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☐ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 9

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Holly To Salina Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☐ Good: no surface problems; no obstacles
☒ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☒ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☐ Yes ☒ No

16. If yes, are parking spaces marked?

- ☐ Yes ☐ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 10

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Vernor To Dix Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No ***(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☐ Good: no surface problems; no obstacles
☒ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☐ Curb
☐ Grass/trees/planting strip
☐ On-street parking lane
☒ None

8. Are there problems with sidewalk maintenance?

- ☒ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☐ Good: no surface problems, no obstacles
☒ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☐ Yes ☒ No

17. Is pedestrian or bike signage provided on this segment?

- ☐ Pedestrian ☐ Bicycle
☐ Both ☒ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 11

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Vernor

Segment: Salina To Wyoming Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)***

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☒ Curb
☒ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☐ Yes ☒ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☐ Yes ☒ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☐ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☐ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings

Block 12

Street & Sidewalk Assessment

Town: Dearborn Date: 3.5.16 Street Name: Dix

Segment: Ferney To Wyoming Street Side (odd/even): _____

SIDEWALK

1. What land use best characterizes this segment?

- ☒ Commercial ☐ Residential
☐ Mixed ☐ Undeveloped

2. Is there a sidewalk present on this segment?

- ☒ Yes ☐ No **(If No skip to question #11)**

3. Sidewalk Material (check all that are present)

- ☒ Concrete ☐ Brick
☐ Asphalt ☐ Other _____

4. Condition of sidewalk?

- ☒ Good: no surface problems; no obstacles
☐ Fair: minor surface problems; minor obstacles
☐ Poor: major surface problems; significant obstacles

5. Width of Sidewalk?

- ☐ <4' ☒ 4'-6' ☐ > 6'

6. Do any obstacles block the sidewalk?

- ☐ Yes ☒ No
 Please specify _____

7. Is there a buffer between the sidewalk and street?

- ☒ Curb
☒ Grass/trees/planting strip
☐ On-street parking lane
☐ None

8. Are there problems with sidewalk maintenance?

- ☐ Vegetation/grass growing over sidewalk
☐ Water/sand/gravel accumulation
☒ Snow/ice removal
☐ None ☐ Other _____

9. Are there non-residential driveways on this segment?

- ☒ Yes ☐ No

10. If yes, how are driveway crossings designated?

- ☐ Marked crosswalk
☐ Sidewalk
☒ Not designated

STREET/SHOULDER

11. What is the condition of the street and shoulder?

- ☒ Good: no surface problems, no obstacles
☐ Fair: minor surface problems, minor obstacles
☐ Poor: major surface problems, major obstacles

12. Is there a designated shoulder (marked with lines)?

- ☐ Yes ☒ No

13. Is the shoulder marked as a designated bike lane?

- ☐ Yes ☒ No

14. Is the shoulder usable for walking and/or biking?

- ☐ Walking ☐ Biking
☐ Both ☒ None

15. Is the shoulder used for parking?

- ☒ Yes ☐ No

16. If yes, are parking spaces marked?

- ☐ Yes ☒ No

17. Is pedestrian or bike signage provided on this segment?

- ☒ Pedestrian ☐ Bicycle
☐ Both ☐ None

18. Are mid-block crosswalks provided to destinations on this segment?

- ☒ Yes ☐ No If so how many? _____

19. Condition of mid-block crosswalks?

- ☒ Good: no problems with markings/pavement
☐ Fair: minor problems with markings/pavement
☐ Poor: major problems with markings/pavement

20. Condition of mid-block curb ramps?

- ☒ Good: flush with road, detectable warnings present
☐ Fair: not flush with road, detectable warnings worn out
☐ Poor: not flush with road, no detectable warnings