

JULY 2019

# THE SAVOYARD PLAN

DAY-LIGHTING HASTINGS ST

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Prepared For: City of Detroit Planning and Development Department

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# INTRODUCTION

## STUDY AREA

Based on a study completed by the Michigan Department of Transportation (MDOT), the Detroit Economic Growth Corporation (DEGC), and the Detroit Riverfront Conservancy, the short strip of highway, Interstate 375, will be raised to an at-grade boulevard at the historical site of Hastings Street of the Black Bottom neighborhood of the 1950's. This transition from a highway to a boulevard will create a new strip of developable land from Jefferson Ave, to the north of Gratiot Ave. The roughly 22.5 acres made available by this change, shown on Map A.



## DAYLIGHTING HASTINGS STREET

The initiative “Daylighting Hastings Street” comes from the concept of restoring creeks or flows of water that have been previously covered over and still exist beneath the ground. In the early 20th Century, as the City of Detroit began rapidly urbanizing, developable land was a major commodity. As less and less became available, it became the policy to bury miles of streams and creeks in the city to either become part of the underground sewer system, or to simply pave and build upon.

Now as the city is experiencing more investment and new opportunities for growth and change, there is conversation of bringing these buried assets to the surface.

Although the motivations and outcomes are different, the construction of I-375 in 1964 is comparable to the burying of rivers and streams in Detroit. Both naturally occurring water features and the thriving Hastings Street of Detroit’s Black Bottom neighborhood were destroyed and buried due to questionable policies in the 19th century. Both were undeniable assets to the city, unappreciated in their time, and cast aside for new development opportunities.

While it is impossible to bring back the Black Bottom neighborhood, the reconstruction of I-375 to an at-grade boulevard gives the city an opportunity to bring Hastings Street back into the daylight. This plan will address how to respectfully honor the people of this former neighborhood, while creating a new sustainable space.



## A BRIEF HISTORY

The current position of I-375 was once the bustling Hastings Street of Detroit's Black Bottom neighborhood. Situated between McDougall Street to the east, Jefferson Ave to the south, Vernor Highway to the north, and Gratiot Avenue to the west, Black Bottom was a thriving black community on Detroit's east side. While it was once an integrated community of black residents and white immigrants, federal, state and local policy in the first half of the 20th century encouraged the immigrant population to leave Black Bottom and isolated the black community physically and economically from the rest of the city.

The federal Urban Renewal policy of the 1950's found its way to Detroit in the form of the Gratiot Redevelopment Project. At the behest of all-white state and local leaders, Black Bottom was bulldozed in the name of slum clearance, displacing a black middle class that rivaled Harlem, NY. In its place I-375 and an upscale residential community, Lafayette Park, was built. I-375 is one of the shortest highways in the United States at only 1.062 miles. It is the southern stretch of the Walter P. Chrysler Freeway and I-75 into downtown Detroit, ending at Jefferson Avenue. The freeway opened on June 12, 1964. For further historical details please see Appendix 1.

This space had been the site of prosperity, community, and culture. Racist and classist federal, state and local decisions during 20th century, however, left it as the site of inequity, displacement, and destruction. This plan provides a brighter future for Hasting Street.

# PROJECT GOALS

This plan serves as a collection of recommendations to make the most productive and feasible use of the open land remaining after the redevelopment of I-375 from a highway to an at-grade boulevard. The following goals are based on an analysis of current existing assets, future trends in the greater downtown area, and the historical context of the space.

## GOAL 1: TRANSITION WITH GRACE

The ambitious goal of re-creating developable space is not only a civil engineering challenge but a planning challenge as well. The hope of this plan is to prepare this new space for two specific transitions:

### **A. The transition from a highly-traveled highway to open, city-owned, developable land.**

After the conversion of I-375 to Hastings Street, new land will be available for development. This land is surrounded by major city assets and not only will this space be highly coveted for its development potential, but it will also be highly visible. One of the purposes of this plan is to provide recommendations that ensure responsible development and a reliable transition from space to place.

### **B. The transition of the downtown/entertainment district on the west to the secluded neighborhoods east of the project area.**

This strip of new land lies directly between Detroit's downtown entertainment district and residential neighborhoods including Lafayette Park. This new strip has the potential to create a buffer as well as a gradient from downtown to neighborhood. This plan will attempt to guide development to ensure this transition is a smooth one.

## GOAL 2: REMEMBER THE PAST AND PREPARE FOR THE FUTURE

This new space was once part of a thriving, predominantly black neighborhood that was eradicated due to federal policy and problematic decision making at the state and local levels. Although the city has changed greatly since the 1960's and the market calls for different development than what existed in Black Bottom, this plan aims to address the duality of this space.

### **A. Honoring the heritage of Black Bottom**

The history of this space is still a memory for many Detroiters and this plan aims to honor that memory by highlighting the existing assets of Black Bottom, paying homage to the establishments and people that once existed there, and creating new assets that reflect the culture of the former neighborhood.

### **B. Preparing for the future in an evolving Detroit**

This plan aims to encourage dense, walkable spaces with progressive zoning and design standards that preserve affordability and neighborhood character. This plan contains strategies and recommendations that will encourage the economic and environmental sustainability necessary for this to be a lasting and successful addition to the city.

# PROJECT GOALS CONTINUED

## GOAL 3: ENHANCE CITY ASSETS AND CREATE CONNECTIONS

As discussed, this space is a strip between major city assets including the Central Business District, the entertainment district, the Riverfront, Lafayette Park, and Eastern Market. While this plan's intention is to create a space that stands out on its own, it is also to create a space that acts as a connective tissue between these assets.

### A. Build upon existing assets

Some of the recommendations of this plan focus on enhancing or extending the reach of surrounding neighborhoods and institutions. Instead of drawing attention and activity away from critical points of interest, components of this plan serve to allow for spill over activity from these existing assets as well as making any adjustments for any displacement from the shift to a boulevard.

### B. Create physical and thematic connections

This plan contains recommendations for implementing connections through pointed placemaking including cohesive materials and wayfinding. In addition to these thematic connections, this plan also recommends strategies for connective mobility that ensures easy access to surrounding assets.



# 1. EXISTING CONDITIONS REPORT

## LAND USE

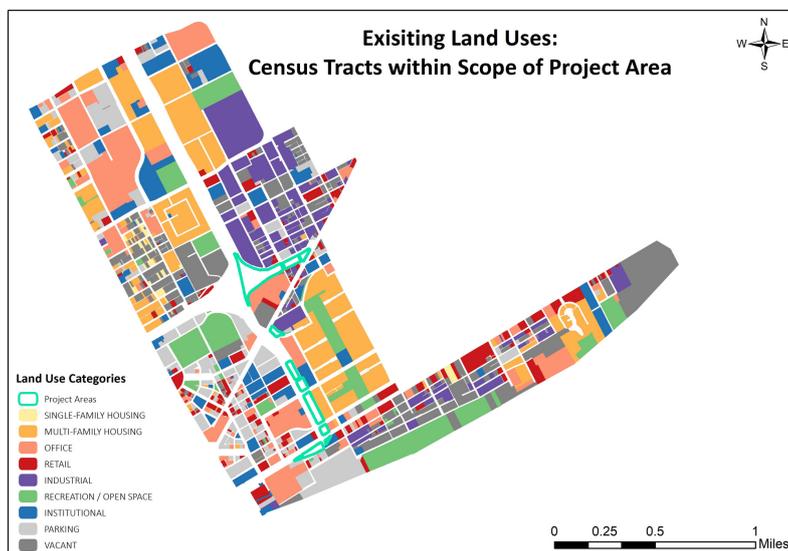
There are several different land uses that exist in this area. In the broader area starting north at Brush Street and the East Fisher Freeway and Service Drive, the land use is commercial.

Buildings such as Ford Field, Campbell Ewald, and Detroit Thermal are in this area. Another land use in this area is institutional with the 36th District Court nearby.

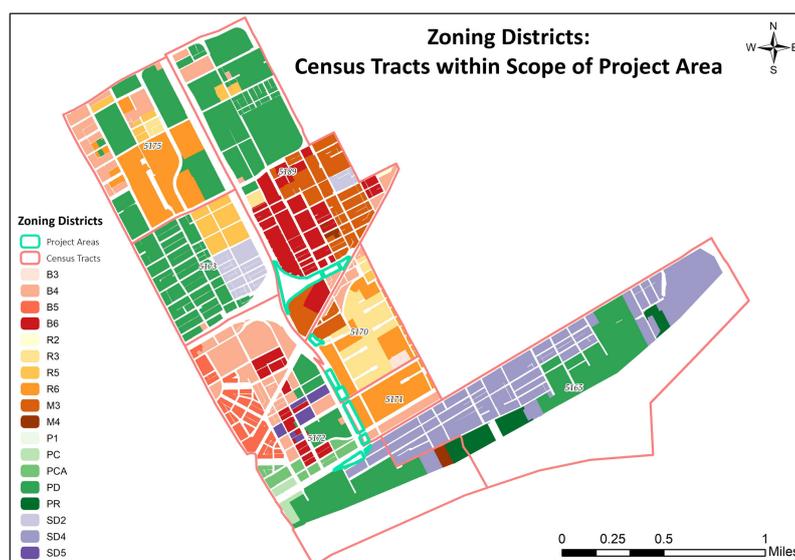
Going slightly south between Gratiot Ave and East Lafayette, the land use in this area is known as recreational and institutional with the Frank Murphy Hall of Justice in the area. Commercial land use is also prominent. Examples of this are Greektown Casino and restaurants such as Buffalo Wild Wings, Firebird Tavern and Fishbone’s. To the north between I-375 and Gratiot Ave, the land use is currently industrial and commercial.

There is also existing land use as residential. There are several housing units to support this claim including The Pavilion, Lafayette Towers, Cherboneau Place Co-Ops, Jean Rivard Apartments, and 1300 Lafayette East Cooperative Inc. The current land use between East Jefferson Ave and the Riverwalk is recreational. In the planned project area, from Gratiot Ave to the Riverwalk, the land use is residential, recreational, and commercial.”

Current land uses around the project area can be seen on Map 1-A and current zoning around the project area can be seen on Map 1-B



*Map 1-A*  
Existing land uses in census tracts that are within the project’s area of influence. Source: SEMCOG Open Data Portal; Census TIGER/Line Shapefiles



*Map 1-B*  
Existing zoning districts in census tracts that are within the project’s area of influence. Source: City of Detroit Zoning Ordinance; Census TIGER/Line Shapefiles

### Population

According to the 2017 ACS 5-Year Estimates, the population of Wayne county was 1,870,362 people while the population of Detroit city was 679,865 people. The populations of the census tracts that are within and surrounding the study area are in Table 1.1. According to data collected by the Greektown Preservation Society, downtown Detroit tends to have a younger population of folks working in the area compared to the rest of the city. 25-34 year olds hold the highest percentage of population in the area in 2018. Compared to the city as a whole, downtown Detroit attracts a younger, working-age population (9% more among 25- 34) and empty nesters (8% more among 55+).

| 2017 Census Tract Populations |            |
|-------------------------------|------------|
| Area                          | Population |
| Census Tract 5165             | 1,719      |
| Census Tract 5170             | 3,450      |
| Census Tract 5171             | 1,153      |
| Census Tract 5172             | 2,397      |
| Census Tract 5173             | 2,439      |
| Census Tract 5175             | 2,750      |
| Census Tract 5189             | 2,074      |

Table 1.1

### Historic Demographic Trends

In 1910, the city's black population of fewer than 6,000 was only 1.2% of the city's population, but by 1950, there were 300,000 black residents, 16% of the 1.8 million Detroiters. During the 1920's, the black population in Detroit swelled from 41,000 to 120,000 as new migrants from the South arrived daily to seek employment in the automobile industry. The cramped near east side neighborhood of Black Bottom was one of the very few areas blacks were allowed to reside.

Before African Americans began to migrate to Black Bottom in large numbers, the area was an ethnic hodgepodge, home to Irish, Italian, German, Romanian, and Russian Jews living in overlapping colonies. Many of Black Bottom's early immigrant community arrived in Detroit via the 15-minute ferry ride from Ontario.

### Current Demographic Trends

According to the American Census Survey 5-Year Estimate for 2017, there are slightly over 15,900 people living in the area now. Racial composition is made up of 69.5% African American, 24.6% white, 3.38% Asian, and 0.24% American Indian and Alaska Native.

The largest age group currently living in the area are between 25-44 year olds with 35.4% of the. The second largest age group are adults between the ages of 55 to 64 years old at 13.5%. Children between the ages of 0-17 account for 14.4% of the population. Young adults, who are considered to be ages 18-24 only make up for 10.75% of the area's population. Men make up for 50.18% of the population and women are 49.81%.

## HOUSING

The current existing housing near this area is primarily apartments, townhomes, and condominiums near the Lafayette Park area and on the Riverfront. Lafayette Park, which "replaced" Black Bottom, is the largest collection of works by renowned architect Mies van der Rohe. This area is known as the Mies van der Rohe Historic District. This residential district features apartment buildings and townhomes built in the 1950's and 1960's. The Lafayette Townhouses were completed first, followed by Nicolet, Joliet, and La Salle, which were finished in early 1960. The two Lafayette Towers were built in 1963.

The most recent development is the DuCharme Place apartments, completed in 2017. In Detroit's comeback stage, there has been more residential development. These developments have mostly manifested as high-rise, high-density apartment buildings adjacent to developing retail options.



## ECONOMIC TRENDS

As a gateway to the Central Business District, our focus area sits at an intersection of a variety of industries and attractions for both Detroiters and visitors. To the west of the area is Greektown Casino, Ford Field & Comerica Park. To the south and spilling east and west of the area is the city’s riverwalk which has attracted retail and hospitality businesses to develop along the area for visitors to access. Northeast of I-375 sits Eastern Market, which attracts hundreds of visitors on a weekly basis for Saturday Market.

According to American Community Survey data between 2010 - 2017 (Table 1.2), the most popular industry for people living in the census tracts that include this area are in “education services, health care and social assistance” industry. However, as in the figure below we observe a considerable change in potential growth of employment industries for this area in both finance and accommodation & food services. Professional, scientific and technical services are also major employment industries for the area. See Appendix 4 for more info.

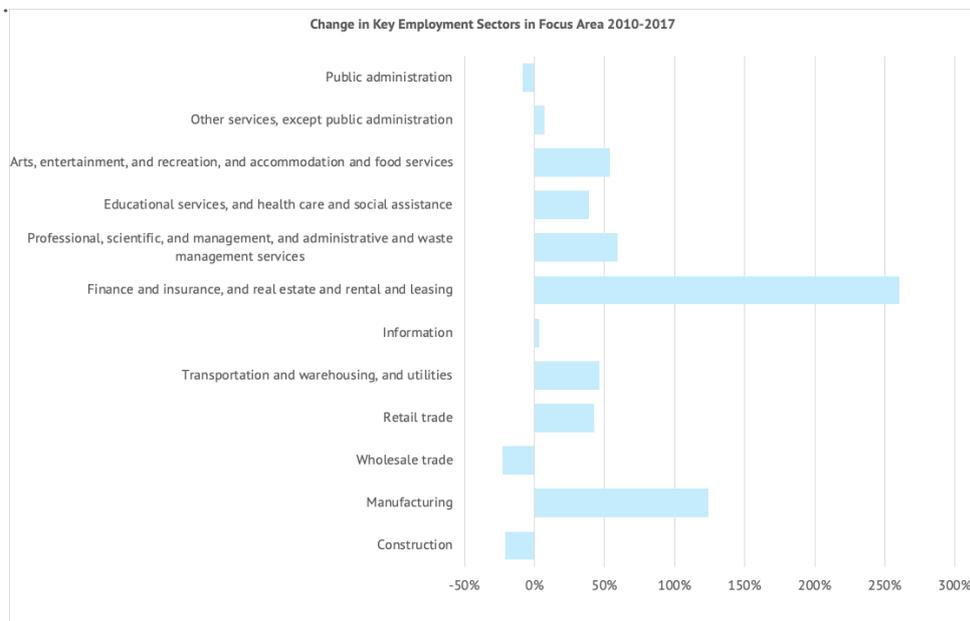


Table 1.2. Data based on American Community Survey Data for census tracts 5165, 5170, 5171, 5172, 5173, 5175, 5189 between 2010 - 2017

## MOBILITY

### Vehicular Traffic

As it sits today, the freeway services inbound traffic moving south during morning rush hour times and during special events. However, the number of ramps providing access to Detroit’s central business district and the surrounding community limits how local and visiting traffic accesses the assets that surround the corridor. Northbound I-375 provides route to leave the downtown area by connecting to only I-75 and Gratiot. (I-375 Alternatives Report)

The area is currently able to successfully host traffic during peak times and throughout the day, however, congestion and conflict areas for traffic exist around the complicated interchanges that surround the highway. In considering bringing this area up to grade, the issue of complicated on ramps may be eradicated, but the congestion and traffic flow must be accounted for. Already the ramps that host southbound traffic experience heaving congestion during morning commutes or when visitors come into the city for downtown events.

### **Public Transit Options**

According to the most updated Detroit Department of Transportation Transit system map, there are currently 9 local DDOT routes that intersect with I-375, on Gratiot, Lafayette, Larned, Jefferson and two express routes that run on the freeway at peak times. Three SMART routes also utilize I-375 during peak commute times to get folks into the Central Business District (CBD) from surrounding neighborhoods.

### **Pedestrian & Cycling**

Based on current street design, major arterial streets like Jefferson to the south of our focus area, and Gratiot towards the north, do not present a safe environment for pedestrians to move across streets. Both of these streets present accessibility challenges to the surrounding attractions in the area, Gratiot providing a barrier to the neighborhood south of Eastern Market and Jefferson hindering access to the river from all neighborhoods to its north. Currently, motorists dominate both of these corridors, and due to their direct with the existing I-375 freeway they encourage high speeds often pose danger to pedestrians.

The majority of streets surrounding I-375 do have concrete sidewalks in reasonable repair. The Detroit Riverwalk provides meaningful non-motorized and pedestrian connection along the Detroit river moving east to west. However, there is a challenge due to lack of connection between Jefferson Avenue and the riverfront where the majority of space is taken up by privately owned parking and only a limited number of streets that connect these two corridors.

A combination of bike lanes and off-road paths connect the Dequindre Cut, another non-motorized corridor just outside our focus area to the existing I-375 freeway and into the CBD. These exist along Jefferson and Lafayette moving east and west, and could be better utilized to address the divide in access that the areas east of the freeway experience.

### **Pedestrian Safety**

Public meetings conducted as part of the I-375 alternatives study found that a major concern with current conditions was pedestrian and cyclist safety. The public was especially concerned with sidewalk conditions, signal improvements, and separation from vehicular traffic. The public also voiced concern about unsafe merging, weaving, and backups that lead to crashes on the freeway. The public also recommended putting people first over cars, and shifting the focus of this corridor away from a car-centric space.

### **Parking**

Given that our focus area is a gateway for many Detroiters and visitors to access the CBD, there is no doubt a demand and possible stress for parking in the area. However there exists numerous parking structures and open lots in the area to serve the many churches, casino, housing and entertainment amenities throughout the focus area and surrounding.

Currently there are two parking lots, each spanning nearly an entire city block causing further barrier to river access between Jefferson and the riverfront. These are privately owned by General Motors and used as parking for many of the employees that work in the high-rise buildings surrounding the area. This means that while employees are not at work, these massive lots sit empty for peak hours of attraction for the riverfront.

Given that the number of privately owned lots, there is an oversupply of parking in the downtown area, illustrated by the many spaces that sit unoccupied throughout the week. Further, the fact that there is a lack of signage signaling drivers where they can publicly park results in increase traffic of vehicles circling the downtown area looking for a space.

For parking needs along the new areas along the at-grade boulevard, we suggest implementing a flexible pricing strategy for street and public parking areas. Pricing that adjusts higher and lower depending on demand will help to maintain a good balance between keeping adequate parking available and making a profit. Current existing parking can be seen in Map 1-C.



Map 1-C  
Existing parking  
lots/structures within  
walking distance of the  
project area. Source:  
SEMCOG Open Data Portal

## POTENTIAL PLANNING IMPLICATIONS

A few significant challenges exist for this project. One major consideration is that since all of the parcels are newly created during the conversion from freeway to at-grade boulevard, they will lack any sort of utilities. During the road construction process it is highly recommended that the Michigan Department of Transportation and the City of Detroit coordinate to provide connections, or at minimum a framework, for utilities. Placing the infrastructure for water, sewer, gas, electric, telecommunications, and anything else needed while in the road construction phases will help to draw in investors and help accelerate the development process. It will also provide minimal disturbance to the newly created road. These steps will cost extra but will pay off when the parcels are ready for sale and development.

Another challenge to mitigate during the planning process is to gauge the needs of future developers and ensure that the road infrastructure is planned in ways that are conducive to the desired developments. It would be ideal to have developers working at the same time the road design and construction phases are taking place. This would help with coordination between public and private needs, and would also reduce duplicate work. For instance, planning where future driveways for businesses will be located and working driveway openings into the curb, gutter, and sidewalks.

With current processes at the state and federal level, it is difficult to bring a developer in at early stages since excess land is usually retained by the state until past project completion, when it can be decided that it is not needed. While bypassing normal procedures may not be possible, the City of Detroit and MDOT can still work together in finding solutions. It is in the best interests of those involved to do the best they can to make a smooth transition to private developments.



# 2. LAND USE AND ZONING

This section focuses on the physical land remaining following the transition of I-375 from a highway to an at-grade boulevard. We will provide recommendations for the following aspects of this space:

- Land subdivision and parcel creation
- Future land uses
- Proposed zoning
- Steps for Implementation

## LAND SUBDIVISION AND PARCEL CREATION

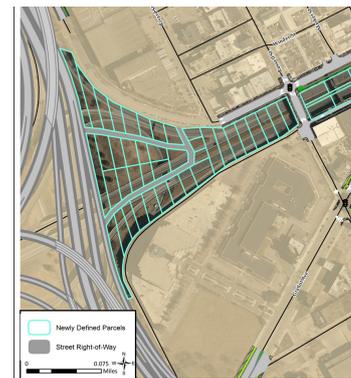
The study area in Map 2-A contains approximately 980,453 square feet of developable land. In line with the goals discussed in Section 1 of this plan, land subdivision should aim to allow for mixed-use and mix-tape developments while maintaining maximum densities. This subdivision will allow this space to function as not only an extension of the downtown but also as a transitional space between the downtown and the adjacent residential neighborhoods.



*Map 2-A*  
Phase 1 of development process; designate parcels.

This goal is accomplished by recommending a 10,000 square foot parcel area for spaces designated for uses unrelated to Parks and Recreation or open spaces. Apart from Division A of the study area labeled on Map 2-B, the remaining developable land is parceled out to create 50 parcels averaging 10,951 square feet.

On Map 1-A the triangular shaped parcels with little road access, we recommend the addition of a small road system with three outlets: one to the to the existing service drive, and two to the boulevard as it comes to grade. With the addition of these new roads, the area can be sectioned off into smaller parcels, allowing for much denser developments so as to utilize this large space as efficiently as possible.



*Map 2-B*  
Division A. Inset of proposed parcel division and street plan

Using the proposed parcel sizes and potential square footages of residential developments, we calculated estimates for the population of the project area. We project a population of approximately 900 residents. These can be seen in Table 1.2

| Housing Population Projections |                 |            |
|--------------------------------|-----------------|------------|
| Unit Type                      | Number of Units | Population |
| Studio                         | 338             | 338        |
| 1BR                            | 185             | 231        |
| 2BR                            | 96              | 192        |
| 3BR                            | 56              | 140        |

Table 1.2

## FUTURE LAND USE

The Future Land Use plan considers on the area's history and looks toward the future to provide both broad and specific recommendations to guide future development. The land use map below helps define where and how growth should occur within the project area.

Recommendations for each proposed zoning regulations will be addressed in relation to the possible land uses that would fit under each regulation. The categories are explained below.

### Parks & Open Space (PC)

Parks, trails, and open spaces are critically important for health and quality of life of local residents. The park land and open space can include a variety of active and passive uses or activities including neighborhood-oriented parks, regional parks, natural/conservation areas, and areas dedicated to paying homage to the area's history.

Parks and open spaces should be easily accessed by a variety of mobility options, including multi-generational activities, and provide educational opportunities. Shared parking agreements with surrounding uses may be appropriate to reduce the need for additional parking. More details for Parks and Open Space can be found in the plans for Parks and Open Space.

### Mixed -Use A (Residential & Commercial )

Primarily located on the east side of the project project area, Mixed-Use A development blends complementary uses including neighborhood commercial and residential in urban or semi-urban development styles. These uses can be integrated vertically, in the same building, or horizontally in the same development, and create a live-work-play environment. Public amenities such as outdoor cafes, plazas, and green spaces provide both residents and visitors areas to relax and socialize.

### Mixed-Use B (Commercial, Office & Residential)

Primarily located on the west side of the project area, Mixed-Use B development blends complementary uses including neighborhood commercial, office, and residential in urban or semi-urban development styles. These uses can be integrated vertically, in the same building, or horizontally in the same development. Public amenities such as outdoor cafes, plazas, and green spaces provide both residents, employees, and visitors areas to relax and socialize.

Both Mixed-Use A and B buildings should be oriented towards the street with parking to the side/rear of the building and screened from view. All buildings, parking, and communal greenspace should be well landscaped and communal areas may be programmed with public events. Shared parking agreements may be appropriate for compatible uses such as restaurants or offices. Wayfinding signage may be necessary on larger sites. The parking located within a quarter of a mile of the area is located in Map 1-A on page 9.



Figure 2-A

Example of new mixed-use building with ideal window coverage. Source:greshamsmith.com



Figure 2-B

Example of redeveloped mixed-use building with street frontage. Source:oxnardcpg.com

Associated Zoning Categories (See the following section for more information on zoning recommendations and Map 2-E on page 18 for locations): B1- B6

### Flex Industrial

Flex Industrial is intended for light industrial uses that require space for wholesale, warehousing, clean manufacturing, and other related office functions. These uses require buffering from incompatible uses, such as medium to high density residential.

This district should remain flexible to accommodate uses and buildings that range between light industrial and commercial. Retail may be considered as a second use to accommodate workers within this district. Green and open space should be interwoven throughout this district, along with pedestrian-oriented pathways.

Associated Zoning Categories (See the following section for more information on zoning recommendations and Map 2-E on page 18 for locations): M2 (Restricted Industrial District)

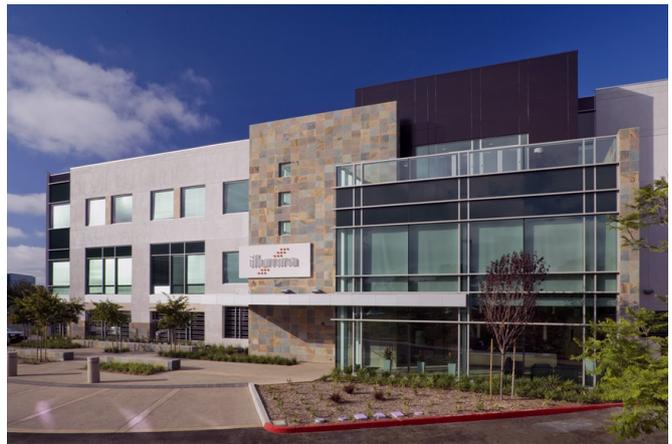


Figure 2-C

Example of a light industrial building with mixed-use architectural styles blends with multiple land uses. Source: bizjournals.com

### Medium-High Density Residential

The Medium to High Density Residential district is intended to accommodate a range of housing density, from roughly 10 units per acre to 30 units per acre. Developments should incorporate open space and integrated public spaces. Primary structures should be oriented towards the street and include landscaping that elements that contribute to the beauty of the space. Surrounding and supporting streets should include adequate streetscaping and sidewalks to promote a pedestrian-oriented atmosphere. Parking should include screened from view public spaces and private lot or garage towards the rear.

Associated Zoning Categories (See the following section for more information on zoning recommendations and Map 2-E on page 18 for locations): B4 Mixed Use District

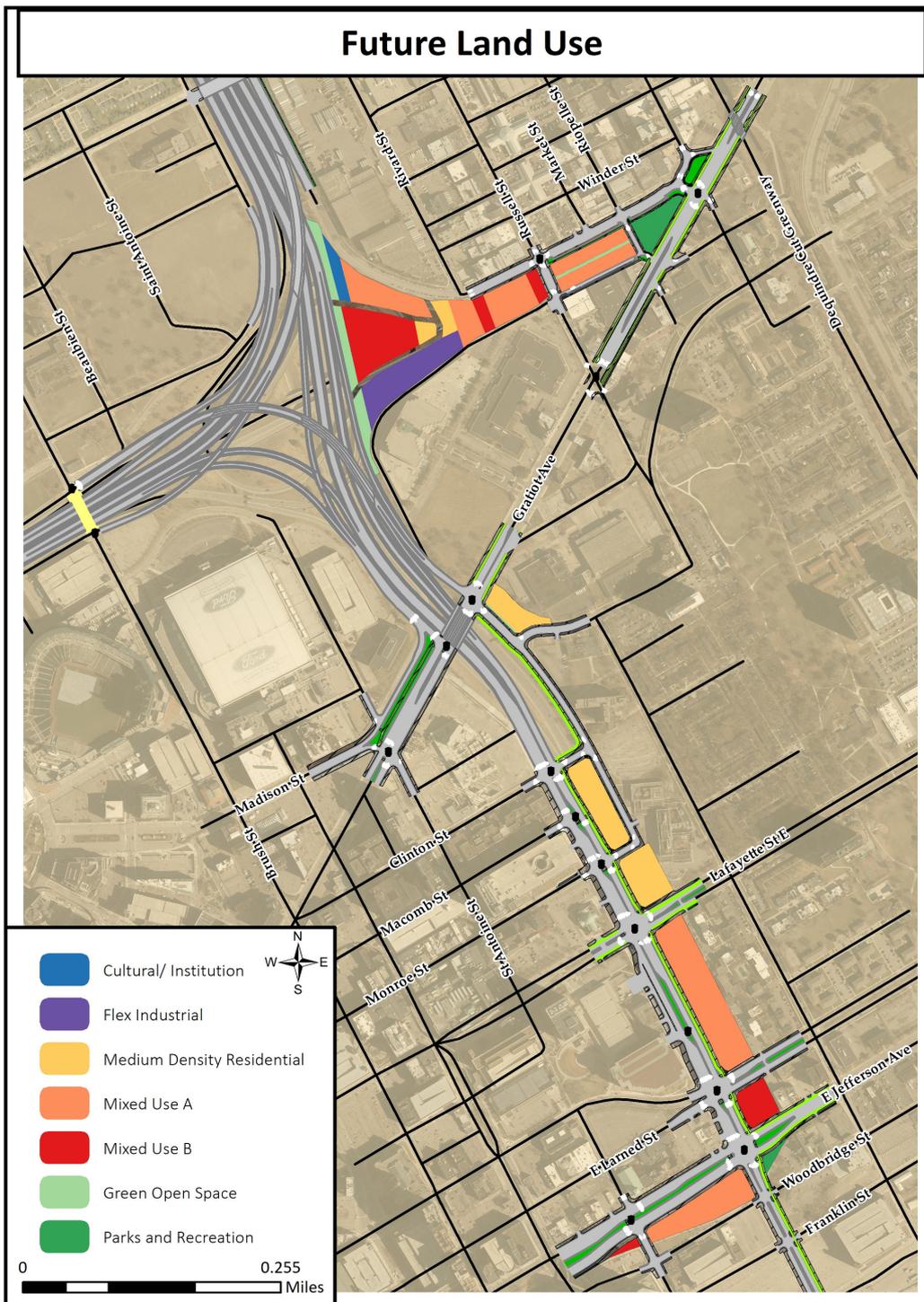


Figure 2-D, E; Examples of medium-to-high density residential units with modern architecture and practicality. Source: compositeglobal.com

**Cultural and Institutional**

The cultural and institutional land use district is intended to accommodate semi-public uses. This includes buildings that are owned by religious organizations, educational organizations, or other institutions that aim to protect or enhance cultural/historical assets. Inclusive access to these spaces is critical, specifically in terms of pedestrian and ADA accessibility. Facilities should be well integrated into the non-motorized network of the surrounding area.

Associated Zoning Categories (See the following section for more information on zoning recommendations and the Map 2-E on page 18 for locations): B1- B6



Map 2-C; Future land use map representing the ideal full build out of the project area once timeframe has been completed.

**PROPOSED ZONING**



In an attempt to diversify land assets within the city of Detroit along commercial corridors by upgrading current zoning ordinances, this plan recommends a change to the zoning for B4 districts to support mixed-use and pedestrian-centric development wherever appropriate, as well as the implementation of “Mix-Tape” zoning which aims to implement multiple zoning classes (B1-B3, B-6, M2, and PC) along commercial corridors. Zoning regulations put forth in this document will create a corridor that residents and tourists alike will want to visit, will serve pedestrians as the main focus, and create development opportunities that are as attractive to developers as they are for local citizens.

**B-1, B-2, B-3, B-6 M-2, and PC Zoning Districts**

The above zoning districts are already implemented across the City of Detroit and will be utilized as part of the implementation of zoning districts in the newly available land. These districts will follow the existing regulations and definitions put forth in the City of Detroit Zoning Code.

**Enhanced B4 Zone**

We recommend changing the the current B4 zoning class from an auto-oriented, low-density, commercial development, to a more walkable corridor that is not only viable for pedestrians but also enjoyable. Suggestions for regulations for the corridor should allow for more uses, set design standards, and reduce and revise parking requirements. Allowing for more uses would allow B4 zones to diversify their commercial output and economic viability.

Parking should be provided along the boulevard, as well as in the rear of the buildings, with reduced parking standards for light industrial and mixed-use developments, and residential uses will be brought down to the bare minimum requirement per residential unit

**Schedule of Regulations for enhanced B-4**

Permitted, Prohibited, and Conditional Uses

Following is a list of permitted uses within the B-4 District. The list acts as a guideline; any use not listed is conditional upon approval of the planning commission and city planners. Please see Appendix 2 for Schedule of Regulations and Design Standards.

**PERMITTED USES**

- Retail
- Apartments - 2nd floor +
- Offices
- Restaurants
- Entertainment (enclosed)
- Parks & Open Space
- Condos
- Governmental or Institutional

**PROHIBITED USES**

- Drive-through Windows
- Auto Service or Sales
- Gas Station
- Self-Storage
- Heavy Manufacturing & Production

**CONDITIONAL USES**

- 1st Floor Residential
- Townhouses
- Public Transit Hubs
- Standalone Parking

## ENHANCED B4 DEVELOPMENT STANDARDS

The goal of implementing parking standards in the B-4 District is to ease typical parking requirements of mixed-use districts. Each development within B-4 Districts should look for innovative and creative strategies to lessen their demands for parking. Suggested strategies and regulations are as follows:

- Increase parking facility efficiency by sharing, regulating and pricing; use off-site parking facilities; implement overflow parking plans; improve user information; and improve walking and cycling conditions.
- Reduce parking demand by encouraging the use of alternative modes of transportation and more accessible land use development.
- Improve enforcement and control of parking regulations, and address any spillover problems that occur.
- Improve parking facility design and operation, to improve user convenience and safety, and reduce negative impacts.

With these strategies in mind, developers and the City of Detroit should work closely to develop parking standards that are unique to each development and serve the potential customers/residents in an adequate manner.

## DESIGN STANDARDS

There are three aspects of design standards that should be focused on in a mixed-use district; architectural design, building form, and building design. These concepts should help cultivate continuity between spaces, provide pedestrian friendly spaces, allow for attractive spaces, as well as account for safety and comfortability. The specifics of these design standards can be found in Appendix 2.



Figure 2-F; Sketch of proposed mixed-use structure to be implemented in B-4 zoning districts.



Figure 2-G; Sketch of proposed mixed-use structures designed with enhance B-4 regulations.



## IMPLEMENTATION STEPS CONTINUED

### Phase Three of Implementation: Anchor division zoning implementation

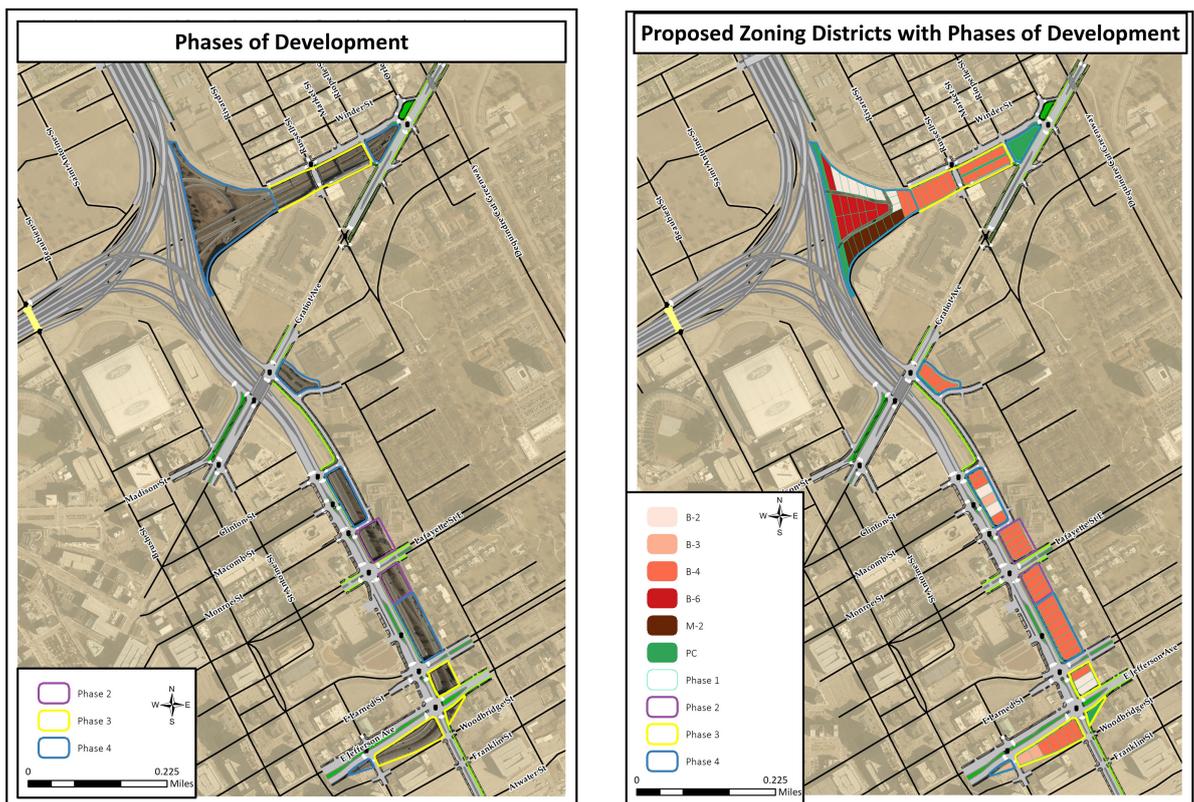
The third phase of implementation should include the application and designation of the mix-tape zoning to the identified parcels on map Map 2-D,E.

- Responsible Parties: City of Detroit, Planning and Development Department
- Time Frame: implemented within 5 years

### Phase Four of Implementation: Infill zoning implementation

The fourth and final phase of implementation should include the application and designation of the mix-tape zoning to the identified parcels on Map 2-D,E.

- Responsible Parties: City of Detroit, Planning and Development Department
- Time Frame: implemented within 5 years



Map 2-D, E; Map displaying phases of implementation without zoning districts (D, left) and phases of development with newly implemented zoning districts (E, right)

In a truly walkable corridor, businesses thrive not only because of the auto traffic they receive, but also because of pedestrian foot traffic as well. Many residents and visitors to an area use main roads a thoroughfare and during times that may not allow for leisure. Mobilizing residents and visitors to park, shop, and socialize will not only build the local economy for the corridor, but also improve the quality of life for residents to have safe places to live, socialize and meet new people. The goal of the new and revised districts and zoning is to promote the corridor as a place for living, recreation, and work, while also attracting visitors to the area.

## 3. PARKS, STREETS, AND OPEN SPACE

This element addresses the future of parks, recreation, and open space in the redevelopment of I-375. It recognizes the important role parks play in recreation, aesthetics, neighborhood character, and environmental quality. In addition, the proposed parks and streetscapes in the planning area will pay tribute to the Black Bottom neighborhood that once stood in the study area. In 1920, there were three hundred and fifty black owned businesses in the City of Detroit, including a movie theater, the only African American-owned pawnshop in the United States, a co-op grocery, and a bank. The Black Bottom community included seventeen physicians, twenty two lawyers, twenty two barber shops, thirteen dentists, twelve cartage agencies, eleven tailors, ten restaurants, ten real estate dealers, eight grocers, six drugstores, five undertakers, four employment offices, a few service-stations, and a candy maker. In order to pay tribute to this heritage, there will be a series of cultural installations throughout the study area.

### GREEN STORMWATER INFRASTRUCTURE

Currently stormwater management in the city continues to be a pressing issue. Detroit has a combined sewer overflow system where both stormwater and drainage from industrial, commercial, and residential locations mix. During large precipitation events this water may mix and overflow into our waterways and finds its way back into our drinking water intakes. In recognizing this the Detroit Water and Sewerage Department has created a green infrastructure credit program (DWSD 2015).

The integration of green infrastructure (GI) into this project will achieve multiple positive outcomes; save money, improve mental health, clean water, clean air, and create habitat. Long term municipal expenses will be decreased by way of decreased drainage fees and shared GI practices (DWSD 2018).

Utilization of GI provides not only a solution for numerous issues but also can act to guide decision making about landscaping, wayfinding, and connectivity. Smart GI development will prioritize using plant species native to Michigan and particularly southeast Michigan (See Map 4-A after Appendix). Species such as Sugar Maple, American Beech, and Red Oak are all common and native species that should be utilized in landscape elements such as bioswales or tree trenches as they are well adapted to our climate and will tolerate wet conditions. Utilization of these tree species will insure that a mature and healthy canopy becomes established that will also perform well in GSI.

The high-density development planned for in the project area will generate high drainage fees unless offset by GSI. Therefore it is critical that green and open spaces provide multifunctional benefits, including high performance stormwater control measures. Large bioswales in the boulevard, tree trenches in medians, and sidewalks to control street run-off shall be preferred control measures using native Michigan flora and the tree species listed above.

## PARKS AND CULTURAL INSTALLMENTS

### Savoyard Park

Savoyard Park is a newly dedicated pocket park located between Gratiot, Chrysler Drive, and Antietam. The park serves as a connection point, once the Cultural Trail (discussed on page 23) crosses the new boulevard, and continues toward Eastern Market. It will also fill unused space east of the new boulevard and act as a linkage between Downtown, Eastern Market, and Lafayette Park. The park should act as a magnet to draw people from the Walk of Fame and encourage more walkability between neighborhoods.

Savoyard Park’s primary purpose, however, is to commemorate the lost legacy of the Black Bottom and Paradise Valley neighborhoods razed during urban renewal programs of the 1960s. The park walls will have 3-D murals looking down former Black Bottom neighborhood streets. Each wall will represent a different era in the neighborhood’s history and will be accompanied by a timeline displaying major events of that respective time period which can be found in Appendix 3. In addition to the murals, a small glass wall will be installed featuring a timeline of Black Bottom showing Hastings Street growing from an urban center of the early 1900’s to the 1950’s era of urban renewal and then into I-375. Rainwater design will be employed to celebrate Black Bottom’s history and provide a low impact solution to deal with stormwater.

Park amenities should support uses within the park while enhancing park user’s experience. The following amenities are anticipated for Eastern Market Square:

- 3-D Murals depicting Black Bottom Neighborhood
- Timeline of Neighborhood Events
- Mosaic Depicting Popular People/Themes of Former Neighborhoods
- Rainwater design installation to manage stormwater
- Café style seating
- Public Stone Chess Tables
- Bicycle Racks



Map 3-A  
Inset map of parcels located Gratiot Avenue and Antietam Avenue, showcasing green space to be available along streetscape.



Figure 3-A

Example of 3-D historical mural in Asheville, North Carolina  
Source ExploreAsheville.com



Figure 3-B

### Fannie Richards Square

Fannie Richards Square is a newly dedicated community use park located at the southeast corner of Eastern Market bounded by Gratiot, I-375 Service Drive, and Russell. It will adjoin the proposed Roxborough Laneway and act as an ending node on the Cultural Trail. The park incorporates a center lawn and benches, enclosed by native trees and vegetation. Two raised platforms will be placed outside the entrance to embrace the local street performer culture and attract visitors to use the park. A pavilion with bathrooms will sit on the east end of the park with moveable café style seating underneath. Lastly, rainwater will be harvested from the pavilion roof, filtered through a rain garden and stored in large above and below ground cisterns. This water may be used for adjacent landscaping or the two garden beds that will be placed in the south end of the park. This design will embrace the sustainability initiatives of the Eastern Market Master Plan and provide an example of what is possible through integrating GSI technology and rainwater design. We envision a park that provides active year-round recreation, leisure, and community event space for residents and visitors to participate in a safe, clean, and beautiful natural setting.

Park amenities should support uses within the park while enhancing park user's experience. The following amenities are anticipated for Fannie Richards Square:

- Lawn Seating
- Street Performer Platforms
- Pavilion Area with Bathrooms
- Artful rainwater design elements
- Benches
- Bicycle Racks
- Wayfinding Signage; including entry sign(s), directional signs, and markers
- Dog Water Stations



*Figure 3-C*  
Sketch of proposed Fannie Richards Square in relation to the street and newly developed buildings.

### Joe's Stage

Black Bottom and Paradise Valley had a rich culture of blues and jazz music, from venues to performers. Musicians such as Billie Holiday, Ella Fitzgerald, Sammy Davis Jr, and Duke Ellington often played Paradise Valley's club scene in nightclubs such as Jake's, Paradise Theater, Club Harlem, The Tropicana, and the Flame Show Bar. In dedication to this history, a small outdoor stage will be installed at the park at what is now E Jefferson and the Chrysler Service Drive. Named after Joe Von Battle, the owner of the iconic record store that once sat at 3530 Hastings Street, Joe's Stage will be a small open space venue free to the public. Nearby will be photographs and plaques that showcase the stories of the closed speakeasies and nightclubs that are no more that will include the history of the artists that came, went, and performed in Black Bottom.

**ROXBOROUGH LANE**

To expand upon the city’s alley activation initiatives, we propose to bisect the proposed lots south of Fischer Service Dr between Gratiot and Market Street with a pedestrian laneway to create an environment to support rich art culture, one-off boutiques, unique galleries, tiny cafés, and hidden bars.

We envision active frontages with a range of types to attract different crowds at all hours of the day. Policy should be implemented to focus on designing for pedestrian experience. The alley will have entrances to both retail and residential facilities. A variety of seating, benches, and awnings will maximize opportunity for outdoor seating and engagement. The laneway will be joined on the east end by the proposed Fannie Richards Square to collectively draw people and help create a pedestrian grid to improve approachability and appeal for businesses to the south, currently across I-375 and Gratiot.

A section near the western laneway entrance will be allocated for vendors stationed on the expiring I-375 pedestrian bridge to prevent their displacement once the highway is removed. Furthermore, we propose reserving several laneway storefronts for short term leases and pop up shops for minority entrepreneurs and providing inclusive programming throughout the year to promote equity and vibrancy in the Eastern Market neighborhood.



Figure 3-D; Image of vibrant laneway in Melbourne, Australia. Source:Alternative Press



Figure 3-E; Sketch of proposed atrium, walkway, and activated alley.



Figure 3-F; Activated alleyway located in Melbourne, Australia. Source: Mornington Peninsula Magazine



Figure 3-G; Sketch of proposed mixed-use development with walkways and accessible parking.

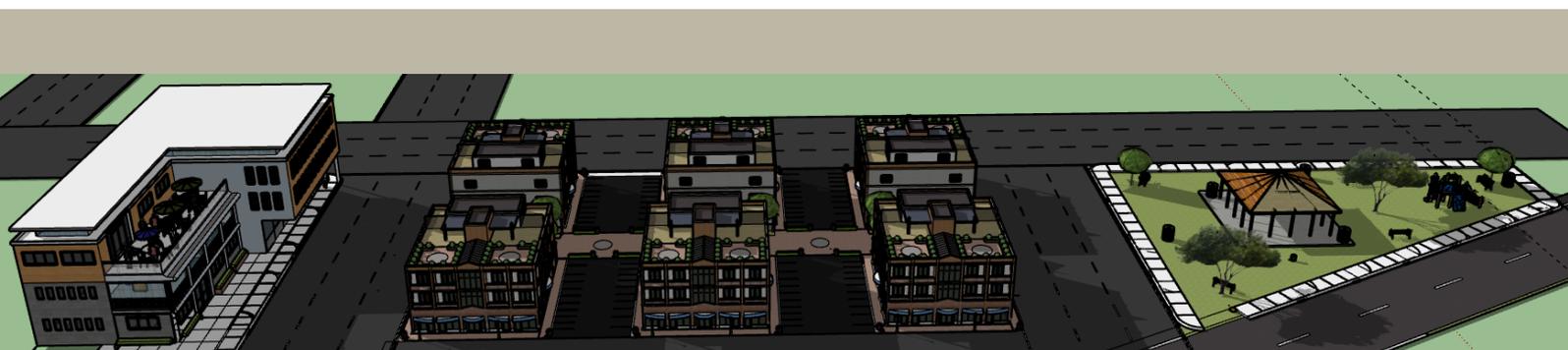


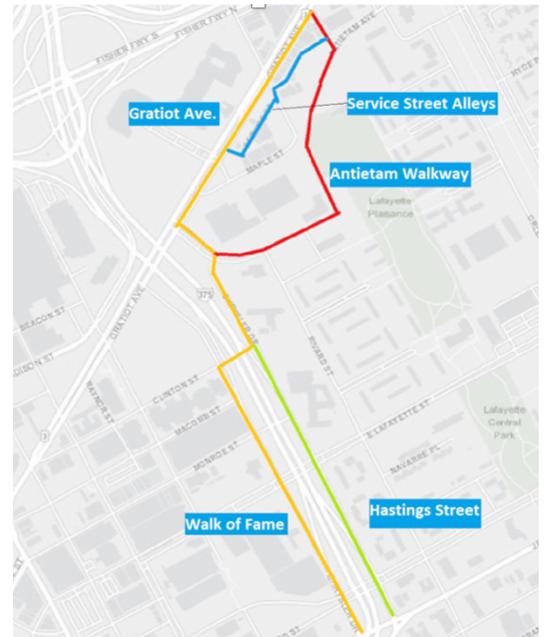
Figure 3-H  
Sketch of proposed development in corridor nearest Eastern Market, showcasing mixed-use, walkability, and desired design standards.

## CONNECTIVITY

### The Cultural Trail

There are many routes that can connect the Riverwalk to Eastern Market for the Cultural Trail. Based on assessing existing conditions while balancing near-term and long-term potential and stakeholder input, the following route is proposed:

- Joe’s Stage and the proposed Fannie Richards Square anchor each end of the trail.
- The route leads up the western sidewalk of the Boulevard going north from Jefferson and crosses at Clifton St. continuing along the eastern sidewalk. Savoyard Park on the eastern end of this crossing will join the two legs of the trail.
- The trail will continue around to Gratiot with alternate route options that incorporate the brick alleys parallel to Gratiot and the sweeping tree-lined sidewalks of Antietam.
- The trail will include a “Walk of Fame”, historical markers, trail markers, wayfinding, for easy navigation and interaction.



Map 3-B; Proposed walking paths of cultural trail

### Black Bottom Walk of Fame

The Black Bottom Walk of Fame will be a cultural installation located on the newly created boulevard where the original Hastings Street once existed. These monuments will consist of square brass plaques embedded in the sidewalks bearing the names of the many prominent people of Black Bottom. These names will include a vast variety of people including (but not limited to) musicians, restaurant and club owners, civil rights activists, doctors, lawyers, and important family names. See Appendix 3 for full list.

The brass plaques will be square to fit into the brick in an aesthetically pleasing way. We are also proposing that before the sidewalk is laid, the residents of Detroit have a chance to request a name of someone important to the Black Bottom community to be engraved on a brick and placed on in the sidewalk.

The plaques and bricks will be laid on the sidewalks of Hastings Street as well as along the blocks of Antietam. Some examples of names to be included are Aretha Franklin, Harlem Globetrotter “Dollar Bill” Vertis Zeigler, Reverend C.L. Franklin, Mayor Coleman A. Young, Della Resse, Charlie Primus, Chief Ike McKinnon, Joe Louis, Sugar Ray Robinson, Bert Dering, the Pellums, and the Fergusons.

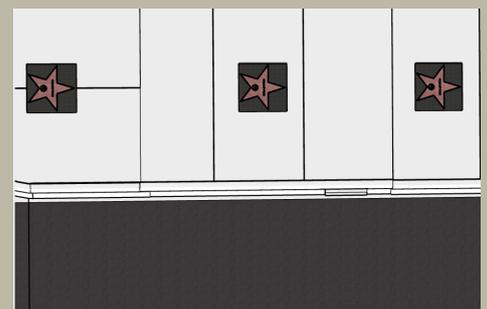
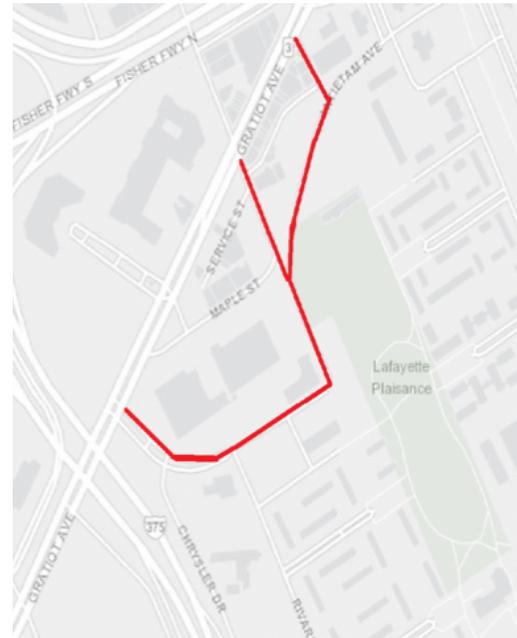


Figure 3-I, J  
Sketch of cultural trail and streetscape (J bottom)



### Lafayette Park Connectivity

Lafayette Park's design disconnects it from the surrounding neighborhoods. As it stands, there is one access point into Eastern Market through an opening in a broken brick wall. We propose two gateway entrances to Eastern Market at Russell and Riopelle on Antietam, incorporating the wall on Antietam, which currently has murals and vines. Furthermore, widening the sidewalk on Antietam and moving it to the middle will create a scenic and quiet path from Connection Park to Riopelle. We would like to preserve the seclusion of Lafayette Park by adding trees and native plants along the whole route. Creating this alternative nature walk complements the character of Lafayette Park while adding connections to surrounding neighborhoods. The entrance on each side will be discreet to prevent overcrowding and unwanted foot traffic into the neighborhood, as requested by Lafayette Park residents.



Map 3-C; Proposed walking paths of cultural trail, Lafayette connectivity

### Gratiot Alleys

This concept provides redevelopment recommendations for the identified alley to transform the underutilized space into an inviting economic and cultural destination for Service Street and the Brick Alley across Russell. It also aims to provide a welcoming and human scale environment through open space enhancements and an emphasis on pedestrian mobility. Incorporates aesthetic and sustainable design elements with an emphasis on natural and interactive art. By creating a strong sense of place, this alleyway can be transformed into a vibrant hub of social interaction and an economic asset to the surrounding businesses.

- Promote pedestrian connectivity along downtown alleyways by including features that deter autos and invite foot traffic.
- Encourage food trucks on designated days.
- Establish archways and crosswalks at the entrance to the alley to identify the space as a pedestrian-welcoming area.
- Embody the surrounding artist district culture by incorporating local artist work of multiple mediums, as well as interactive pieces which engage the community.
- Usage of sustainable materials incorporate native plants and other natural elements.
- Provide public open spaces in the forms of plazas and gardens that redefine the alley as a destination and invite community members into the alley space.
- Capitalize on economic opportunities of existing businesses as well as vacant building space by opening up businesses onto the alley, incorporating inviting signage as well as adaptable furniture.

## STREETSCAPE GREENSPACE

### Hastings Boulevard

Hastings Boulevard is a unique opportunity to reconcile the natural heritage of the geography with the current stormwater issues plaguing areas of the city. With a large adjacent area to the well forested Lafayette Park there is tremendous potential to create value out of the canopy cover by planting the appropriate tree species. Examination of map data show the natural community types that were present pre-settlement and were adapted to the soil types and hydrology in the area. (See Map 4-A after appendix)

Michigan natural features inventory provides lists of plants and indicates their wetness tolerance. This information should be utilized in traditional landscape elements of the boulevard as well as sections that can serve as GSI. The precise cost of the drainage fee is unclear due to it fluctuating regularly but it will certainly be a significant financial burden if not addressed correctly from the beginning. (Appendix B). The proximity to the river provides a natural outlet for stormwater accumulated in the boulevard. To convey the water to the outlet sections of the boulevard may act as biofilters and larger bio-retention practices, while still providing areas for inevitable pedestrian foot traffic to cross over at selected locations. (See Appendix A)



Figure 3-J; Sketch of cultural trail and streetscape

### Gratiot

We would like to foster a more complete street along the corridor. The intent is to design and incorporate features such as sidewalks, bike lanes, crosswalks, and transit to enhance safety and accessibility for all users. This better connects the new Hastings corridor with Downtown Detroit, Eastern Market, the Dequindre Cut, and Lafayette Park, making all these neighborhoods more accessible by foot. Furthermore, Gratiot around Eastern Market would be better served with a transit oriented redesign to facilitate multi-modal alternatives as parking becomes more limited with Eastern Market's growth.

Similar to Hastings well integrated GSI will make an area that is both functional and aesthetically pleasing. Utilization of rainwater design elements that prioritize Michigan native flora will address stormwater and provide multiple co-benefits through its ecosystem services. Prioritization of Michigan Flora in the landscape design of the project area will provide long lasting benefits as the urban ecosystem matures.

### Wayfinding

Wayfinding signage is as much about enhancing community identity as it is an actual tool for directing visitors to amenities and attractions. The overarching goal is to develop a wayfinding system that is efficient, identifies community amenities and portrays a consistent character that is representative of the community. It aims to:

- Eliminate ineffective, redundant, or confusing signage within the community.
- Develop a system of signage that is consistent, cohesive, and instills a positive image of the city's branding and identity.
- Apply a system of signage that is appropriate in varied contexts - including historic sites, civic amenities, and recreational areas
- Design signs with a scale, typeface, position, and location that renders them easy to identify, read, understand, and use.
- Distinct historical markers will be set to guide pedestrians on cultural trail.

We recommend placing wayfinding signage in strategic locations that can be found on MapX

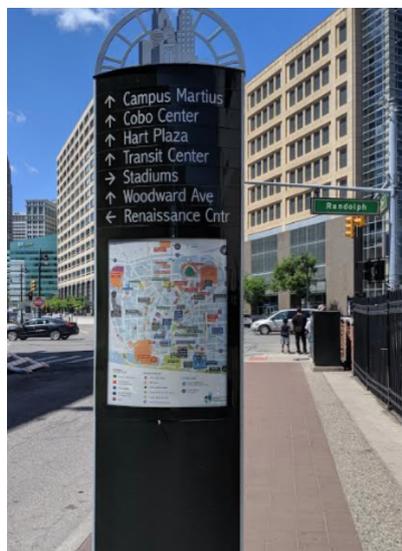


Figure 3-A; Image of wayfinding sign in Downtown Detroit. Source:



Map 3-D; Image of wayfinding sign in Downtown Detroit. Source:

**Historical Markers**

A Black Bottom marker is under development by the State of Michigan. The marker will provide a brief overview of the African American history of the neighborhood in the early 20th century. It is not specific to any special district of the Black Bottom community. The new marker will be installed late fall 2019 or early 2020. It is still appropriate to develop another marker that recognizes and promotes the heritage of the business district of Hastings street and Paradise Valley.

To commemorate significant buildings and events that once stood/occurred in Black Bottom, a series of historic markers will be placed closest to the original locations as possible. The markers will be distinct from current federal and state markers; and we will use references from similar historic trails and neighborhoods in the US and beyond. The markers will be placed near the sidewalk within the curb setback as to not impede development or use of current/new buildings. We have an opportunity to tie existing historic markers into the fabric of the new Hastings Boulevard. Just within blocks of the project area are 29 markers signifying places of state or national historic significance. If we opened our catchment to the complete former area of Black Bottom would increase by the dozens. (see appendix 3 for full list of existing historical markers in and near the study area).



Figure 5-B; Historic Marker for The New World, a Clarkston, MS neighborhood known for blues music heritage/Mississippi Blues Trail. Source: Historic Marker Database, 2019.



Figure 5-C  
Cast metal plaque mounted on brick. Source: America's Instant Signs, 2019.



Figure 5-D  
Photo of Hastings Street, Black Bottom Neighborhood. Source: WJBK Fox 2 Detroit, 2016.

# 4. IMPLEMENTATION

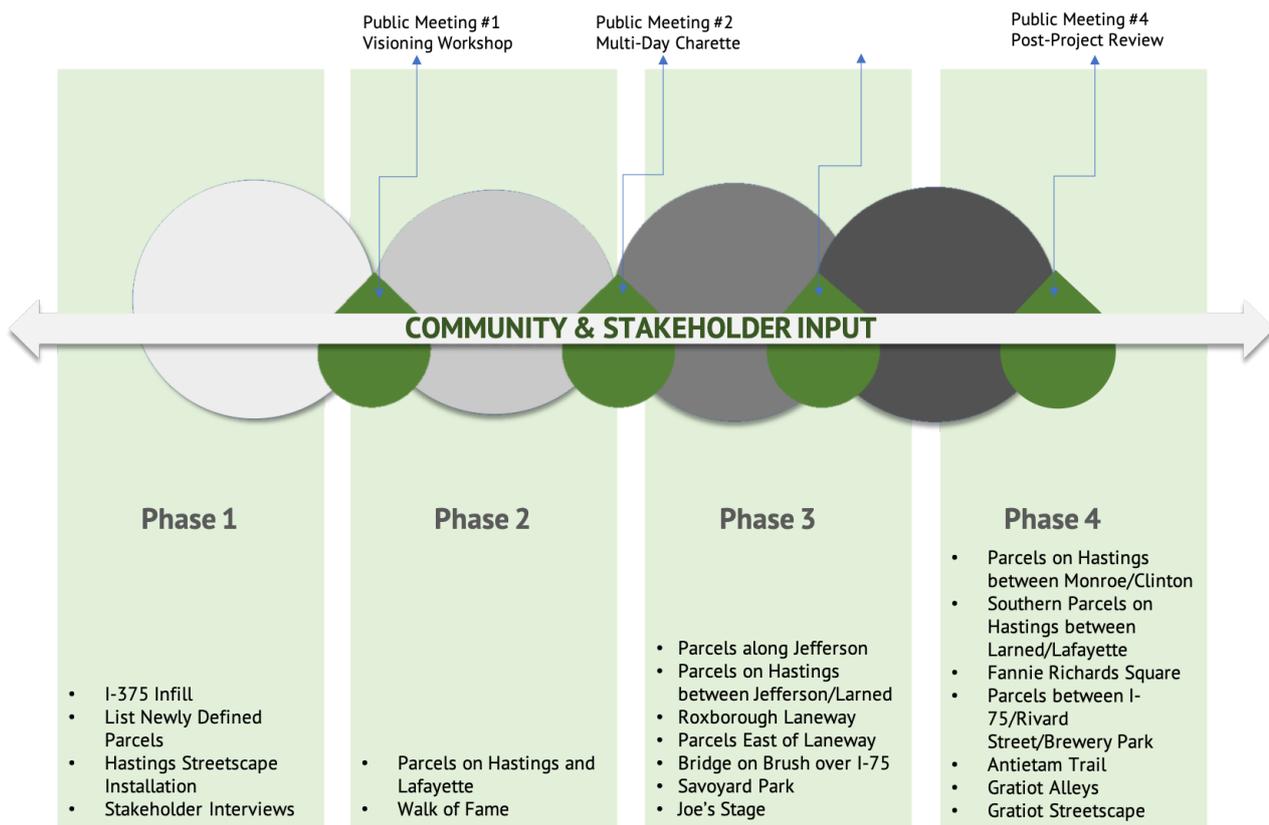
To achieve our vision there are multiple steps that need to be taken. Some of these steps are broad and sweeping and others are smaller. The intent of the Implementation plan is to guide the progress in that every incremental step, no matter how small, advances the City’s overall vision for the future of the Hastings corridor. In order to accomplish this goal there are both program and policy initiatives that must be initiated. All of the following recommendations below are implementation priorities identified as critical to project success:

- Enhance Partnerships and Planning Efforts
- Create Inclusive Environment
- Protect Assets and Provide Programming
- Enhance Sustainability

## ENHANCED PARTNERSHIPS AND COOPERATION

The key to the success of this plan is the development of strategic partnerships with other organizations and agencies. The planning process identified fourteen key agencies and organizations that the project must expand its association with. They are:

- Private Real Estate Developers
- CDCs
- Historical Preservation Groups
- Neighborhood Associations
- Block Clubs
- Condominium Associations
- Local Churches
- Transit Authorities- DDOT, SMART
- Downtown Development Authority
- Department of Public Works
- Michigan Department of Transportation
- Detroit Water & Sewer Department



## PLANNING EFFORTS



In order to engage with partners, it will be essential to hold regular community meetings and methods to collect, manage and utilize feedback. A minimum of four public community input meetings will be held in correlation with each of the four phases of implementation. The first will be held as a “visioning session” to collect ideas on what residents, stakeholders, and relevant municipal departments would like to see as a result of the development.

The second session will be held as a series of meetings oriented towards bringing together specific stakeholders as well as the general public through a variety of charrettes, discussions, and brainstorming sessions. Separate sessions will be held to discuss the following issues with representatives from each of the following sectors: Housing & Real Estate, Business, residents & Community Groups. At this point, representatives from the Daylighting Hastings project will be present and evaluating what indicators to base our measures of success on based on the priorities discussed in each of the group. See appendix \*blank\* for set of potential indicators to choose from.

The third session will take place as a presentation of findings based on the feedback received at each of these events. Three of these presentations will be made available over the course of two weeks at a variety of times and locations in order to ensure the widest variety of people possible will be able to attend. Feedback will be collected in the form of written comment, and a Question and Answer section after each presentation. This feedback will then be collected once more and applied as appropriate to enhance the project and ensure community voice is guiding the project.

The final community session will center around our first evaluation on the success of the project. This will be projected to occur one year after the first visioning session, and at least once again 3 years later as development begins to finally occur. We will ask partners to evaluate each set of indicators at this session and discuss how improvements could occur within each sector. Partners from each of the relevant sectors (Housing & Real Estate, Business, Residents & Community Groups) will be present.

We will advertise through postering the community, mailing all relevant addresses within a one-mile radius of the proposed development site, posting on social media as well as through partners' and making direct asks to leadership at each of the partner organizations and institutions. We plan for these sessions to occur on quarterly basis over the course of one year. The evaluation session will be conducted at least twice, once at the end of the year and additionally 3 years later.

## CREATE INCLUSIVE ENVIRONMENT

Inclusive prosperity is the idea that the opportunity and benefits of economic growth should be widely shared by all segments of society. While urban areas continue to afford new opportunities to employees and businesses from all walks of life, they are increasingly split between wealthy, high-skill knowledge workers and low-paid service workers. The district would need to create jobs, engage the surrounding community, inspire connection between the existing neighborhood and the broader city, preserve historical identity, and incubate entrepreneurship – all while making economic sense as a development.

This project represents a larger movement toward a new kind of urbanism in which stakeholders work together to revitalize an important urban neighborhood. We would like stakeholders to collaborate to create a space where existing businesses can grow and flourish as a result of additional visitors; where we believe new jobs will eventually be created and made available to nearby residents and students; where housing will be attractive to a wide range of socio-economic groups; and where innovation can thrive across many different business sectors, including food, technology, engineering, manufacturing, retail, film, art, and communications. Lastly, the creation of a “Neighborhood Homebase,” similar to that in the Liv6 neighborhood would help facilitate further citizen engagement and participation throughout the project lifecycle and beyond.

## PROTECT ASSETS

Residents are vital as they make the city a meaningful place. They, along with investment and leadership, are necessary to create a climate to attract new residents. Turning the intention to promote urban assets for successful revitalization or growth is not easy. A strategic community and developer engagement plan can identify key urban assets in the redevelopment area to facilitate discussions about how to maintain the integrity of the neighborhoods and promote earnest discussions and solutions for alternatives to unwanted occurrences.

Identify the assets that offer the best opportunities for growth and develop strategies to support them. Assets might include natural features and outdoor recreation, historic districts, or arts and cultural institutions. Encouraging cooperation, within the community and across the region, to achieve jointly established priorities helps leverage the assets and make the most of the region’s resources. Engage residents, business owners, and other stakeholders to develop a vision for the community’s future. Stakeholder engagement helps ensure plans reflect the community’s desires, needs, and goals and generates public support that can maintain momentum for implementing changes through election cycles and city staff turnover.

## PROVIDE PROGRAMMING

While Detroit has made tremendous strides in increasing the number and quality of its parks and public spaces, many still remain underutilized and have not yet met their full potential to be vibrant centers of community life. Detroit is fortunate to have a variety of park and open space programs, but there remains a large segment of children and adults who live, work, and visit Detroit who do not have access to high quality programming that meets their needs.

Several common national programming themes to consider:

- Many organizations are activating public spaces by layering different programs, activities, and amenities at the same time.
- Program operators are experimenting with low-cost programming including mobile and pop-up programs that stretch limited resources.
- Park activation is successfully being employed as an intentional public safety strategy in cities around the U.S.
- Programming increasingly focuses on health and wellness, including physical fitness, mental health, and local food access and education.
- Strong board and volunteer networks enable low-budget programs to maximize their impact.
- Programs that successfully engage low-income communities and communities of color prioritize investment of resources in relationship-building and increasing staff diversity; they are often free or low cost.
- Program evaluation is a persistent challenge for organizations with limited resources, but when successfully implemented, evaluation can significantly increase strategic decision-making and program effectiveness.

## PROTECT ASSETS

Promote infill development and redevelopment where transportation facilities and utilities already exist in order to minimize the development of open lands. Community planning that provides mixes of land uses and transportation options reduces travel times, saves energy, and maximizes access to work, recreation, and cultural opportunities.

Encourage development that is compact and contiguous to existing community infrastructure. These types of development can greatly reduce the costs of new roads, sewers, and other infrastructure. Furthermore, locate and plan new development in ways that protect natural resources and habitat and provide buffers between sensitive natural areas and intensive use areas. Preserve permanent open space as an integral part of new development to both protect critical natural areas and to provide opportunities for recreation and environmental education. Design developments to create open space linkages so that they exist not as islands, but as a connected habitat.

Design development to achieve the broader sustainability of human and natural communities, including the social and economic dimensions of sustainability. The design of energy efficient buildings, the use of recycled and non-toxic materials in construction, and the incorporation of vegetation and water into architecture all have positive impacts on the conservation of natural resources, and on human health. The creation of attractive natural spaces for walking and social interaction also benefits community residents and workers. All of these contribute to community livability and demonstrates a communities' commitment to creating desirable places to live, work, and invest.

## PROJECT EVALUATION

We employ a comprehensive, continuous evaluation plan that will be inclusive of city, community, and developer goals and intended outcomes. We'll use a variety of methods of evaluation, to include market studies, community surveys, and measuring attendance and usage of green spaces and historic installations. Our measures of success will fall under the following three criteria.



### Timeliness

Our project will be evaluated on whether or not it is completed on time. Using our implementation schedule (Appendix XX) as a guide, each phase will be evaluated based on the timely completion of construction/deconstruction projects and availability of spaces for public and market consumption.



### Market Valuation

As newly-created parcels are made available, their assimilation into the market and eventual purchase is another determinant of project success. We'll evaluate our project based upon the rate available spaces are being purchased, developed, and finished. Success will be based upon how the new Hastings corridor competes with other areas within the periphery of downtown, i.e. Brush Park, Eastern Market, and Corktown, for developer attention.



### Community Perception

How the project remains true to the vision Detroiters want is another determinant of success. We will evaluate community perception through the stakeholder meetings and follow-ups mentioned above and draw upon existing data from previous engagement efforts. Community evaluation will also include the public reception of parks, green spaces, and historic installations.



# APPENDIX

## Appendix 1

### Description of the Area (historic & present)

Black Bottom received its name from the River Savoyard, which was buried as a sewer in 1827. Its "bottom" and dark, rich, marsh soils are the source of the name "Black Bottom." Originally, the neighborhood consisted of Eastern European immigrants, who were new to America and were discriminated against for housing. By the 1940s the area was chiefly settled by African Americans, who established a community of black-owned businesses, social institutions, and nightclubs.

Hastings Street, which ran from north to south in the Black Bottom neighborhood transformed the strip into one of the city's major African-American communities of black-owned business, social institutions and nightclubs.

The Black Bottom neighborhood was famous for its business district and music scene. Its business district was filled with African-American doctor's offices, hospitals, drug stores, and other services. Music icons such as Duke Ellington, Ella Fitzgerald, and Count Basie performed often in the bars and jazz clubs in the neighborhood.

Detroit experienced a sharp increase in population due to immigration and migration. There were several schools built to accommodate the new residents and their children, including the Black Bottom area. Duffield Elementary School, which was named after a city attorney and member of the Detroit Board of Education D. Bethune Duffield, was constructed in 1922. It served pre-kindergarten through 8th grade. In that same year, Sidney D. Miller Middle School was built. It was named after the former president of the Detroit Board of Education, who also served as the Detroit Health Commission and Police Commission. Parents of white students at nearby Eastern High School (Now Martin Luther King High School) complained about the rising Black student population, and in response the Detroit School Board converted Miller to a senior high school in 1933.

When both schools opened, the neighborhood was predominantly white but when the African American population increased, the schools, particularly Miller Middle School, increased in African American students. A liberal school transfer policy allowed white students zoned to Miller High School to attend Eastern, which left Miller as the de facto African-American High school

Given Detroit's segregation in that era, Black Bottom was isolated economically and socially and it became a city within a city. Black merchants, doctors and lawyers all lived and worked in the neighborhood. Its sidewalks were crowded, and its blocks were a mixing bowl of classes: An accountant might live on the same block as blue-collar workers, musicians and hustlers, partly because the accountant had few other choices.

Poverty and prosperity co-existed in Black Bottom. Even with all of the businesses and social institutions, things were not perfect. Black Bottom was the poorest section in all of Detroit. There was overcrowding, disease and crime in the neighborhood. The Black Bottom neighborhood suffered more than most areas during the Great Depression, since many of the residents worked in the auto factories. Both the economic activity and the physical decay of Black Bottom showed signs of decline.

In the early 1950s, one of the most controversial episodes of mass gentrification in Detroit history happened. The virtually all-white city government bulldozed Black Bottom, the home of many metro Detroit's African Americans families. It was done in the name of "slum clearance," eventually to be replaced by the Chrysler Freeway and Lafayette Park, an upscale residential community. In the early 1960s, the City of Detroit conducted an Urban Renewal program to combat what it called "Urban Blight." The land set vacant for years.

Lafayette Park is what the Urban Renewal program created. It is considered to be a historic area because it was one of the first urban renewal projects in the United States. It is east of the downtown Detroit area. It also holds the largest number of residential buildings designed by world renowned architect, Ludwig Mies van der Rohe.

Interstate 375 or I-375 for short was also created and placed in the former Black Bottom neighborhood. It is one of the shortest highways in the United States at only 1.062 miles. It is the southern stretch of the Walter P. Chrysler Freeway and I-75 into downtown Detroit, ending at Jefferson Avenue. The freeway opened on June 12, 1964.

Construction on the first segment of the Chrysler Freeway started on January 30, 1959. The area where the freeway was built was called Black Bottom, a historic district that received its name from the soil found there by French explorers. In the 1940s and 1950s, the area was home to a community of African-American entrepreneurs and businesses that rivaled Harlem in New York City. Black Bottom was one of the oldest neighborhoods in the city, and at the time of freeway construction, it had wooden sewers and dilapidated buildings.

Presently, Lafayette Park, parts of Greektown and I-375 are in the former Black Bottom neighborhood. Lafayette Park has market rate apartment buildings, condos, townhouses and other housing units in its neighborhood. There is also a strip mall and a former school building.

## **Intro and history for timeline**

### **The Black Bottom of a Legacy City**

The impact of decline, urban renewal, and the spur of gentrification are all markers of heritage for the Black Bottom community. The community and all its legacy were removed by the principal public policy of discrimination during the 20<sup>th</sup> century. The geography was named by the French, Black Bottom. The name Black Bottom is a

reference to the rich dark fertile soils of the Savoyard creek. However, as urban growth of a bustling metropolitan community emerged, and racially biased housing policy took place, Black Bottom became synonymous with African American people of Detroit.

There are many significant milestones in 2019 for the history of Black Bottom. First, it is 73 years since the Mayor of Detroit, Edward J. Jeffries, ushered in urban renewal using federal dollars to create a system of highways for easier access to the suburbs while erasing the Black community (Coleman, 2014). Next, it is more than 70 years after the Supreme court declared the pervasive public policy of housing racial segregation a violation the 14<sup>th</sup> amendment and a violation of civil rights. It was deemed that these covenants are unenforceable under the law (*Shelley v. Kramer* and *McGhee v Sipes*) (Coleman, 2014). Further, it is the 60<sup>th</sup> anniversary of destroying the Hastings street business corridor and replacing it with I-375. (Coleman, 2014).

The success of restoring Hastings Street will be how much value it brings to the community. Historically, Hastings known as the home of the blues, entrepreneurship, African American culture, and the remembrance of the first stop for southern migrants to Detroit will provide value for the entire community. If the legacy of the soil holds true Black Bottom will flourish.

## Appendix 2 - Schedule of Regulations for enhanced B-4

### B-4 General Business

#### A. Intent

The B-4, General Business District, is designed to provide a wide range of opportunities for developments that are mixed-use in nature with an emphasis on creating a walkable environment that is welcoming to residents and tourists alike. This district will act as a small-scale “town-center” within the greater context of the City of Detroit. Developments in this district will offer residential, office, retail, restaurants, and light manufacturing uses in a unique and innovative manner that promotes a safe,

pedestrian-oriented environment. Additional uses that successfully blend with the intended nature of permitted uses will be conditional based upon site plan approval.

**B. Permitted, Prohibited, and Conditional Uses**

Following is a list of permitted uses within the B-4 District. The list acts as a guideline; any use not listed is conditional upon approval of the planning commission and city planners.

| Permitted Uses                | Prohibited Uses                  | Conditional Uses      |
|-------------------------------|----------------------------------|-----------------------|
| Retail                        | Drive-through Windows            | 1st Floor Residential |
| Apartments - 2nd floor +      | Auto Service or Sales            | Townhouses            |
| Offices                       | Gas Stations                     | Public Transit Hubs   |
| Restaurants                   | Self-Storage                     | Standalone Parking    |
| Entertainment (enclosed)      | Heavy Manufacturing & Production |                       |
| Parks & Open Space            |                                  |                       |
| Condos                        |                                  |                       |
| Governmental or Institutional |                                  |                       |

**C. Development Standards**

| Lot Coverage            | > 50% of Building SF dedicated Residential | < 50% of building SF dedicated Residential | Ground Floor - Light Manufacturing |
|-------------------------|--|--|------------------------------------|
| Maximum Lot Coverage    | 75%  | 80%  | 75%                                |
| Minimum FAR             | 2.0  | 2.0  | 4.0                                |
| Open Space Requirements | 20% of the Buildable Area                  | 10% of the Buildable Area                  | 10% of the Buildable Area          |

| Setbacks | > 50% of Building SF dedicated Residential | < 50% of building SF dedicated Residential | Ground Floor - Light Manufacturing |
|----------|--|--|------------------------------------|
| Front    | Max. 5 ft                                  | Max. 5 ft                                  | Max. 5 ft                          |
| Rear     | -  | Min. 15 ft                                 | Min. 15 ft                         |
| Side     | -  | -  | -                                  |

| Building Height      | > 50% of Building SF dedicated Residential | < 50% of building SF dedicated Residential | Ground Floor - Light Manufacturing |
|----------------------|--|--|------------------------------------|
| Min. Building Height | 40 ft                                      | 40 ft                                      | 40 ft                              |
| Max. Building Height | 100 ft                                     | 80 ft                                      | 80 ft                              |
| Min. Stories         | 4  | 3  | 3                                  |

| Parking Requirement |                                  |
|---------------------|----------------------------------|
| Min. Parking        | 1 parking space/residential unit |

| Screening Requirement | Abutting Dedicated Residential | Abutting Mixed-Use    |
|-----------------------|--------------------------------|-----------------------|
| Mixed-Use Development | Landscape Screening Required   | No screening required |

The goal of implementing parking standards in the B-4 District is to ease typical parking requirements of mixed-use districts. Each development within B-4 Districts

should look for innovative and creative strategies to lessen their demands for parking. Suggested strategies and regulations are as follows:

- a. Increase parking facility efficiency by sharing, regulating and pricing; use off-site parking facilities; implement overflow parking plans; improve user information; and improve walking and cycling conditions.
- b. Reduce parking demand by encouraging the use of alternative modes of transportation and more accessible land use development.
- c. Improve enforcement and control of parking regulations, and address any spillover problems that occur.
- d. Improve parking facility design and operation, to improve user convenience and safety, and reduce negative impacts.

With these strategies in mind, developers and the City of Detroit should work closely to develop parking standards that are unique to each development and serve the potential customers/residents in an adequate manner.

### **Design Standards**

There are three aspects of design standards that should be focused on in a mixed-use district; architectural design, building form, and building design.

#### *a. Architectural Design*

- i. Design concepts should adhere to principles that form street edges, street walls, and encourage a safe, active environment that offers a medley of activities.
- ii. Architectural designs shall supplement the existing architecture in a corridor and in no way should detract from the historic character of the corridor.
- iii. Commercial and residential units within the same building would benefit by delineation of uses through the use of different building materials, designs, or colors.
- iv. Architectural designs should offer a variety of elevations and roof types to create a diverse "skyline" for a single development.
- v. Architectural designs should also offer a variety of facades within a single development in order to break up the monotony of a single use wall stretching the length of a building.

#### *b. Building Form*

- .Buildings should be built up to the property line, not to exceed 5 feet from the front of the property or right-of-way easement. This will create a street wall that fosters pedestrian activity.
1. Pedestrian-oriented activity is of the utmost importance in this district as such, accommodations to setbacks may be granted if the space is planned for uses that enhance pedestrian interest and activity e.g. activated plazas, outdoor seating for dining, public landscaping/green space, or any other use to be approved.
- i. Emphasis should be placed on creating distinct and visually pleasing ground floors by:
    1. Dedicating at minimum 75% of frontage wall space to windows or other attractive wall design.
    2. Implementing a clearly defined and attractive primary, street-facing entrance.

3. Variances in facades and architectural styles to give the appearance of few-to-many different building frontages within the context of the greater building.
- ii. Allow for small-scale alley space between developments that allow for pedestrian thoroughfares. These thoroughfares should encourage walkability with murals, landscaping, lighting, permeable sidewalks, etc.
    - c. *Building Design*
- .Emphasis should be placed on creating frontages that area attractive to pedestrians while also offering places of respite in unpleasant weather conditions, while at the same time not hindering pedestrian traffic. This can be achieved through the use of:
1. Retractable/permanent awnings, canopies, second floor balconies, porches, or reverse-bay windows.
  2. Landscaping elements such as trees, bushes, potted plants, etc.
  3. Street furniture, public seating, and trash receptacles.
  4. Exterior lighting.
- i. Building fenestration, or the arrangement of windows and doors on the elevation of a building, should encompass aesthetically pleasing principles such as:
    1. Incorporating clear glass windows into all facades, so that pedestrians are able to see into a building and understand what the occupants are offering.
    2. Where blank walls are necessary, if they should be, then the blank wall should be activated in a manner that honors the memory of the once-prominent Black Bottom and Paradise Valley neighborhoods.
    3. Emphasis should be placed on providing “eyes on the street,” by allowing second, third, fourth, etc. story windows a view overlooking the street and sidewalk. This provides an extra layer of safety for pedestrians as well as attractive views for residents.
  - ii. Signs for industries within a building should not detract from the building itself or project too far into the pedestrian walkway.
    1. Signs should creatively blend into the building’s architecture.
    2. Signage will be compatible in scale to the building’s architecture.
    3. Signage should not protrude more than six inches from the building facade.
    4. Signs should always be placed on the wall that corresponds to the primary street/entrance.

Appendix 3.

Historic Markers (Existing)

We have an opportunity to tie existing historic markers into the fabric of the new Hastings Boulevard. Just within blocks of the project area are 29 markers signifying places of state or national historic significance. If we opened our catchment to the complete former area of Black Bottom, the below list would increase by the dozens.

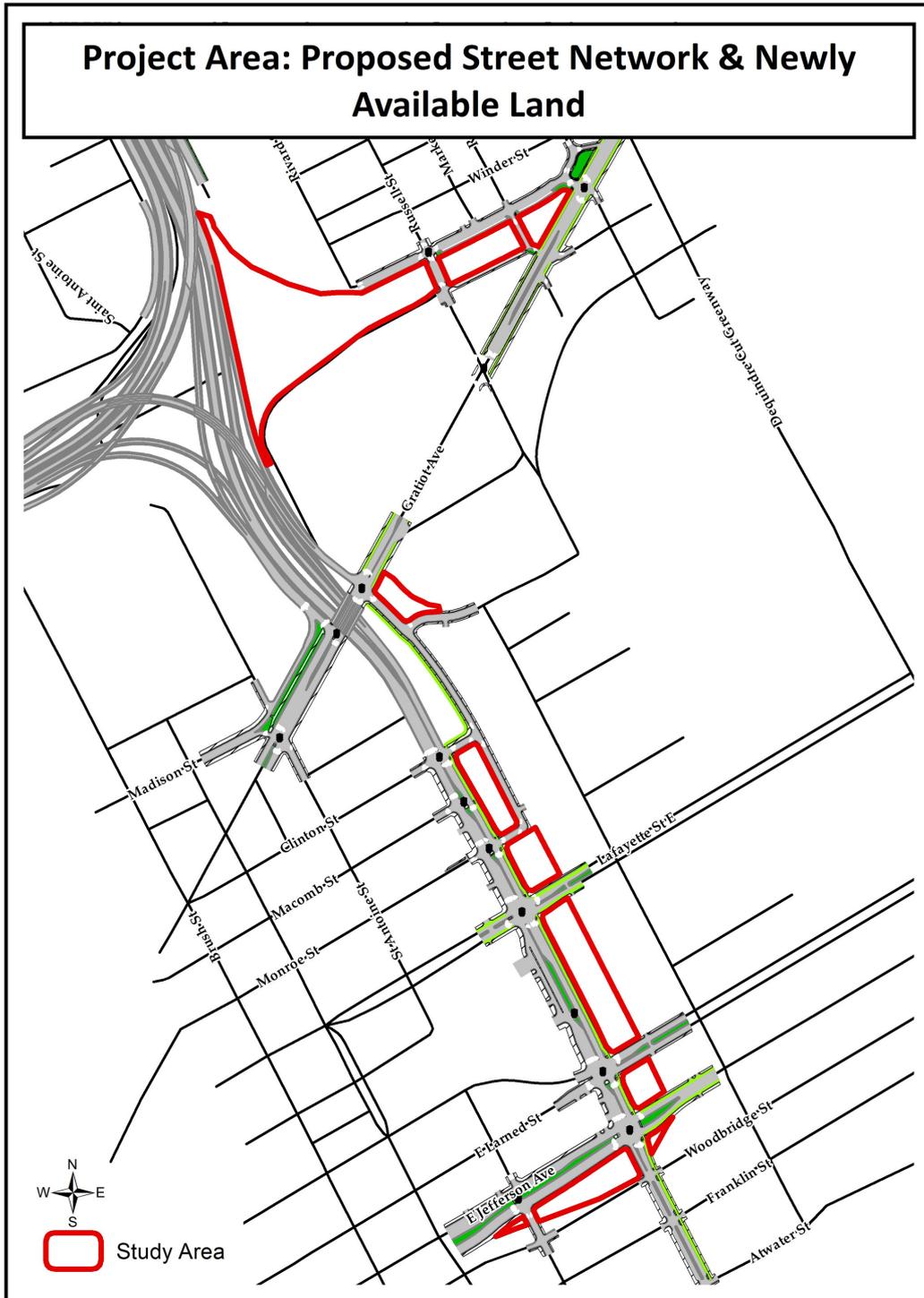
List of Parcels/Properties Acknowledged by State or National Registries of Historic Places

| <b>Name</b>                                       | <b>Address</b>                            | <b>Registry</b> |
|---|---|-----------------|
| <b>Church of Annunciation</b>                     | <b>707 E Lafayette</b>                    | <b>State</b>    |
| <b>George De Baptiste Home</b>                    | <b>corner of E Larned &amp; Beaubien</b>  | <b>State</b>    |
| <b>Detroit Museum of Art</b>                      | <b>corner of Jefferson &amp; Hastings</b> | <b>State</b>    |
| <b>Fredrick Douglass &amp; John Brown Meeting</b> | <b>633 E Congress</b>                     | <b>State</b>    |

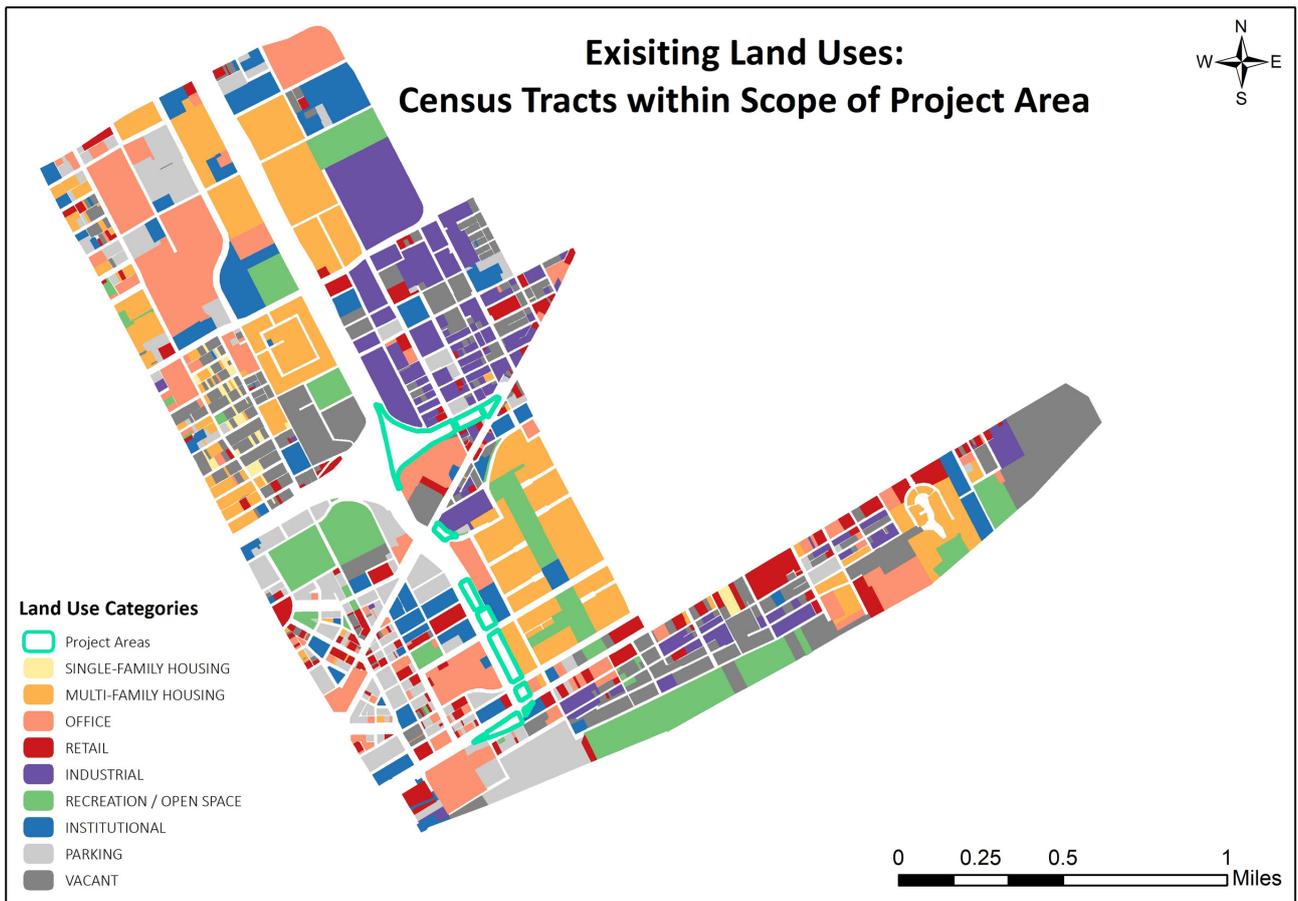
|   |  |                             |
|---|--|-----------------------------|
| <b>First Jewish Religious Services</b>              | <b>corner of St Antoine &amp; E Congress</b>         | <b>State</b>                |
| <b>Charles Brady King Auto</b>                      | <b>618 St Antoine</b>                                | <b>State</b>                |
| <b>Religious of the Sacred Heart</b>                | <b>E Jefferson between Beaubien &amp; St Antoine</b> | <b>State</b>                |
| <b>Fannie Richards Home</b>                         | <b>1357 E Congress</b>                               | <b>State</b>                |
| <b>Stroh Brewery</b>                                | <b>Gratiot Ave SE of I-75</b>                        | <b>State</b>                |
| <b>Chapoton House</b>                               | <b>511 Beaubien</b>                                  | <b>State &amp; National</b> |
| <b>Christ Church</b>                                | <b>960 E Jefferson</b>                               | <b>State &amp; National</b> |
| <b>Sts Peter &amp; Paul Church</b>                  | <b>629 E Jefferson</b>                               | <b>State &amp; National</b> |
| <b>Trinity Lutheran Church</b>                      | <b>1355-45 Gratiot</b>                               | <b>State &amp; National</b> |
| <b>Charles Trombley House</b>                       | <b>553 E Jefferson</b>                               | <b>State &amp; National</b> |
| <b>Nellie Leland School</b>                         | <b>1395 Antietam</b>                                 | <b>National</b>             |
| <b>Antietam St-Grand Trunk Railroad</b>             | <b>Antietam St over Grand Trunk Railroad</b>         | <b>National</b>             |
| <b>Croul-Palms House</b>                            | <b>19343 E Jefferson</b>                             | <b>National</b>             |
| <b>Detroit Cornice &amp; Slate Company Building</b> | <b>733 St Antoine</b>                                | <b>National</b>             |
| <b>Bernard Ginsburg House</b>                       | <b>236 Adelaide</b>                                  | <b>National</b>             |

|   |                         |                 |
|---|-------------------------|-----------------|
| <b>John Harvey House</b>                          | <b>97 Winder</b>        | <b>National</b> |
| <b>Mariners' Church</b>                           | <b>170 E Jefferson</b>  | <b>National</b> |
| <b>Moross House</b>                               | <b>1460 E Jefferson</b> | <b>National</b> |
| <b>The Palms</b>                                  | <b>1000 E Jefferson</b> | <b>National</b> |
| <b>Thomas A Parker House</b>                      | <b>975 E Jefferson</b>  | <b>National</b> |
| <b>Ponchartrain Apartments</b>                    | <b>1350 E Jefferson</b> | <b>National</b> |
| <b>Saint Joseph Roman Catholic Parish Complex</b> | <b>1828 Jay St</b>      | <b>National</b> |
| <b>Sibley House</b>                               | <b>976 Jefferson</b>    | <b>National</b> |
| <b>St John's-St Luke's Evangelical Church</b>     | <b>2120 Russell</b>     | <b>National</b> |
| <b>Charles Trowbridge House</b>                   | <b>1380 E Jefferson</b> | <b>National</b> |

# Maps



Map A



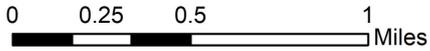
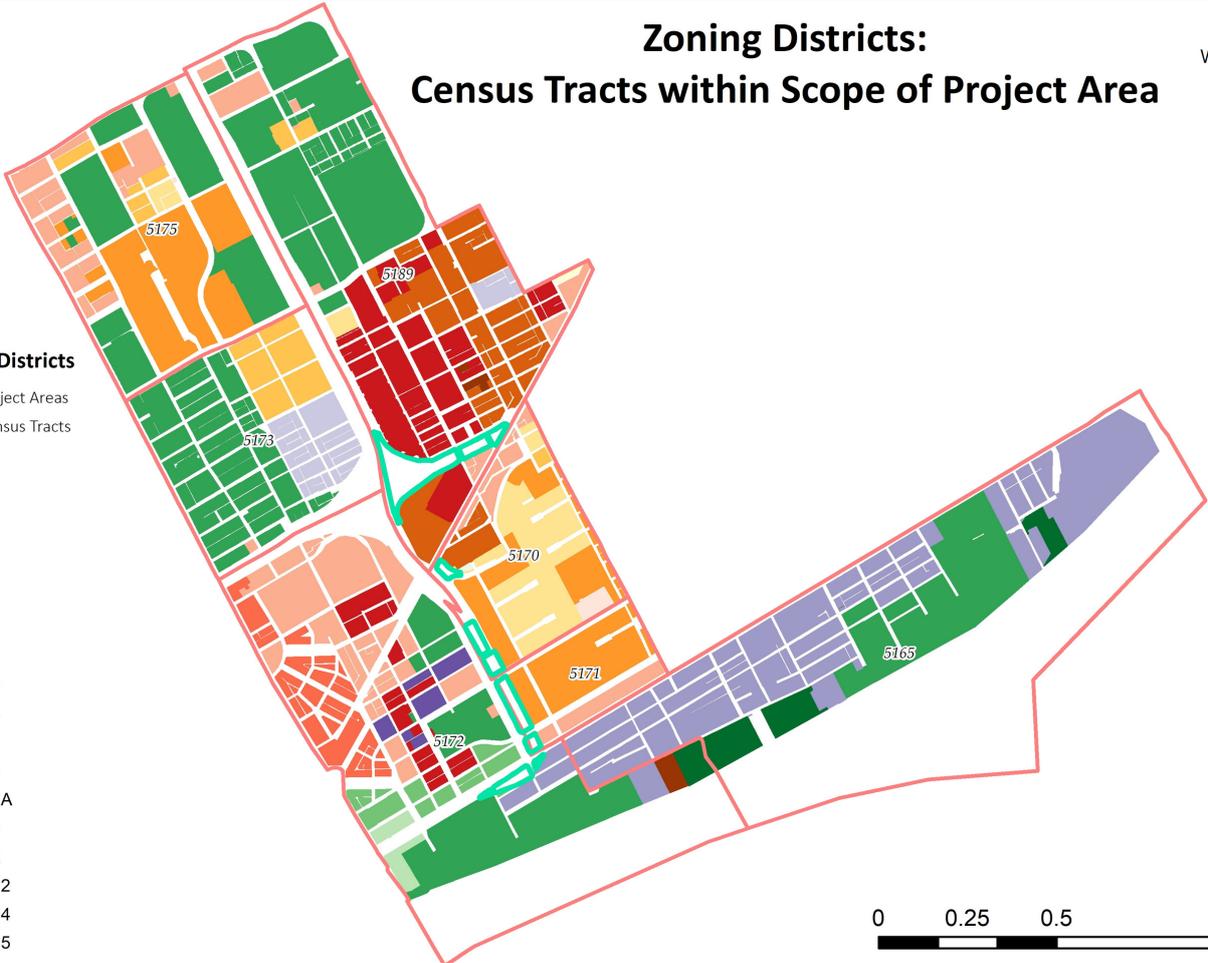
Map 1-A

# Zoning Districts: Census Tracts within Scope of Project Area



### Zoning Districts

-  Project Areas
-  Census Tracts
-  B3
-  B4
-  B5
-  B6
-  R2
-  R3
-  R5
-  R6
-  M3
-  M4
-  P1
-  PC
-  PCA
-  PD
-  PR
-  SD2
-  SD4
-  SD5



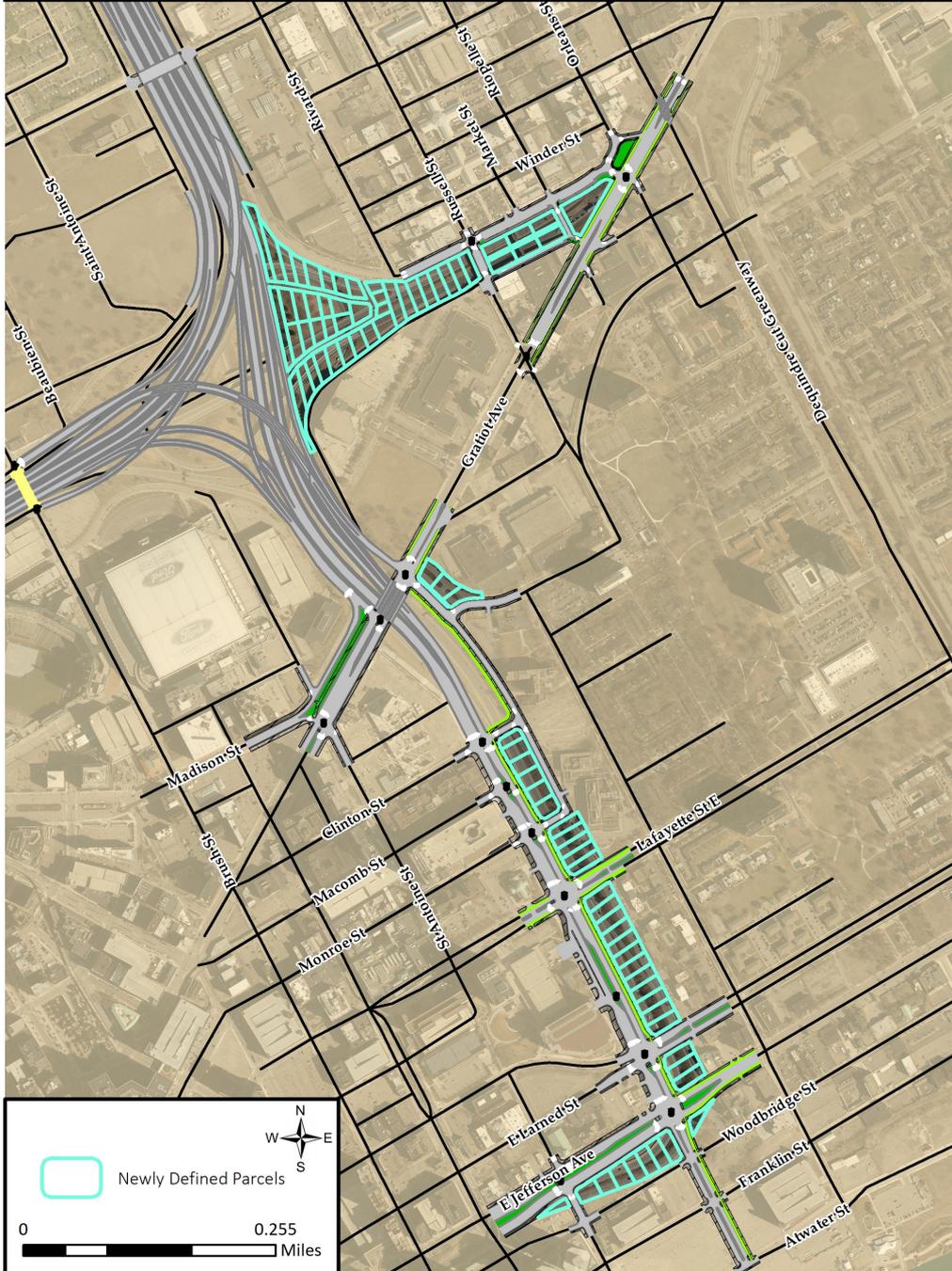
Map 1-B

# Available Parking Within 1/4 Mile of Project Area



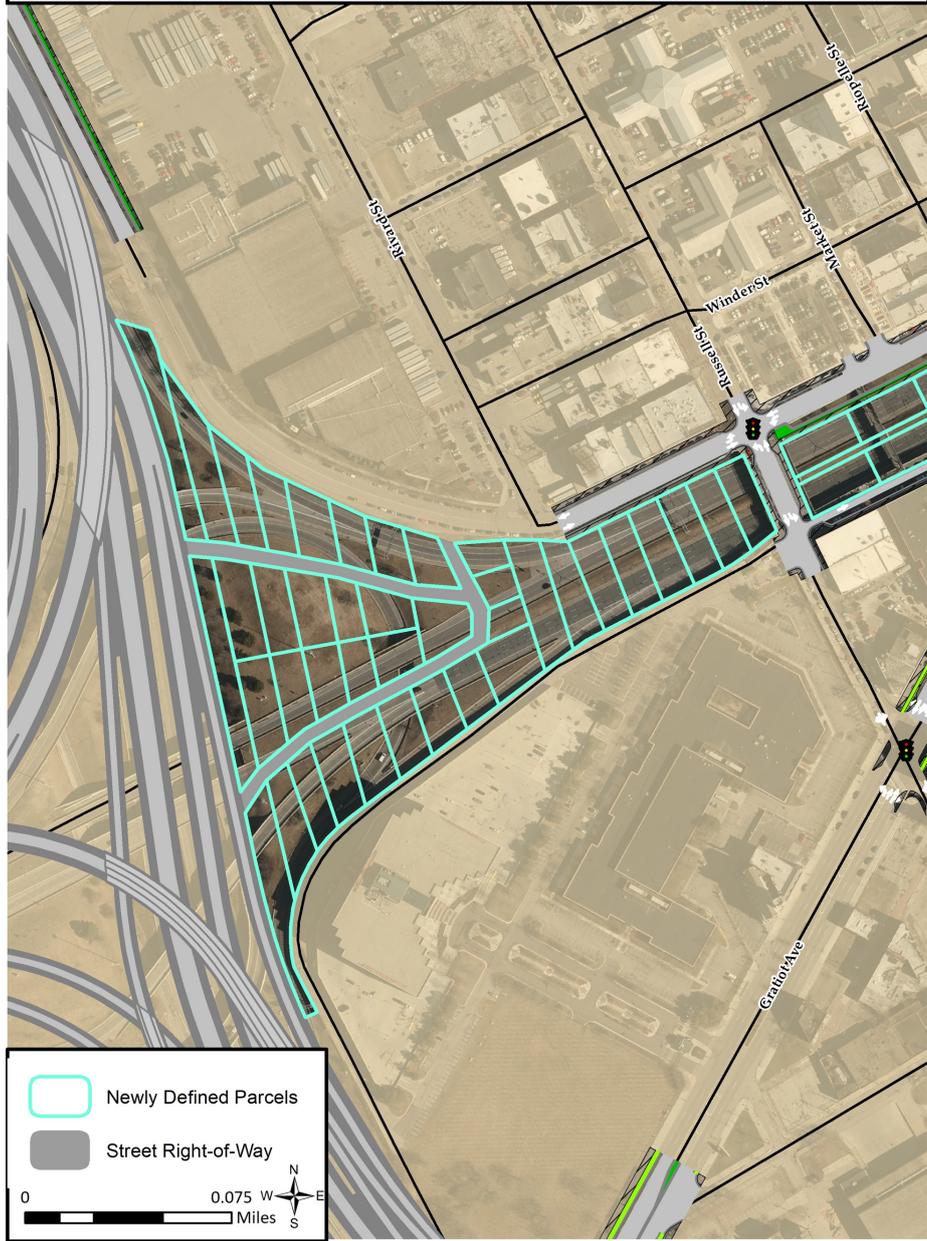
Map 1-C

# Phase 1: Define New Parcel Boundaries



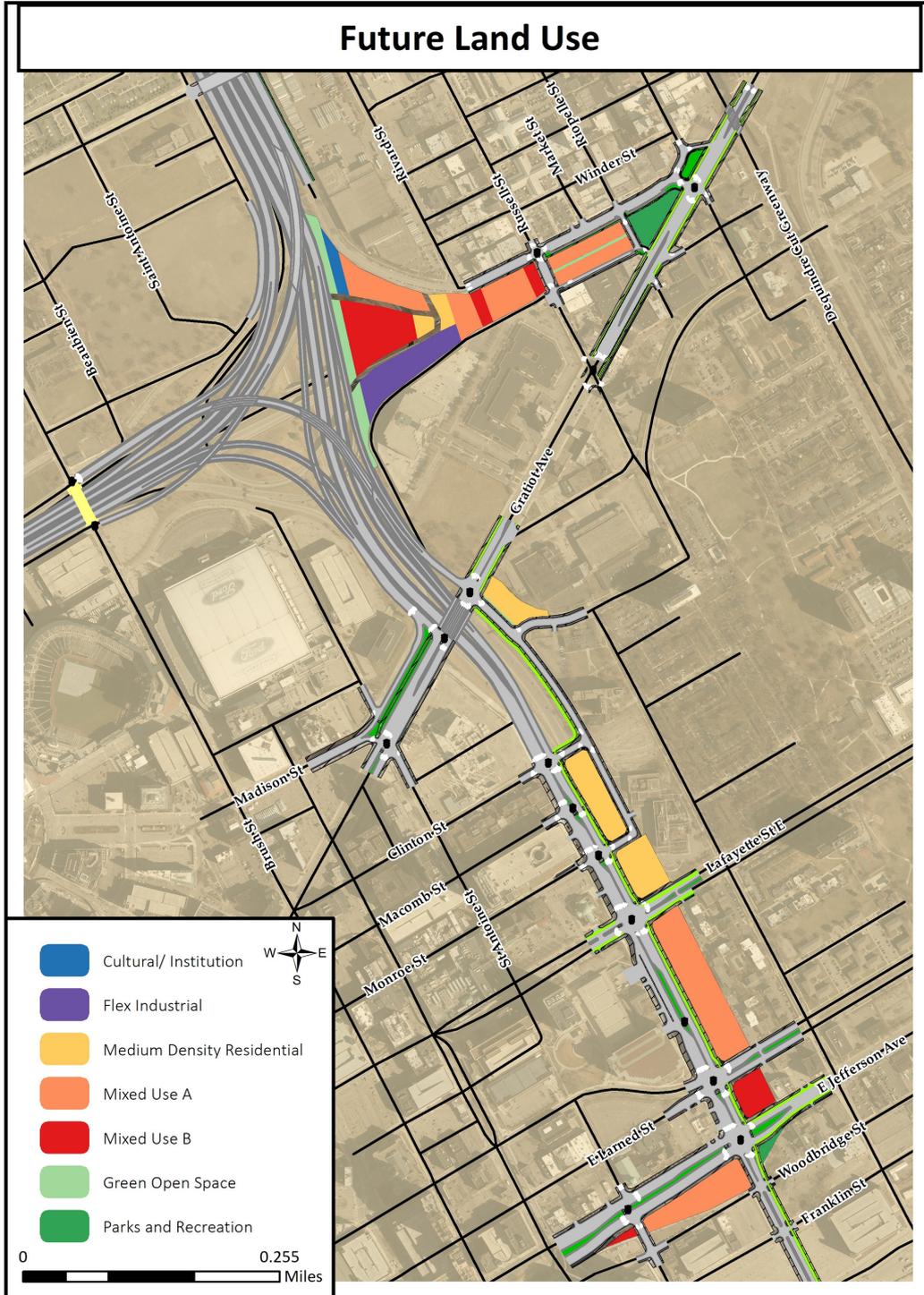
Map 2-A

### Phase 1: Define New Parcel Boundaries



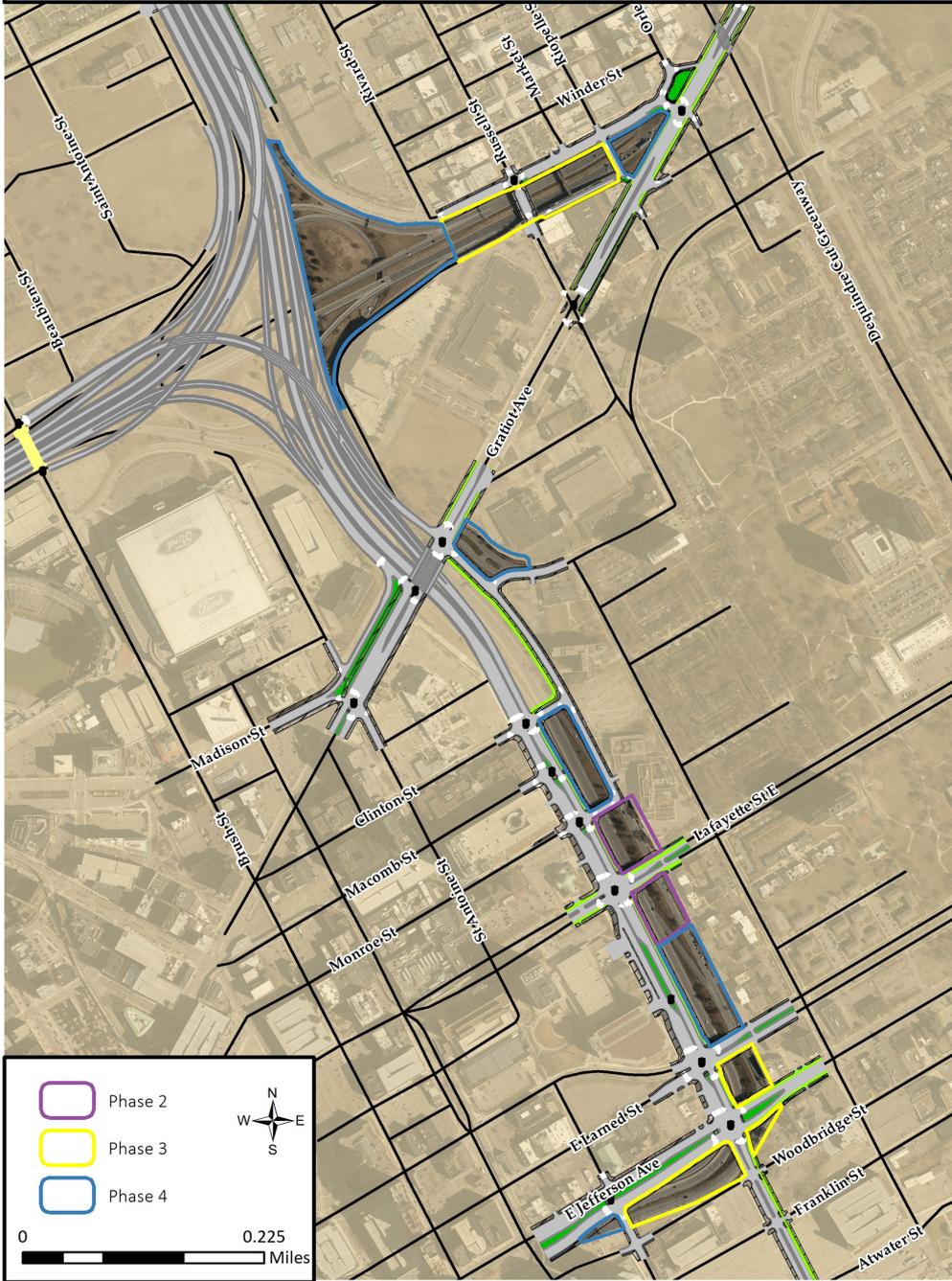
Map 2-B

# Future Land Use



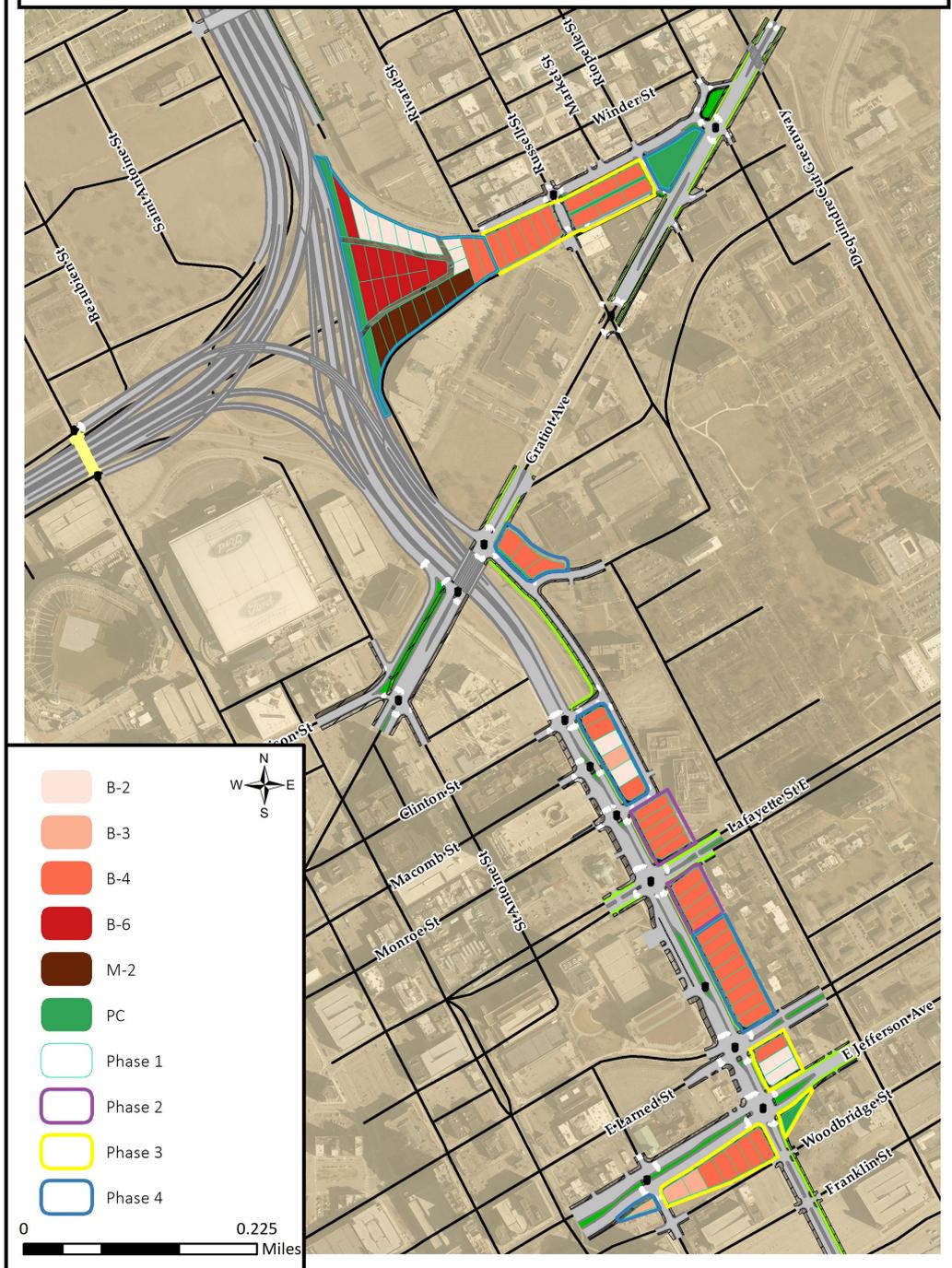
Map 2-C

# Phases of Development

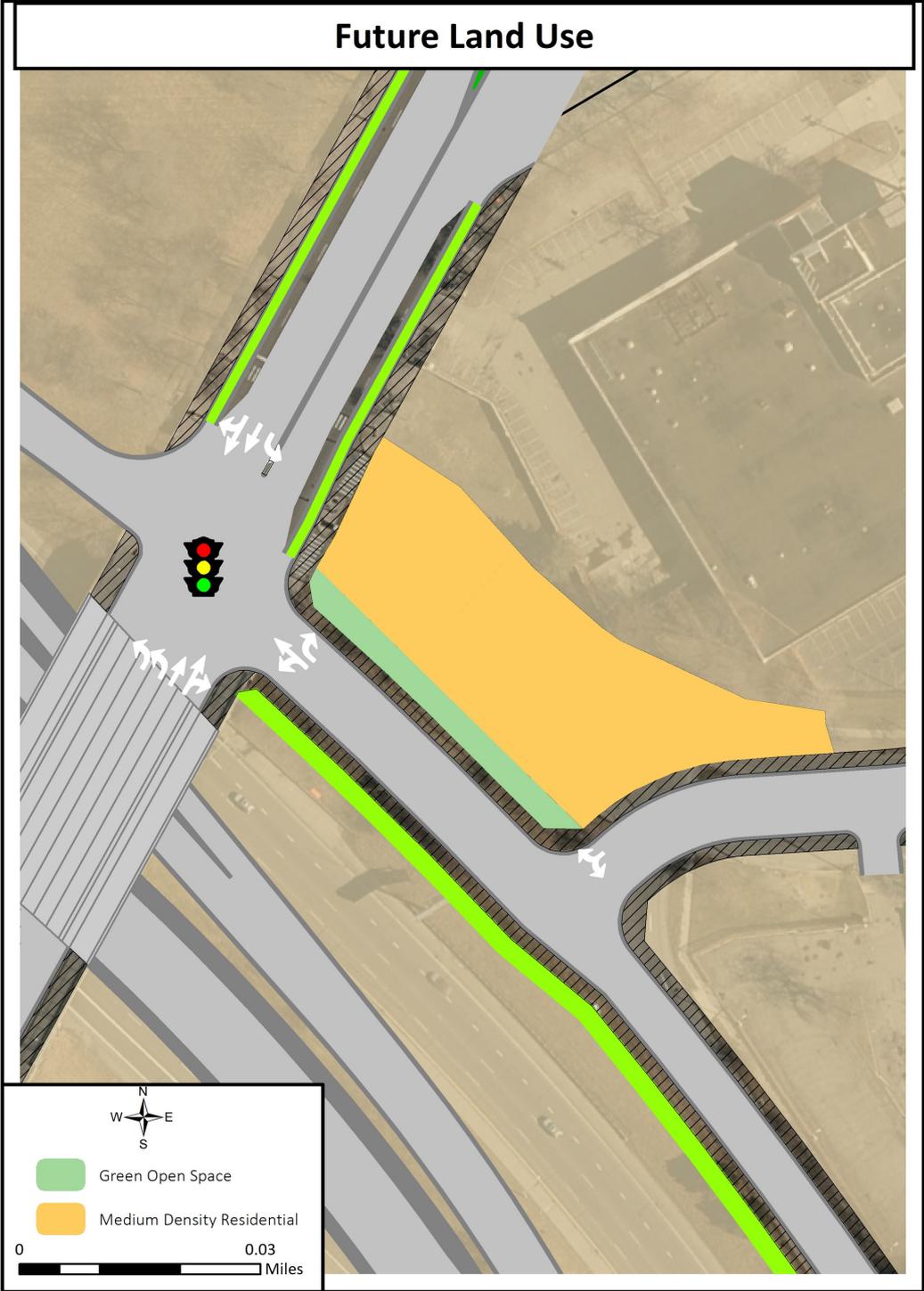


Map 2-D

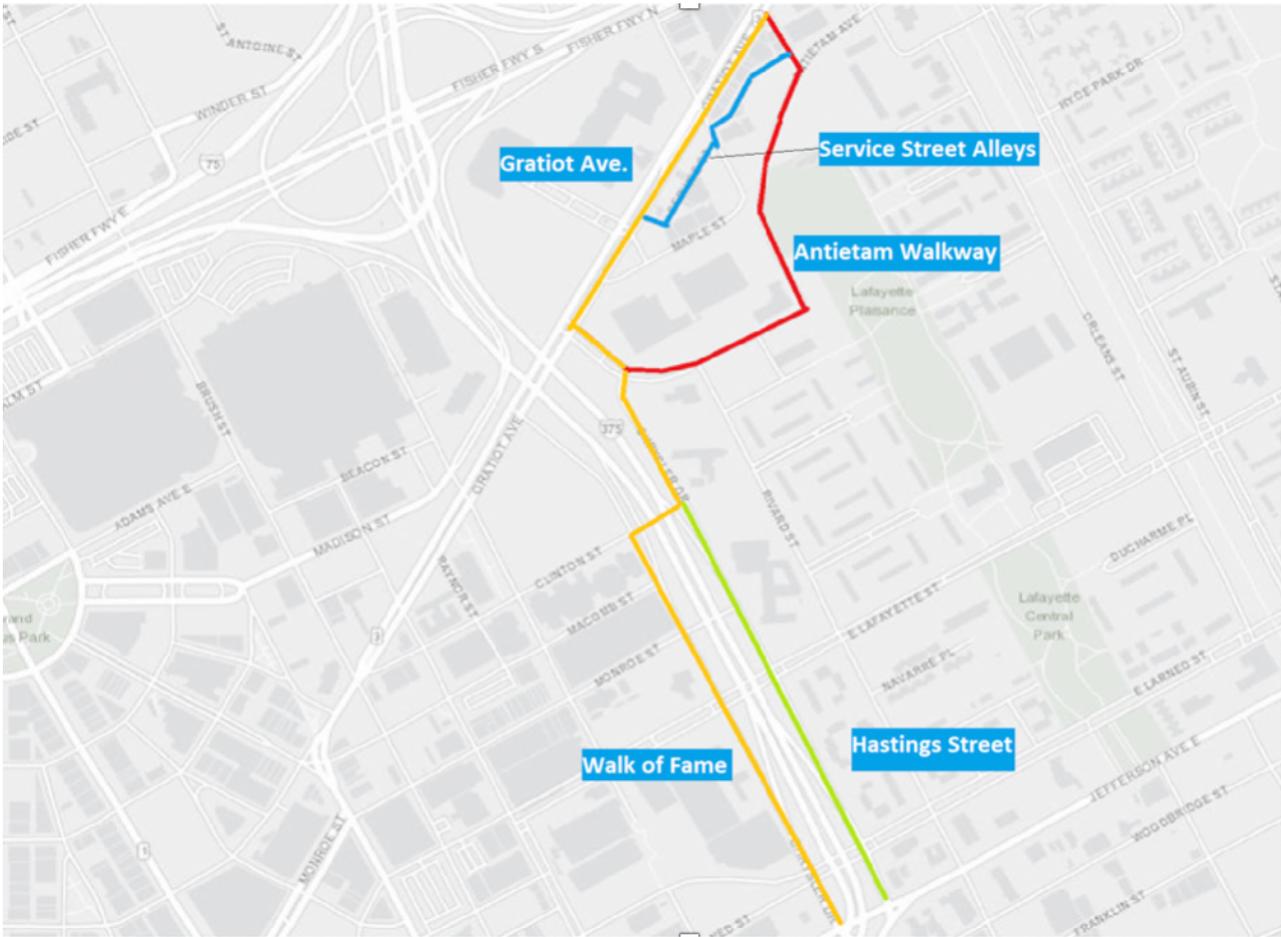
# Proposed Zoning Districts with Phases of Development



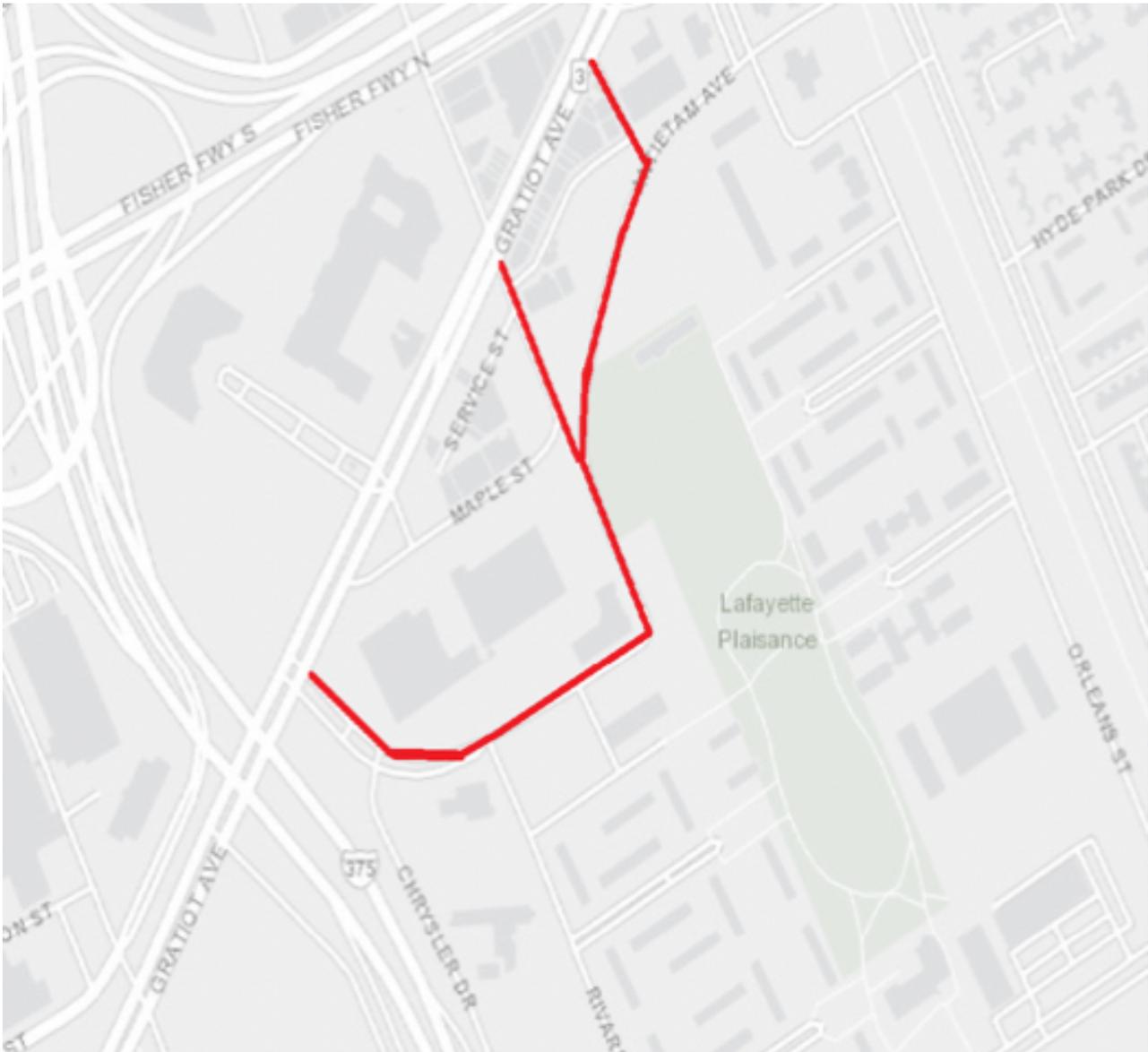
Map 2-E



Map 3-A



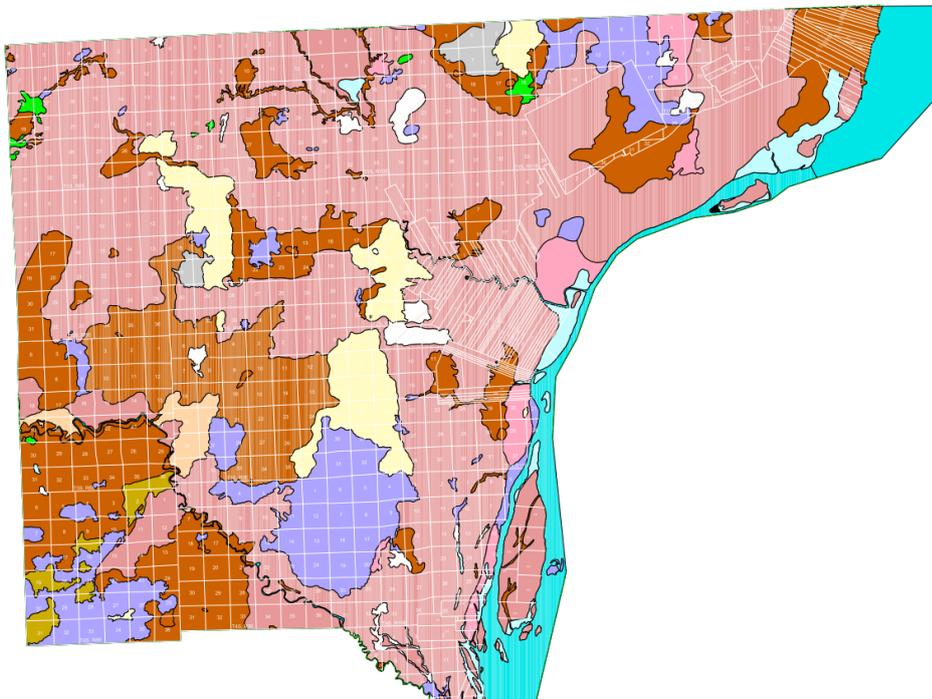
Map 3-B



Map 3-C



Map 3-D



## Vegetation circa 1800 of Wayne County, Michigan

An Interpretation of the General Land Office Surveys

By P. J. Carter and D. A. Abelt  
Michigan Natural Features Inventory  
1997

**Legend**

- ✓ ASPEN-BIRCH FOREST
- ✓ BEECH-SUGAR MAPLE FOREST
- ✓ BEECH-SUGAR MAPLE-HEMLOCK FOREST
- ✓ BLACK ASH SWAMP
- ✓ BLACK OAK BARREN
- ✓ CEDAR SWAMP
- ✓ GRASSLAND
- ✓ HEMLOCK-WHITE PINE FOREST
- ✓ HEMLOCK-YELLOW BIRCH FOREST
- ✓ JACK PINE-RED PINE FOREST
- ✓ LAKE/RIVER
- ✓ MIXED CONIFER SWAMP
- ✓ MIXED HARDWOOD SWAMP
- ✓ MIXED OAK FOREST
- ✓ MIXED OAK SAVANNA
- ✓ MIXED PINE-OAK FOREST
- ✓ MUSKEG/BOG
- ✓ OAK-HICKORY FOREST
- ✓ OAK-PINE BARREN
- ✓ PINE BARREN
- ✓ SAND DUNE
- ✓ SHRUB SWAMP/EMERGENT MARSH
- ✓ SPRUCE-FIR-CEDAR FOREST
- ✓ WET PRAIRIE
- ✓ WHITE PINE-MIXED HARDWOOD FOREST
- ✓ WHITE PINE-RED PINE FOREST
- ✓ WHITE PINE-WHITE OAK FOREST

✓ = LAND COVER TYPE PRESENT ON THIS MAP

  
 Scale 1:100,000  
  
 Map Projection: Lambert Conformal Conic  
SOURCE: Carter, P.J., D.A. Abelt, V.R. Webb, B.S. Hunt, J.B. Hunt, D.L. Pyle, D.M. Korman, R.A. Colver, D.W. Schum (Map Interpretation), M.B. Austin, T.R. Lashless, K.M. Korman, L. Fungo-Colegrove, J.C. Hakeley, C.J. Deane, L.J. Svingen; (Digital Map Production) 1995.  
 Michigan's Plant/Animal Vegetation, as Interpreted from the General Land Office Surveys 1810-1860.  
 Michigan Natural Features Inventory, Lansing, MI. Digital Map





Map 4-A