

City of Detroit Master Plan of Policies



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**RESOLUTION TO ADOPT THE PROPOSED DETROIT MASTER PLAN OF POLICIES
WITH MODIFICATIONS**

BY COUNCIL MEMBER _____

WHEREAS, Section 8-101 of the City Charter of the City of Detroit states that the Mayor shall propose and the City Council shall approve, with the modifications it deems necessary, a master plan of policies for the social, economic and physical development and conservation of the city; and

WHEREAS, the Planning and Development Department, on behalf of the Mayor, submitted a proposed Master Plan of Policies to the City Council in November of 2004; and

WHEREAS, the City Council referred the proposed Plan to the City Planning Commission, which held 10 public meetings for each of the City's 10 cluster areas in November and December of 2005 to gain citizen input on the document; and

WHEREAS, notice was sent in February 2006 to all contiguous communities, the Wayne County Commission, and other entities as specified in the Municipal Planning Act (Act 285 of 1931, as amended) to invite comment on the proposed Plan, as required by the Act; and

WHEREAS, the City Planning Commission staff developed and reviewed modifications proposed as a result of public comment and staff review with the Planning and Development Department; and

WHEREAS, notice was sent to over 1500 community groups, and other entities as specified in the Michigan Planning Enabling Act (PA 33 of 2008), and the requisite public hearing was held before the City Planning Commission on November 20, 2008 to present the proposed Plan with modifications; and

WHEREAS, City Planning Commissions recommended approval of the revised Plan with modifications on December 4, 2008 and submitted said Plan to the City Council; and

WHEREAS, the City Council held a discussion of the matter on March 10, 2009 and thereafter on April 8, 2009 a public hearing before the Planning and Economic Development Standing Committee of the City Council; and

WHEREAS, the City Council's deliberative process produced additional modifications to the proposed Master Plan of Policies;

NOW THEREFORE BE IT RESOLVED, that pursuant to Section 8-101 of the City Charter, the Master Plan of Policies as submitted by the Mayor and modified in the May 2008 draft and presented in the foregoing communication from the City Planning Commission is hereby adopted.

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Introduction

This Master Plan supersedes the 1992 Master Plan and amendments and sets forth a citywide comprehensive long-range strategy. The document is intended to be both long range and visionary and to provide guidance for actions to be taken in the next ten years. However, not every goal or policy will be accomplished within any specific time frame. Elected officials must prioritize and balance many desirable actions with available resources, legal constraints and market conditions.

The plan is designed to change in response to new information and changing circumstances. The plan and the subsequent Annual Reports will be available in hard copy through the Detroit Public Library system. The City’s website, www.detroit.ci.mi.us, will contain an up-to-date version of the plan, including supplemental plans and any amendments adopted by the City Council.

Developers, citizens and City agencies alike will benefit from greater clarity in land-use regulatory policies and easier access to information. The plan will support those seeking grants to carry out its purposes, provide protection of and encouragement for private investment and give greater predictability and certainty to the city's future. The administration, City Council and appointed boards, commissions and committees, as well as the general public, and other City agencies will give and receive guidance from this document and recommend amendments as needed.

□ **City Charter and State Legislation**

The Master Plan meets all applicable requirements of the City’s Charter and the State’s Municipal Planning Act.

City Charter

The City’s Charter (Section 8-101) states that:

The mayor shall propose and the city council shall approve, with the modifications it deems necessary, a master plan of policies for the social, economic and physical development and conservation of the city...

The Future Land Use and Transportation Network maps illustrate the policies for the physical development and conservation of the City. The Master Plan’s citywide policies, organized into 17 Elements (see Table 1), and further referenced in the Neighborhood Cluster recommendations, outline policies for the

Introduction

Table 1

| | | |
|---|---|----------------------------------|
| Arts and Culture | City Design | Community Organizations |
| Economy | Education and Libraries | Environment and Energy |
| Health and Social Services | History, Legacies and Preservation | Industrial Centers |
| Infrastructure | Intergovernmental Relations | Neighborhoods and Housing |
| Parks, Recreation and Open Space | Public Safety | Retail and Local Services |
| Transportation and Mobility | Zoning Concepts | |

Introduction

social, economic and physical development and conservation of the City. Most of the neighborhood policies emphasize land use. But, citywide policies recognize priorities and opportunities for collaboration between other organizations and the Planning and Development Department regarding topics such as education, public safety, social services and economic development.

The City Charter also states (Section 8-104) that:

The master plan shall be a set of guidelines to assist the mayor and others in proposing and the city council in evaluating and implementing, specific proposals for the total development of the city and its residents.

The Master Plan provides guidelines for the consideration of specific development proposals and implementation steps. Implementation steps or actions aimed at achieving particular policies will be included as supplements to the Master Plan.

State Legislation

The State of Michigan's Municipal Planning Act (PA 285 of 1931, amended January 9, 2002), states (Section 6, subsection 4) that:

The municipal plan shall address land use issues and may project 20 years or more into the future.

The plan shall include maps, plats, charts, and descriptive, explanatory, and other related matter and shall show...recommendations for the physical development of the municipality.

The plan shall also include...subjects which reasonably can be considered as pertinent to the future development of the municipality...

Subjects that are pertinent to the future development of the municipality are organized into 17 Elements. The policies outlined in the Master Plan Elements with specific reference in the Clusters and Neighborhood Area recommendations addresses land use issues projecting 10 years into the future.

□ **Background and Preparation**

Planning and Development Department

In 1994, the City convened the Land Use Task Force, an appointed body whose purpose was to develop the initial vision for future land use and reinvestment potential for the City of Detroit. The Task force published a report titled "A Framework for Action: A Report for Community Discussion". The report provided general guidelines for future redevelopment. The report also recommended that there be a follow-up community-based planning process, in order to provide more detailed reinvestment recommendations. This is the process known as the Detroit Community Reinvestment Strategy (CRS).

Completed in 1997, CRS's mission was to identify the assets, strengths, land use and other reinvestment opportunities for individual neighborhoods in Detroit, and to recommend reinvestment priorities for the next five to ten years. In 2001 the Planning and Development Department began the process of incorporating the CRS recommendations into a revised Master Plan of Policies.

The CRS clusters provided the geographic organization for the plan. The 10 Neighborhood Clusters replace the 10 Sectors of the previous Master Plan. The sub-sectors of the previous Master Plan were re-organized into the 10 Clusters and are referred to as Neighborhood Areas. Map A illustrates the geographic organization of the revised Master Plan of Policies.

The City's Neighborhood City Halls coordinated the public input into the plan through a series of community workshops in the spring and summer of 2003. In addition to the consideration of policies from the CRS, the previous Master Plan of Policies, and community workshops, policies were developed with the cooperation of various City departments.

City Planning Commission

The State of Michigan's Planning Act outlines the role and responsibilities of the City Planning Commission in regards to a community's master plan. In the City of Detroit, the primary role of the City Planning Commission is with the master plan's approval and adoption process, including the holding of public hearings and notification (P.A. 285 of 1931, section 6, subsection 1).

❑ **Goals, Policies and Neighborhood Clusters**

Each section of the Master Plan consists of an overview, goals, issues and policies. *Issues* describe existing conditions, *goals* represent a desired outcome, and *policies* provide a specific direction. Implementation steps, or actions aimed at achieving particular policies, will be included as supplements to the Master Plan.

The document provides a vision around which various agencies, residents and businesses can rally around together in order to develop implementation steps. Priorities may change over time and the plan, as a working document, is intended to reflect these changes as citizens and policymakers deem appropriate. Supplements to the Master Plan of Policies will be updated frequently in order to insure the currency of the recommendations and provide the City with the flexibility to respond to current trends and concepts.

❑ **Future Land Use and Transportation Network Map**

In addition to the citywide policy and the cluster recommendations, two other documents adopted as a component of the City’s Master Plan of Policies are the Future Land Use and the Transportation Network maps. The purpose of the land use and transportation definitions and maps are to define the urban form proposed for the City and the relationship among the various land uses and the transportation network. The maps illustrate how Detroit should grow within its boundaries to have a rational urban form and promote infill.

In general, the Future Land Use map does not address small-scale situations less than 10 acres, the specific characteristics of residential development, or the specific types of commercial and other nonresidential uses. A one-to-one correspondence between designations on the map and development decisions is not contemplated.

❑ **Update and Reporting**

The Planning and Development Department will also implement regular dissemination of information and documentation outlining progress on the Master Plan’s implementation through annual reports to the community. At least once each year, the Planning and Development Department will recommend

refinements and adjustments to the Master Plan of Policies to the City Planning Commission, and the City Council, with input from other citizen committees and City agencies. The Planning and Development Department will complete a major evaluation and update of the Master Plan of Policies for submission to the City Council every ten years.

□ **Zoning Ordinance**

The Master Plan of Policies' Future Land Use map is a long range policy guide for the physical arrangement and appearance of the city. Table 2 outlines the relationship between the Future General Land Use categories and the zoning designations. Future General Land Use categories are descriptive of general development recognizing that some intermixtures are permissible or desirable.¹ The Zoning Ordinance more specifically regulates the manner in which individual properties are used. The zoning ordinance is only one of a number of tools used to implement the Master Plan of Policies.

□ **City Agencies and the Capital Improvement Projects Plan**

City Agencies

During the Planning and Development Department's internal revision process, other city departments provided feedback and gave staff direction on citywide policies they thought most important to the Master Plan of Policies. Each city department or agency is responsible for setting its own goals and priorities. The purpose of this plan is to recognize the connection among these efforts and to bring together general goals, challenges and policies into a single document which can offer a comprehensive vision for the City.

The plan is intended to guide city decisions about services, development, and budgets over the next 10 years, but it is not a detailed map or budget for the city. Individual City departments are responsible for implementing the policies of the plan, in part, through annual operating and capital improvement budgets, adopted plans and ordinances, incentive programs and enforcement.

¹ Amendment #15: 3/21/2017 (Text amendment)

Introduction

Table 2-1

| MASTER PLAN FUTURE GENERAL LAND USE DESIGNATIONS | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------------------|-------------------------|------------------------|----------------------------|--------------------------|---------------------------|----------------|-------------------------|-------------------------|--------------------|--------------------|------------------|------------------------------|------------------------------|------------------------------|--------------------|----------------------|------------|-----------------|-----------------|----------|---------------|
| RESIDENTIAL ZONING DISTRICTS | | RESIDENTIAL | | | | RETAIL AND LOCAL SERVICES | | | | | INDUSTRIAL | | | MIXED USE | | | PARKS AND OPEN SPACE | | | OTHER LAND USES | | |
| | | Low Density Residential | Low/Medium Residential | Medium Density Residential | High Density Residential | Major Commercial | Retail Centers | Neighborhood Commercial | Thoroughfare Commercial | Special Commercial | General Industrial | Light Industrial | Distribution/Port Industrial | Mixed Residential/Commercial | Mixed Residential/Industrial | Mixed-Town Centers | Regional Parks | Recreation | Private Marinas | Airport | Cemetery | Institutional |
| | | RL | RLM | RM | RH | CM | CRC | CN | CT | CS | IG | IL | IDP | MRC | MRI | MTC | PR | PRC | PMR | AP | CEM | INST |
| R1 | Single-Family Residential District | X | | | | | | | | | | | | | | | | | | | X | X |
| R2 | Two-Family Residential District | X | X | | | | X | | | | | | | | X | | | | | | X | X |
| R3 | Low Density Residential District | | X | | | | X | | | | | | | | X | | | | | | X | X |
| R4 | Thoroughfare Residential District | | | X | | | X | | | | | | | | X | | | | | | | X |
| R5 | Medium Density Residential District | | | X | | | | X | | | | | X | | X | | | | | | | X |
| R6 | High Density Residential District | | | | X | X | | | | | | | X | | | | | X | | | | X |

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Table 2-2

| MASTER PLAN FUTURE GENERAL LAND USE DESIGNATIONS | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------------|------------------------|----------------------------|--------------------------|---------------------------|----------------|-------------------------|-------------------------|--------------------|--------------------|------------------|------------------------------|------------------------------|------------------------------|----------------------|----------------|------------|-----------------|---------|----------|---------------|
| BUSINESS ZONING DISTRICTS | | RESIDENTIAL | | | | RETAIL AND LOCAL SERVICES | | | | INDUSTRIAL | | | MIXED USE | | | PARKS AND OPEN SPACE | | | OTHER LAND USES | | | |
| | | Low Density Residential | Low/Medium Residential | Medium Density Residential | High Density Residential | Major Commercial | Retail Centers | Neighborhood Commercial | Thoroughfare Commercial | Special Commercial | General Industrial | Light Industrial | Distribution/Port Industrial | Mixed Residential/Commercial | Mixed Residential/Industrial | Mixed-Town Centers | Regional Parks | Recreation | Private Marinas | Airport | Cemetery | Institutional |
| | | RL | RLM | RM | RH | CM | CRC | CN | CT | CS | IG | IL | IDP | MRC | MRI | MTC | PR | PRC | PMR | AP | CEM | INST |
| B1 | Residential Business District | | | | | | X | X | | | | | | | X | | | | | | X | |
| B2 | Local Business and Residential District | X | X | | | | X | | | | | | | | X | | | | | | X | |
| B3 | Shopping District | | | | | | X | X | | | | | | | | | | | | | X | |
| B4 | General Business District | | | | | | | X | | | | | | | | | | | | | X | |
| B5 | Major Business District | | | X | X | X | | | X | | | | X | | | | | | | | X | |
| B6 | General Services District | | | | | | | | | X | X | | X | | | | | | | | | |

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Table 2-3

| MASTER PLAN FUTURE GENERAL LAND USE DESIGNATIONS | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------------|-------------------------|------------------------|----------------------------|--------------------------|---------------------------|----------------|-------------------------|-------------------------|--------------------|--------------------|------------------|------------------------------|------------------------------|------------------------------|----------------------|----------------|------------|-----------------|---------|----------|---------------|
| INDUSTRIAL ZONING DISTRICTS | | RESIDENTIAL | | | | RETAIL AND LOCAL SERVICES | | | | INDUSTRIAL | | | MIXED USE | | | PARKS AND OPEN SPACE | | | OTHER LAND USES | | | |
| | | Low Density Residential | Low/Medium Residential | Medium Density Residential | High Density Residential | Major Commercial | Retail Centers | Neighborhood Commercial | Thoroughfare Commercial | Special Commercial | General Industrial | Light Industrial | Distribution/Port Industrial | Mixed Residential/Commercial | Mixed Residential/Industrial | Mixed-Town Centers | Regional Parks | Recreation | Private Marinas | Airport | Cemetery | Institutional |
| | | RL | RLM | RM | RH | CM | CRC | CN | CT | CS | IG | IL | IDP | MRC | MRI | MTC | PR | PRC | PMR | AP | CEM | INST |
| MI | Limited Industrial District | | | | | | | | | | X | X | | X | | | | | | | | |
| M2 | Restricted Industrial District | | | | | | | | | | X | X | | X | | | | | X | | | |
| M3 | General Industrial District | | | | | | | | | X | X | X | | X | | | | | X | | | |
| M4 | Intensive Industrial District | | | | | | | | | X | | X | | | | | | | | | | |
| M5 | Special Industrial District | | | | | | | | | X | | | | | | | | | | | | |

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Table 2-4

| MASTER PLAN FUTURE GENERAL LAND USE DESIGNATIONS | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------------------|-------------------------|------------------------|----------------------------|--------------------------|---------------------------|----------------|-------------------------|-------------------------|--------------------|--------------------|------------------|------------------------------|------------------------------|------------------------------|----------------------|----------------|------------|-----------------|---------|----------|---------------|
| SPECIAL PURPOSE AND OVERLAY ZONING DISTRICTS | | RESIDENTIAL | | | | RETAIL AND LOCAL SERVICES | | | | INDUSTRIAL | | | MIXED USE | | | PARKS AND OPEN SPACE | | | OTHER LAND USES | | | |
| | | Low Density Residential | Low/Medium Residential | Medium Density Residential | High Density Residential | Major Commercial | Retail Centers | Neighborhood Commercial | Thoroughfare Commercial | Special Commercial | General Industrial | Light Industrial | Distribution/Port Industrial | Mixed Residential/Commercial | Mixed Residential/Industrial | Mixed-Town Centers | Regional Parks | Recreation | Private Marinas | Airport | Cemetery | Institutional |
| | | RL | RLM | RM | RH | CM | CRC | CN | CT | CS | IG | IL | IDP | MRC | MRI | MTC | PR | PRC | PMR | AP | CEM | INST |
| WI | Waterfront-Industrial District | | | | | | | | | X | X | X | | | | | | | | | | |
| PR | Parks and Recreation District | | | | | | | | | | | | | | | X | X | X | | | X | X |
| TM | Transitional Industrial District | | | | | | | | | X | X | X | | X | | | | | | X | | |
| PCA | Public Center Adjacent District | | | | X | X | | | X | | | | X | | | | | | | | | X |
| PC | Public Center District | | | | X | X | | | | | | | X | | | X | | | | | | X |
| P1 | Open Parking District | | | | | | | | | | | | X | | X | | | | | X | | X |
| PD | Planned Development District | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X |

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Table 2-5

| MASTER PLAN FUTURE GENERAL LAND USE DESIGNATIONS | | | | | | | | | | | | | | | | | | | | | | |
|--|---|-------------------------|------------------------|----------------------------|--------------------------|---------------------------|----------------|-------------------------|-------------------------|--------------------|--------------------|------------------|------------------------------|------------------------------|------------------------------|----------------------|----------------|-----------------|-----------------|---------|----------|---------------|
| SPECIAL PURPOSE AND OVERLAY ZONING DISTRICTS (Cont.) | | RESIDENTIAL | | | | RETAIL AND LOCAL SERVICES | | | | INDUSTRIAL | | | MIXED USE | | | PARKS AND OPEN SPACE | | OTHER LAND USES | | | | |
| | | Low Density Residential | Low/Medium Residential | Medium Density Residential | High Density Residential | Major Commercial | Retail Centers | Neighborhood Commercial | Thoroughfare Commercial | Special Commercial | General Industrial | Light Industrial | Distribution/Port Industrial | Mixed Residential/Commercial | Mixed Residential/Industrial | Mixed-Town Centers | Regional Parks | Recreation | Private Marinas | Airport | Cemetery | Institutional |
| | | RL | RLM | RM | RH | CM | CRC | CN | CT | CS | IG | IL | IDP | MRC | MRI | MTC | PR | PRC | PMR | AP | CEM | INST |
| SD1 | Special Development District, Small Scale Mixed-Use | | | | X | | | | | | | | X | X | X | | | | | | X | |
| SD2 | Special Development District, Mixed-Use | | | | X | X | X | | X | | X | | X | X | X | | | | X | | X | |
| SD3 | Special Development District, Technology and Research | | | | | | | | | | X | X | | X | | | | | X | | X | |
| SD4 | Special Development District, Riverfront Mixed Use | | | | X | X | X | | | | | | X | | | | | X | | | | |
| SD5 | Special Development District, Casinos | | | | | | | | X | | | | | | | | | | | | | |

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Capital Improvement Program

One method for the city to implement the policies outlined in the plan is through the annual budget process, including both the general fund and Capital Improvement Program (CIP). The City Charter (Section 6-102) states that:

The budget director, with the assistance of the planning director, shall assist the mayor in the preparation of the capital agenda and the capital budget.

The plan will be used as a management tool to assist the budget and planning directors in the preparation of the capital agenda and the capital budget. The Budget Department will use the plan's policies to evaluate agency budget requests. If proposed projects are not in accord with the plan, the projects should be brought into conformity or the plan amended. Over time, the budget process should help facilitate agency implementation of the plan.

□ **Implementation**

The City Charter states (Section 8-102) that:

After approval of the plan, the mayor shall annually propose any amendments necessary to keep the plan current and the city council shall consider the mayor's proposed amendments and make the modifications in the plan that it deems necessary.

The City's Master Plan of Policies is intended to provide only general guidance for the city. Plans can continue to be prepared for neighborhoods, transportation corridors, major open areas, large vacant areas, or other areas in need of special study. Such specific or area plans should be consistent with the Master Plan of Policies, adopted as supplements or amend the plan as needed.

To ensure that the policies are implemented and at the same time that the plan remains flexible and responsive over time, it may be altered in two ways. The first way is by adopting **supplements**, which will add greater detail to the plan. Supplements do not change the fundamental vision and goals of the plan but provide implementation steps to carry out the policies identified in the plan.

The second way to alter the plan is by adopting **amendments** to the plan itself. Amendments will be adopted, if necessary, to address dramatic changes in the city's situation.

Introduction

Amendments or supplements to the Master Plan of Policies can be initiated by the Mayor, City Council, City agencies, or the general public. The Planning and Development Department and the City Planning Commission will make recommendations on all plan supplements or amendments. It is the responsibility of the Planning and Development Department to interpret the plan in order to resolve any ambiguities or inconsistencies among plan elements, policies or provisions. The City Council will consider adopting supplements and amendments to the plan upon recommendation of the City Planning Commission and the Planning and Development Department.

Supplements

The adoption of supplements is an essential process in fulfilling the vision of the plan. Supplements expand or refine the plan's scope and purpose. Supplements are consistent with and work to promote the plan's fundamental goals and policies.

Many of the issues facing the City are complex and can often be addressed more effectively through the cooperative efforts of more than one agency or governmental entity. The supplements will be developed through partnerships intended to innovatively and creatively tackle issues and solve problems that no individual party can easily resolve independently. In addressing specific objectives and strategies in the plan, the City will structure partnerships among interested parties, combining resources to reach shared goals, including the use of neighborhood or corridor plans. Partnerships can include the City, its agencies and departments, and other public and/or private partners with whom it shares specific common objectives or interests.

Supplements will be based on policies outlined in the elements. Supplements to the Master Plan will identify implementation steps to provide direction to city staff to take some action to bring about the policy.

Neighborhood plans can also be incorporated into the plan as supplements. These plans, after the review and adoption process, will be considered as **Area Plans**. If neighborhood plans do not conform to the Future Land Use map, consideration can be given to amending the Future Land Use map or amending the neighborhood plan prior to consideration as an Area Plan.

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Supplement Protocol:

The Planning and Development Department's protocol for adopting a supplement will include an evaluation of the long-term view of the proposed supplement, the process used in the supplement's development, and its consistency with the goals and policies of the plan.

Step 1

A supplement is developed by or presented to the Planning and Development Department with a recommendation from any other applicable agencies. The Planning and Development Department will evaluate the long-term view of the proposed supplement, whether an inclusive process was used in its development, and its consistency with the goals and policies of the plan. Using these criteria, the Planning and Development Department will determine that the proposed supplement:

- Meets the criteria and recommends adoption of the supplement to the City Planning Commission and the City Council;
- Does not meet all the criteria, but is consistent with the Master Plan of Policies and, with suggested changes in content, recommends adoption to the City Planning Commission and the City Council;
- Does not meet criteria for consistency with the plan because of changed conditions that may warrant an amendment to the plan, and makes such a recommendation to the City Planning Commission and the City Council; or
- Does not recommend adoption to the City Planning Commission and the City Council because of failure to meet criteria.

Step 2

The City Planning Commission and the City Council will review the recommendation of the Planning and Development Department and vote on adoption of the supplement to the Master Plan of Policies. Upon completion of the review, the City Planning Commission and the City Council may take one of three actions:

- Vote to adopt the recommended supplement as part of the plan;
- Decide not to adopt the recommended supplement; or
- Return the supplement to the Planning and Development Department (and, subsequently, to the originators) for modification.

Step 3

Once City Council adopts the supplement, it will then be incorporated into the plan.

Amendments to Plan

The plan must have the flexibility to respond to unknown and unexpected future influences to remain an accepted vision for the City. Amendments to the plan should be based on generally recognized shifts in circumstances in Detroit for which the plan no longer provides appropriate direction or vision, or where an unanticipated need surfaces.

Amendment Protocol:

The Planning and Development Department will examine a proposed amendment to the plan to determine first if there are situational changes that require a major adjustment in public policy, and if so, then to review the merits of the proposed amendment. Once adopted, amendments will be incorporated into the plan.

Step 1

The proposed amendment is initiated by or presented to the Planning and Development Department. The Planning and Development Department examines it to determine if changing city situations require a major adjustment in public policy and if the proposed amendment has merit. Using these criteria, the Planning and Development Department may exercise one of two possible actions:

- Recommend the proposed amendment to the City Planning Commission and the City Council; or
- Return the proposed amendment to the initiator for further analysis and definition.

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Step 2

The City Planning Commission and the City Council will review the recommendation of the Planning and Development Department and after proper notification and public hearings (as per State of Michigan Public Act 231 and City of Detroit City Charter) vote on adoption of the proposed amendment to the Plan. Upon completion of the review, it may take one of three actions:

- Vote to amend the plan;
- Decide to make no amendment to the plan; or
- Return the proposed amendment to the Planning and Development Department (and, subsequently, to the originators) for modification.

Step 3

Once City Council adopts the amendment, it will then be incorporated into the Plan.

Arts and Culture

Overview

Artistic works and cultural diversity contribute to the quality of life in a city. Improving the artistic and cultural climate in the City is critical to attracting and retaining visitors and residents. A thriving arts and culture scene can serve as an economic development tool. Art in private buildings, public spaces, museums, institutions, and neighborhood centers increases awareness of and enhances the creative energy of the city. In addition to special events and exhibits, arts and culture should be integrated into the everyday life of the city.

Issues: Detroit has numerous arts and culture venues. However, Detroit’s art and cultural attractions are not fully recognized. The lack of recognition for existing amenities hinders attempts to attract residents and visitors.

GOAL 1: Increase Detroit’s profile as a cultural destination

Policy 1.1: Publish and widely distribute maps and lists of art and cultural institutions and destinations.

Policy 1.2: Promote Detroit’s history, architectural heritage and diverse population as cultural resources and assets.

Policy 1.3: Incorporate arts and cultural activities into events, promotions, and marketing.

Issues: There is a lack of awareness in the value of art or culture in daily lives. Lack of outreach and access are among the barriers that prevent residents from discovering the manner in which arts and culture can positively impact their communities.

GOAL 2: Cultivate interest and appreciation for arts and culture

Policy 2.1: Support education programs that increase arts awareness and provide opportunities for creative expression.

Policy 2.2: Develop outreach programs that emphasize the contribution of neighborhood history, architecture, diversity and culture to increase pride

of place and understanding among Detroit’s diverse population and perspectives.

GOAL 3: Increase access to arts and culture

Policy 3.1: Advocate for public exhibitions, concerts, plays, and other events in neighborhoods and alternative settings.

Policy 3.2: Provide transit to connect residents and visitors to art and cultural venues.

Policy 3.3: Encourage developers and property owners to incorporate works of art into public spaces.

Issues: While Detroit artists and cultural figures produce a myriad of artistic and cultural products, the city is not able to fully capture the associated benefits and is often unable to retain and nurture its creative innovators.

GOAL 4: Improve the viability of the arts and culture community

Policy 4.1: Identify areas of the city that may be appropriate for live/work opportunities for artists.

Policy 4.2: Provide assistance to artists in the marketing and packaging of events and products.

Policy 4.3: Develop programs for provision of professional training in fine and performing arts.

City Design

Overview

The building and spaces of the City have evolved over the decades, merging local historical and cultural traditions with evolving economic needs and modern tastes. The City's vitality is a product of the continued evolution of these buildings and spaces. As development contributes to the evolution of the cityscape, it must be guided in a way that doesn't disrupt the unique attractiveness of the City.

Issues: Design decisions that take into consideration the physical and spatial relationship between buildings and the public domain contribute to the collective image and character of the city. Developments that do not encourage street level activities deprive commercial thoroughfares and main streets from the continuity of street life.

GOAL 1: Ensure development that contributes to the City's vitality

Policy 1.1: Encourage development that is sensitive to the City's historical and architecturally significant buildings and districts.

Policy 1.2: Encourage development plans to connect dispersed and isolated districts, neighborhoods and communities through street and pedestrian improvements.

Policy 1.3: Integrate large-scale development schemes into the city's established and familiar grid pattern.

Policy 1.4: Ensure development projects maintain views and vistas to the riverfront and along major thoroughfares.

Policy 1.5: Encourage development in commercial and mixed-use corridors that take into consideration qualities such as walk-ability, scale, continuity of street wall and streetscape, gateways and view corridors.

Policy 1.6: Promote development in high-density areas that includes both day and evening activities.

Policy 1.7: Ensure public agencies incorporate urban design considerations in facilities and infrastructure improvements.

Policy 1.8: Increase the quality and quantity of public lighting to encourage walk-ability at night along commercial thoroughfares.

Policy 1.9: Incorporate trees and public greenspace into residential and commercial redevelopment projects.

Issues: When the overriding need is to draw development into distressed areas, the goal of attaining the most attractive built environment may be compromised. Project designers may not be aware of the physical qualities and the architectural precedents that contribute to creating distinct and attractive urban neighborhoods and districts.

GOAL 2: Increase awareness and understanding of quality design practices

Policy 2.1: Engage urban design consultants and university programs to assist in preparing urban design visions for significant areas including, local commercial districts, downtown and the riverfront.

Policy 2.3: Involve the development community, business associations, neighborhood and community groups, and other city agencies in recognizing the values inherent in urban design, historic precedents and architectural heritage.

Policy 2.4: Encourage city departments to provide specific design and technical assistance to community organizations and business associations to promote and improve the image of their commercial districts.

Issues: Vacant land and vacant structures disrupt the cohesiveness of the City’s commercial districts and neighborhoods. Large-scale abandonment of property has resulted in vandalism and dumping, posing problems of safety and public health.

GOAL 3: Improve the City’s vacant spaces

Policy 3.1: Educate property owners about the benefit of early repair and preventive maintenance of their property.

Policy 3.2: Promote cooperative efforts on part of residents, businesses and the city to share responsibility for care and maintenance of abandoned lots and structures.

Policy 3.3: Provide survey and inventory of vacant land and vacant structures in order to identify their potential for future development.

Policy 3.4: Encourage public and private initiatives to develop interim uses for vacant buildings and spaces.

Policy 3.5: Encourage adaptive reuse of vacant commercial and industrial spaces before demolition.

Policy 3.6: Work with the Detroit Public Schools to find new interim or permanent uses for closed schools

Community Organizations

Overview

Community organizations, from block clubs and neighborhood associations to community development organizations, are important contributors to the stability and revitalization of neighborhoods throughout the city. Their involvement can range from neighborhood watches, community clean-ups, beautification projects, and social activities and support programs for seniors and youth to rehabilitation and/or new construction of housing and commercial structures.

Many function independently conducting small-scale community-building activities. Others form partnerships and collaborations with other groups, government, financial institutions, foundations and private corporations to carry out comprehensive revitalization and development projects.

Community organizations are essential stakeholders in devising and implementing strategies for community redevelopment, as well as responding to immediate neighborhood needs and desires. With proper support and participation, the activities of community organizations can act as a unifying force for citizens, improving the quality of life in communities throughout the city.

Issue: Community-based organizations are critical to enhancing the quality of life in neighborhoods and creating and maintaining the social fabric that links neighbors and neighborhoods.

GOAL 1: Encourage the formation of community organizations throughout the city.

Policy 1.1: Identify areas of the city without a community group and encourage active residents to organize.

Policy 1.2: Provide on-going technical assistance to citizens and community groups, especially in the early stages of organizing.

Issues: Participation is the integral factor in determining the success of organizations. Particular demands upon individuals and families, along with a number of socio-economic factors, limit participation in community activities.

GOAL 2: Increase the awareness of and accessibility to community activities

Policy 2.1: Publish and widely distribute a registry of community organizations and activities.

Policy 2.2: Encourage community organizations to undertake programs aimed at generating resident participation in and planning for organized activities.

Policy 2.3: Encourage outreach efforts those who can't or don't participate for various reasons.

Policy 2.4: Establish connections between community organizations and educational institutions to educate, inform, and motivate youth in the community.

Issue: While able to rally community involvement and support, some community organizations lack the necessary human, financial, informational and technical resources in order to insure long term viability

GOAL 3: Enhance the organizational capacity of community groups

Policy 3.1: Develop relationships with universities and agencies to provide training and certifications for community organizations and residents.

Policy 3.2: Encourage public institutions such as schools, libraries or Neighborhood City Halls to function as neighborhood information and training centers.

Policy 3.3: Create outreach programs to educate and inform residents on local government programs and processes.

Policy 3.4: Establish an accessible clearinghouse for demographic information, social and health statistics, and other community indicators.

Issue: Community groups, especially those early in the development phase, sometimes lack knowledge of successful initiatives by other organizations with similar goals and objectives. This lack of knowledge can hinder cooperation and coordination among groups and programs.

GOAL 4: Increase cooperation among community organizations

Policy 4.1: Publicize successful neighborhood stabilization, revitalization and self-help initiatives for other organizations to follow.

Policy 4.2: Establish a community organizations resource center to share expertise, resources and knowledge.

Policy 4.3: Coordinate activities among organizations serving the same geographic area or representing similar constituents.

Policy 4.4: Encourage cooperation and collaboration between business organizations and community organizations to develop outreach efforts to area residents.

Issue: Community development organizations play a vital role in the physical redevelopment of the city by providing affordable housing and encouraging commercial redevelopment within their specific boundaries.

GOAL 5: Support and facilitate community revitalization efforts of community development organizations.

Policy 5.1: Provide flexibility in the pricing of city land and buildings for affordable housing and commercial revitalization projects.

Policy 5.2: Facilitate community-wide involvement in redevelopment and revitalization efforts to include existing residents and organizations, as well as the local business community.

Economy

Overview

Detroit's historical roots as a center of manufacturing are evidenced by the continued significance of industry as a component of the local economy. The concentration of the automobile industry within Detroit is important for future economic growth. In addition, diversify the economy into other sectors. Increased diversified economic activities should translate into more jobs, more opportunities for advancement, higher incomes, increased wealth, and a greater variety of services for residents.

Issues: There are additional costs associated with doing business in urban areas. These costs are associated with the complexity of redeveloping urban areas.

GOAL 1: Improve the efficiency and awareness of development opportunities

Policy 1.1: Improve the regulatory and development processes, including administration of site-specific regulations, such as zoning, subdivision regulations, and construction and occupancy codes.

Policy 1.2: Emphasize the benefits of synergy, economies of scale and positive spillover effects associated with concentrations of economic activity.

Issues: A poor grasp of the fiscal and economic consequences of tax incentives may spawn inefficient or even counterproductive allocations of public resources. Failure to use incentives strategically risks draining city resources and stymieing development potential.

GOAL 2: Strategically target tax incentives

Policy 2.1: Research and develop a sound strategy for the use of tax incentives, with due regard for the actual benefits and costs citywide.

Issues: Disinvestment in Detroit has negatively impacted commercial areas. The widespread blight caused by the decrease in economic activity is a physical and a psychological barrier to development. Without a concentration of economic activity and resources, positive impacts are dissipated.

GOAL 3: Target geographic areas for business investment and growth

Policy 3.1: Continue to reinforce Downtown Detroit as the primary location for sports, leisure, cultural and convention attractions.

Policy 3.2: Expand the role of the performing and visual arts in the city’s Downtown and Cultural Center.

Policy 3.3: Enhance financial and technical assistance programs that support small business and neighborhood revitalization in underserved areas.

Issues: Due to the loss of population and jobs in the City, economic opportunities for residents have been drastically reduced. The lack of opportunity impedes people from developing employment and business skills. Other impediments include availability and access to training and support programs.

GOAL 4: Increase the availability and effectiveness of business education and training

Policy 4.1: Encourage the participation of schools, libraries and major institutions in building residents’ work readiness skills.

Policy 4.2: Encourage business participation and investment in employee training programs.

Policy 4.3: Strengthen cooperation among city agencies addressing economic development and employment issues.

Policy 4.4: Support youth employment, apprenticeship, and mentorship initiatives.

GOAL 5: Improve cooperation between businesses and residents

Policy 5.1: Encourage corporations to sponsor job fairs seminars that focus on outreach to the surrounding community.

Policy 5.2: Remove the barrier of racism and prejudice in residents’ search for employment.

GOAL 6: Support business start-up and growth efforts

Policy 6.1: Encourage home occupations that promote individual entrepreneurs and business formation.

Policy 6.2: Provide access to the resources and information necessary for successful business operation, including access to capital resources and technical assistance.

GOAL 7: Provide support systems for workers and families

Policy 7.1: Support efforts to increase the quality and availability of child care programs.

Policy 7.2: Support programs that assist working residents with disabilities, illness, substance abuse problems, and other special needs.

Policy 7.3: Support alternative transportation options that transport residents to workplaces and training programs.

Issues: Detroit is part of a regional, national and global economy. Each of these levels influences and to a lesser extent is influenced by the economic activity in the city.

GOAL 8: Maximize regional, national and global collaboration

Policy 8.1: Support metropolitan cooperation and partnerships with State, Federal and other regional governments on economic development initiatives.

Policy 8.2: Continue to promote the importance of a strong core city as fundamental to the economic vitality of the region.

Policy 8.3: Support international trade agreements that benefit the city and the region.

Education and Libraries

Overview

Creating a livable community is dependent upon an environment that fosters learning and the development of people’s skills, abilities and talents. Learning opportunities should be provided for all city residents. In addition to programs and activities, the physical presence of schools and libraries in the city contributes to maintaining healthy and stable neighborhoods.

Issues: Certain segments of the population, such as young children, at-risk youths, recent immigrants or adults in the City’s low-income communities require more targeted outreach programs.

GOAL 1: Provide educational programs to at-risk youth

Policy 1.1: Collaborate with schools and other support systems to reduce truancy and dropout rate.

Policy 1.2: Provide educational programs targeted at juveniles in correctional facilities.

Policy 1.3: Develop programs and incentives to facilitate parental involvement in education programs.

GOAL 2: Provide education programs for immigrants

Policy 2.1: Support efforts for non-English speakers to gain proficiency in English as well as retaining their literacy and proficiency in native languages.

GOAL 3: Provide educational programs for adults

Policy 3.1: Improve access to adult education and GED preparation and adult literacy programs.

Policy 3.2: Provide educational programs targeted at adults in correctional facilities.

Policy 3.3: Work with Detroit’s colleges, universities and vocational schools to market educational and professional programs to City residents.

Policy 3.4: Work with businesses and professional groups to develop training and re-training programs that prepare the workforce for jobs in emerging industries.

GOAL 4: Provide educational programs for early childhood development

Policy 4.1: Support access to high-quality comprehensive preschool educational experiences.

Policy 4.2: Support preschool programs that encourage family involvement in the educational process.

Policy 4.3: Collaborate with the Detroit Public Schools, the Detroit Public Library and community-based organizations, to develop and enhance learning readiness skills of young children.

Issues: Due to their physical presence, schools and libraries are anchors in a community. But, many Detroit public schools and libraries are in need of repair, rehabilitation and modernization.

GOAL 5: Improve learning facilities

Policy 5.1: Support and participate in a collaborative, community-based process to coordinate neighborhood development plans with school, recreation and library development plans.

Policy 5.2: Examine developing centers which house schools, libraries, recreation and support services.

Policy 5.3: Assist schools and libraries in their effort to enhance the range of programs, activities and services offered throughout the year.

Policy 5.4: Implement the most current information technologies in educational facilities and libraries.

Policy 5.5: Collaborate with the Detroit Public Schools concerning plans for closing schools, placement/expansion of schools and the reuse of facilities planned for closing.

Environment and Energy

Overview

The City's central location among the Great Lakes necessitates sound environmental policy. Current environmental trends require new directions in local policy that will help sustain our vital ecosystem and insure a high quality of life for all residents. Environmental and energy considerations transcend political boundaries and require regional cooperation. The collective demand for resources coupled with the communal production of waste has a considerable environmental impact upon the City and the region. It is important to insure that the costs and benefits of environment and energy policies and programs are shared throughout the region.

Issues: Regional development patterns such as sprawling land use adversely impact the regional ecosystem.

GOAL 1: Increase the health and vitality of the regional ecosystem

Policy 1.1: Establish a comprehensive set of environmental indicators to measure, evaluate and set the basis for improving the health of the regional ecosystem.

Policy 1.2: Utilize regional agencies as a forum to identify regional environmental concerns and develop coordinated policies.

Issues: Environmental issues affect all citizens. However, the risks posed by serious environmental threats disproportionately affect some residents and communities due to their proximity to existing health threats or lack of community input in locating proposed projects.

GOAL 2: Ensure environmentally healthy neighborhoods

Policy 2.1: Educate and inform citizens about environmentally regulated land uses in or near their neighborhoods.

Policy 2.2: Incorporate analysis of socio-economic characteristics regarding policy or projects with significant environmental impact.

Policy 2.3: Examine "down-zoning areas" (less intense zoning designation) where there are land use conflicts and/or are in transition

from industrial to residential uses to protect residential areas from more intensive uses.

Issues: The density and activities in urban areas require a tremendous amount of resources. Furthermore, cities generate an enormous amount of waste. The consequences of not considering procedures to reduce waste or consumption include contaminated industrial sites and noxious emissions from existing industrial land uses.

GOAL 3: Minimize resource use and waste

Policy 3.1: Promote the use of renewable and/or sustainable resources.

Policy 3.2: Target sites for environmental remediation.

Policy 3.3: Discourage practices that generate hazardous or toxic wastes or utilize hazardous or toxic materials.

Policy 3.4: Provide incentives to attract green industry and to encourage retooling of existing industries to incorporate sustainable practices.

Policy 3.5: Utilize “deconstruction” (taking down a building/removing fixtures in a very structured manner so that materials can be reused) as an alternative/complement to demolition.

Policy 3.6: Promote and facilitate recycling and reuse programs.

Issues: The density of development in urban areas is often at the expense of green spaces and natural habitat, thus limiting residents’ access to and interaction with the natural environment.

GOAL 4: Increase the accessibility of open space and natural habitat

Policy 4.1: Establish an inter-connected open space system throughout the City.

Policy 4.2: Work with communities to convert vacant properties into neighborhood parks and natural habitat areas.

Policy 4.3: Encourage and support urban agriculture.

Policy 4.4: Investigate recovering the City's rivers, streams and creeks to provide habitat and promote biodiversity.

Policy 4.5: Designate and protect natural areas and critical habitat within the City.

Policy 4.6: Encourage large-scale developments and developments in high-density areas to incorporate open space.

Policy 4.7: Promote and facilitate tree-planting in right-of-ways.

Issue: The concentration of industry, major streets and highways and heavy truck traffic in close proximity to residential areas adversely affects air quality in specific neighborhoods within the city.

GOAL 5: Improve air quality, particularly in areas of the city which are non-compliant with government air quality standards.

Policy 5.1: Monitor existing industries in non-compliant areas of the city to insure individual industry compliance with air permit requirements.

Policy 5.2: Plant trees and/or create buffers where residential areas abut industrial areas and/or areas of high truck and other traffic.

Health and Social Services

Overview

A city cannot sustain itself without compassion for people who need extra help to live decent and meaningful lives in the community. Helping people meet their basic needs is more than a moral imperative; it is essential to the social order and economic stability of the whole community. Families, children, elderly citizens, homeless individuals, the mentally ill and low-income residents all require assistance to achieve and maintain healthy lives.

Issues: Many of Detroit's residents forego health care and support services because of inadequate transportation, lack of information, and/or lack of health insurance.

GOAL 1: Increase awareness and accessibility of public health care programs

Policy 1.1: Create a coordinated information network in libraries, Neighborhood City Halls, hospitals and recreation centers listing locations and types of health and social services available to City residents.

Policy 1.2: Expand transportation options for medical visits.

Policy 1.3: Coordinate data collection, analysis and programming to determine target areas for prevention programs.

Issues: The lack of nutritional education, prevalence of unhealthy food, and poor exercise habits contribute to health problems and increase vulnerability to disease and illness.

GOAL 2: Improve physical fitness and diets

Policy 2.1: Encourage collaboration between city agencies and community organizations to provide nutritional and physical fitness programs.

Policy 2.2: Discourage the availability of food products with low nutritional value in schools, recreation centers, and other public facilities.

Policy 2.3: Encourage and facilitate community gardens to increase availability of fresh produce.

Policy 2.4: Develop a plan to insure access to quality and variety of nutritious food.

Policy 2.5: Advocate for more and access to fitness facilities and safe places to walk.

Issues: Childcare is a critical issue for families, particularly families with working parents. The large number of single parents in the workforce has increased the dependence on non-parental childcare.

GOAL 3: Provide child care resources

Policy 3.1: Implement before- and after-school programs to provide school-age children with activities that enhance academic and social development.

Policy 3.2: Encourage employers to provide childcare and additional family support services.

Issues: A lack of prenatal care for pregnant mothers is directly related to elevated infant mortality rates and childhood development disorders. The presence of contaminants in the home and insufficient preventative health measures also inhibit proper child development.

GOAL 4: Reduce health risks for young children

Policy 4.1: Establish comprehensive programs that focus on the health of expecting mothers and infants, child development, and parenting skills.

Policy 4.2: Remove and mitigate the negative effects of environmental household contaminants such as lead paint, asbestos and others.

Policy 4.3: Expand screening programs that ensure children have access to preventive health care and early treatment.

Issues: While the physical conditions of the City’s neighborhood can have a direct impact on health and safety, an individual’s mental and physical health can also be impacted by the consequences of alcohol and substance abuse.

GOAL 5: Provide resources to protect residents from the threats of alcohol and substance abuse.

Policy 5.1: Encourage programs that educate youth about the dangerous effects of alcohol, tobacco and other drugs.

Policy 5.2: Support programs for drug and alcohol addicted adults, teens, and youth.

Issues: Violence in homes, schools and neighborhoods adversely impacts citizens’ quality of life, as well as the stabilization and revitalization of neighborhoods.

GOAL 6: Provide services and resources to help mitigate violence and the impact of violence.

Policy 6.1: Advocate for conflict resolution to be integrated into school curriculum and provide for training for individuals and neighborhood groups.

Policy 6.2: Provide adequate domestic violence shelters and encourage the availability of legal counsel for battered spouses and children.

Issues: State and local government have assumed a reduced role in providing shelter services to traditionally marginalized populations. Mental health patients have been released from psychiatric hospitals and placed in state-regulated, privately managed adult facilities.

GOAL 7: Ensure safe and effective treatment for the mentally ill

Policy 7.1: Advocate for a continuum of services to ensure individuals diagnosed with mental illness have access to housing, food, transportation and follow-up care.

Policy 7.2: Provide residents of adult homes with programs and services that develop skills necessary to attain a degree of self-sufficiency.

Policy 7.3: Advocate for greater state oversight in the operation of adult homes and mental health providers.

Issues: Lack of a family or similar support structure, and the insufficient supply of shelter are among the causes and continuing challenges to the City’s homeless population.

GOAL 8: Increase support services for the City’s homeless population

Policy 8.1: Expand mobile health and food distribution teams to provide outreach to the homeless population.

Policy 8.2: Encourage the development of transitional housing units dedicated to homeless citizens and their families.

Policy 8.3: Increase accessibility and stability of educational and training opportunities for homeless children and adults.

Policy 8.4: Develop strategies to curb homelessness due to the deinstitutionalization of mental health facilities.

Issues: The increase in the City’s population of elderly residents is accompanied by an increased need for housing, transportation, public services and medical care tailored to meet the needs of an older population.

GOAL 9: Increase support services for seniors

Policy 9.1: Support programs that provide affordable prescription medication for seniors.

Policy 9.2: Support programs and activities that create employment opportunities for elderly persons who are physically able and desire to work.

Policy 9.3: Encourage programs that provide opportunities for intergenerational contact between seniors and youth.

Policy 9.4: Encourage services that allow seniors to maintain their independence, such as part-time care or transportation assistance

Policy 9.5: Provide programs that assist elderly persons with home repair and maintenance services.

Policy 9.6: Provide senior housing for all income levels.

Policy 9.7: Provide a variety of assistance levels within senior housing.

Issues: The Detroit Medical Center and other health facilities in the City not only provide necessary medical services to City residents but also provide employment opportunities and are leading research facilities.

GOAL 10: Maintain the City’s status as a hub for health providers and research

Policy 10.1: Provide assistance and incentives to attract and retain health providers and research facilities.

Policy 10.2: Advocate at all levels of government to maintain and increase health providers and research facilities in the City.

Policy 10.3: Advocate for research relevant to the particular challenges and needs of the Detroit community.

History, Legacies and Preservation

Overview

People of many ethnicities, races and religions have settled in Detroit and brought with them the character, skills and values of their culture. This settlement is reflected in the lifestyle of city residents and in the city's built environment. Preservation is important to maintain a connection between the City's past settlers, its current population and those to come. Detroit must look to its past to educate, guide and enhance its future development.

Issues: Degraded structures and new construction not sensitive to the character of historic areas threaten these areas by disrupting their uniformity of character and geographic contiguity.

GOAL 1: Maintain integrity of historic areas

Policy 1.1: Undertake assessments to identify and protect structures with historic significance.

Policy 1.2: Use code enforcement as a blight prevention measure.

Policy 1.3: Use demolition as a last resort to clear blighted structures.

Policy 1.4: Use code enforcement as well as tax incentives to encourage adaptive reuse of historic functionally obsolete buildings.

Policy 1.5: Encourage the construction of new structures that visually reinforce historic areas.

GOAL 2: Provide assistance to owners of historic properties

Policy 2.1: Strengthen enforcement and increase citizen awareness of design guidelines in historic districts.

Policy 2.2: Implement programs that provide assistance to property owners and others engaged in the redevelopment of historic properties.

Issues: Many public agencies lack the resources for preservation of public facilities. Restored historic public facilities offer an opportunity for residents to

enjoy the high quality design as well as a physical connection to a neighborhood’s history, and provide affordable space for small businesses.

GOAL 3: Preserve public facilities

Policy 3.1: Increase education and awareness of preservation within government agencies.

Policy 3.2: Find alternate uses or adaptive reuses for underutilized public facilities.

Policy 3.3: Encourage increased maintenance of public facilities.

Issues: Detroit’s rich history is an asset that cannot be replicated. This unique asset can provide economic and cultural benefits.

GOAL 4: Recognize the economic benefits of historic preservation

Policy 4.1: Encourage partnerships among tourism bureaus, community business associations, and historic preservation organizations.

Policy 4.2: Encourage preservation programming at museums, libraries and other public facilities.

Policy 4.3: Provide information and educate the community of the benefits of preservation as a profitable development tool.

Policy 4.4: Assist Detroit’s workforce in training and acquiring jobs in preservation fields.

Issues: Preservation efforts limited to aesthetics or a neighborhood’s past can seem irrelevant to an area’s current residents or businesses. Such a focus curtails the potential impact of preservation efforts.

GOAL 5: Ensure the relevancy of preservation efforts

Policy 5.1: Create outreach programs to businesses and residents in neighborhoods surrounding historic sites.

Policy 5.2: Minimize the impact of gentrification associated with preservation efforts.

Industrial Centers

Overview

Due to its central location in the Great Lakes region and its border crossing with Canada, industrial production and trade has been and continues to be an important sector of the Detroit economy. However, structural changes in the global economy over the past fifty years have significantly affected local industrial centers. As a result of these changes, a number of industrial sites have become vacant or are underutilized. And, overall employment in industrial sectors has declined. However, industrial sectors will continue to significantly influence the City's economy, and the City needs to continue to promote and maintain a healthy environment for industrial businesses.

Issues: Changes in technology and business practices within industrial sectors have altered the structural and technological requirements for industrial facilities.

GOAL 1: Enhance the economic potential of industrial centers

Policy 1.1: Develop a coordinated method to clear title, assemble land, and sell industrial parcels.

Policy 1.2: Educate and inform both existing and prospective businesses of available incentives for renovating or rehabilitating industrial facilities.

Policy 1.3: Support the demolition of obsolete industrial structures.

Policy 1.4: Work with existing and prospective businesses to assess and pursue initiatives to meet the infrastructure needs of industrial centers.

Policy 1.5: Recruit and create incentives for green industry.

Issues: Many industrial properties in the City are affected by environmental contamination. This contamination reduces the economic value of industrial properties and potentially threatens the health, safety and welfare of local residents.

GOAL 2: Improve environmental conditions in and around industrial centers

Policy 2.1: Work with State and Federal agencies and local stakeholders to identify, prioritize and remediate environmental contamination on affected sites.

Policy 2.2: Support clean-up and enforcement efforts to remove illegal dumping from industrial sites.

Policy 2.3: Monitor industry for compliance with local, State and Federal permits.

Issues: Land-use conflicts between industrial centers and residential neighborhoods can aggravate civic-business relations and impair the development of a livable community and a competitive business environment.

GOAL 3: Minimize conflicts between industrial centers and residential areas

Policy 3.1: Establish green-space requirements to adequately buffer residential from industrial areas.

Policy 3.2: Encourage dialogue between community organizations and industrial businesses.

Policy 3.3: Encourage industrial centers to establish façade, maintenance, and landscape improvement programs.

Policy 3.4: Establish designated truck routes to restrict industrial traffic from residential neighborhoods.

Infrastructure

Overview

Infrastructure is the basic physical systems necessary for a functional community. The four main infrastructure systems are transportation (see Transportation and Mobility policies), water and sewer, energy supply and transmission, and telecommunication technology. Maintenance and improvement of the local infrastructure is critical to providing residents with a high quality of life and maintaining and attracting businesses and development. Because of their scope and scale, decisions regarding infrastructure impact the entire region.

Issues: The infrastructure needs of Detroit and all other communities in Southeast Michigan are closely connected.

GOAL 1: Promote regional growth management through infrastructure investments

Policy 1.1: Utilize regional agencies as a forum for evaluating infrastructure needs.

Policy 1.2: Prioritize regional infrastructure improvements that repair existing infrastructure before adding new capacity.

Policy 1.3: Ensure infrastructure projects do not adversely impact disadvantaged communities or the natural environment.

Policy 1.4: Advocate for new growth areas to assume more of the cost of new infrastructure.

Issues: Disruptions to critical infrastructure services could severely impact the health, safety and welfare of local citizens as well as all residents of Southeast Michigan.

GOAL 2: Provide security and emergency response in regards to critical infrastructure

Policy 2.1: Cooperate with State and Federal authorities to continually assess infrastructure systems and remedy potential vulnerabilities.

Issues: Affordable and comprehensive telecommunications infrastructure provides rapid dissemination of and ready access to information. This contributes to increased productivity, economic development, and an informed citizenry.

GOAL 3: Provide access to information and communication technology and services

Policy 3.1: Direct infrastructure towards under-served neighborhoods and communities.

Policy 3.2: Ensure the provision of telecommunication infrastructure in educational and government use.

Policy 3.3: Cooperate with regulatory agencies to ensure the provision of reliable and affordable telecommunication services.

Intergovernmental Relations

Overview

The City of Detroit is bordered by almost two dozen separate local units of government, including the City of Windsor in Ontario, Canada. In addition are the layers of State, county and Federal government. The quality of life for Detroit residents and the economic vitality of the region are linked to issues that do not recognize political boundaries. Cooperation is essential to insure coordination of planning and development activity.

Issues: Due to population shifts to suburban communities, the legislative influence of Detroit and other older urban areas in Michigan has declined. Weak representation translates into fiscal and political disadvantages in terms of revenue sharing, political advocacy, and funding apportionment.

GOAL 1: Sustain political advocacy

Policy 1.1: Develop strong advocacy programs at the state and federal levels to represent urban areas and educate policymakers with regard to urban issues.

Policy 1.2: Educate the public about the link between political representation, advocacy, and legislative and programmatic changes.

GOAL 2: Increase cooperation among urban areas

Policy 2.1: Work with other cities to develop and pursue mutually beneficial State and Federal policies.

Issues: Local governments' environmental, economic, and zoning efforts are subject to the effects of the land policies and zoning practices of neighboring jurisdictions. Incompatibility of zoning and land use within and along the borders of neighboring jurisdictions detract from regional planning efforts.

GOAL 3: Encourage compatible and cohesive regional land use patterns

Policy 3.1: Participate in regional planning and other cross-district efforts, to promote compatible, equitable and synergistic land use patterns.

Policy 3.2: Work to enhance the gateways into the city.

Issues: Detroit’s central mid-west location among the Great Lakes, its international border crossing, and transportation infrastructure make it an ideal location for international commerce. Socio-cultural assets, such as foreign-born or ethnic populations, also contribute to the international exchange of goods and culture.

GOAL 4: Develop strong international and interstate cooperation

Policy 4.1: Uphold strong connections with trade and cultural associations in Canada, particularly Windsor, and sister cities around the world.

Policy 4.2: Support efforts to increase the flow of goods and services throughout the mid-west and at the Detroit/Windsor border crossing.

Issues: Detroit’s cultural resources and parks provide facilities and attractions for the entire region. Funding and resources for recreational and cultural programs in the state and region are limited and frequently subordinated to other demands on constrained government budgets.

GOAL 5: Pursue support for regional attractions

Policy 5.1: Advocate for regional funding to maintain and improve Detroit’s parks, recreational facilities, museums, and other cultural venues.

Neighborhoods and Housing

Overview

Expansion of housing opportunities for people of all income groups and for special populations must be a priority to insure that Detroit remains vital, diverse and inclusive. Market rate housing in the City has expanded due to the unique attractions of an urban area. Affordable housing needs are met through innovative cooperation among City agencies, non-profit organizations and financial institutions. The cooperation among various agencies is especially important to meeting the needs of those requiring transitional or supportive housing.

Issues: Assembling funding for affordable housing projects requires collaboration among banks, philanthropic foundations, government, and non-profit financial intermediaries. The reliance upon multiple funding sources poses challenges to long-term funding, overall project viability, and affordability.

GOAL 1: Ensure financing for affordable housing

Policy 1.1: Work with financial institutions to secure appropriate finance mechanisms for all types of affordable housing.

Policy 1.2: Assist developers to surmount barriers to affordability.

Policy 1.3: Advocate for an expanded Federal and State role in financing affordable housing.

Issues: A poor grasp of the fiscal and economic consequences of tax incentives may spawn inefficient or even counterproductive allocations of public resources. Failure to use housing incentives strategically risks draining city resources and stymieing development potential.

GOAL 2: Strategically target tax incentives

Policy 2.1: Research and develop a sound strategy for the use of tax and other incentives for housing, with due regard for the actual benefits and costs citywide.

Issues: While aggregate minority homeownership rates have increased over the past decade, minority applicants are typically denied mortgages at a higher rate than whites. Low-income and minority applicants also face higher costs for credit,

due to predatory lending practices and sub-prime rates, and are at a greater risk of foreclosure.

GOAL 3: Ensure fair lending for low-income and minority homebuyers

Policy 3.1: Encourage the federal government to improve the purview and enforcement of the regulations and legislation (such as the Community Reinvestment Act) that govern lending.

Policy 3.2: Work with housing advocates to maintain an interface with financial institutions to address local lending risk and the extension of credit to minority buyers.

Policy 3.3: Cooperate with non-profits and financial institutions to improve and expand programs that assist first-time homebuyers.

Policy 3.4: Explore ownership opportunities other than single-family for low/moderate-income individuals and families that may be challenged by the maintenance of a single-family home.

Issues: Federal policy has diminished the affordable rental housing stock by virtue of public-housing demolition, expiry of subsidy contracts, and limited issuance of housing vouchers. Furthermore, deferred maintenance, poor relations between tenants and landlords, and the costs of rehabilitation and renovation obstruct the revival and maintenance of the city’s rental housing stock.

GOAL 4: Increase and improve rental opportunities

Policy 4.1: Work with other local governments toward a regional commitment to ensure accessibility to low/moderate-income housing.

Policy 4.2: Work collaboratively with landlords, tenants, and the community to develop and enforce increased property maintenance standards and practices.

Policy 4.3: Encourage sufficient and diverse rental opportunities to retain current city residents and to attract new residents to the city, especially students, young professionals and artists.

Issues: The current housing supply does not meet the housing and service needs of seniors and populations living with severe challenges to their mental or physical health. Coordination between the developers and service providers and government agencies is limited.

GOAL 5: Provide supportive housing

Policy 5.1: Promote the involvement of service providers in identifying and meeting supportive housing needs and priorities.

Policy 5.2: Assist the development of supportive housing by facilitating site selection, conducting community outreach and education, and identifying target groups.

Policy 5.3: Promote the development of a variety of housing options for the city’s senior population.

Issues: Various personal or economic crises can result in a permanent or temporary lack of shelter. Individuals or families with transitional housing needs are often also in need of support services.

GOAL 6: Provide transitional housing

Policy 6.1: Encourage the development of transitional housing units in areas with transportation access and supportive services.

Policy 6.2: Collaborate with social-service providers and other organizations to support progression from homelessness or dependence on emergency shelters to transitional and, eventually, permanent residences.

Issues: The quality of life in the City’s neighborhoods is determined in large part by nearby amenities. Insufficient coordination exists among local government, the housing industry, the education system, and advocates for the region’s transportation and recreation systems.

GOAL 7: Coordinate community development efforts

Policy 7.1: Work with other local governments and housing professionals to coordinate housing and transportation opportunities.

Policy 7.2: Encourage planners, developers and retailers to work together to strengthen retail nodes by expanding housing opportunities in targeted areas.

Policy 7.3: Ensure the provision of sufficient neighborhood parks and green spaces in residential developments.

Policy 7.4: Work with school systems to ensure proper forecasting and accounting of housing needs associated with enrollment growth.

Policy 7.5: Encourage and facilitate the rehabilitation of existing housing to broaden the availability of housing in a variety of neighborhoods at a variety of price levels.

Parks, Recreation and Open Space

Overview

People and business are attracted to places that offer ample breathing space and diverse places to relax, play, learn and gather. Open spaces and recreational amenities generate economic and cultural benefits for neighborhoods, cities and the entire region. Also, community gardens and urban agriculture are productive, viable uses as open space for the abundance of vacant land in the city.

Responsibility for programs and maintenance of these resources should include community organizations and other city agencies.

Issues: The number of parks and recreational facilities dispersed throughout the City present opportunities for accessible neighborhood programs and services. Larger sites and facilities, especially those along the riverfront are attractions for the entire region.

GOAL 1: Expand resources and support for parks, recreation and open space

Policy 1.1: Investigate potential programs, activities and services to generate greater revenues for parks.

Policy 1.2: Investigate the feasibility of expanding participants involved in operation of existing parks and recreational facilities such as local community organizations, larger non-profit organizations, or regional public/quasi-public agencies.

Policy 1.3: Expand the collaborative planning of parks and recreational facilities and programs with the Detroit Public Schools and other city agencies.

Policy 1.4: Protect City parks from being acquired for private development.

Issues: The City’s diverse population of children, young families and the elderly and the increasing immigrant population have varying needs in regards to park and recreation programming.

GOAL 2: Offer diverse programs and recreational facilities

Policy 2.1: Investigate the diversity of residential interest in proximity to facilities in order to develop programs and activities.

Policy 2.2: Utilize parks and recreational facilities to increase access to the arts and other cultural resources.

Issues: Residents use of parks, recreation and open space is often hampered by a lack of safe and convenient access both to and within the facilities.

GOAL 3: Provide safe and accessible parks and recreation facilities

Policy 3.1: Develop safe routes for non-motorized transportation to parks and recreational facilities.

Policy 3.2: Ensure convenient mass transit connections to parks and recreational facilities.

Policy 3.3: Design and renovate parks to ensure safety and security of facilities especially for young children and the elderly.

Policy 3.4: Ensure environmentally clean parks, recreation facilities and open space areas.

Issues: Changes in economic opportunities and priorities are reflected in the changing character of the City’s waterfront. The waterfront has transformed from an industrial area to a natural and cultural attraction. This transformation has resulted in conflicting land uses and priorities.

GOAL 4: Protect and utilize the riverfront as an open space and recreational area

Policy 4.1: Require development projects to include public access along the riverfront.

Policy 4.2: Protect and maintain existing parks and other public spaces along the riverfront.

Issues: There is an abundance of vacant land in the city for which there is no specific plan for housing, commercial or industrial redevelopment. Community gardens and urban agriculture are productive, health-promoting, and community-building activities as both transitional and permanent land uses.

GOAL 5: Support and promote the reuse of vacant land for community and school gardens and urban agriculture.

Policy 5.1: Work with urban agriculture organizations and non-profits to develop an urban agriculture policy plan for the City.

Policy 5.2: Explore the possibilities of developing urban agri-business and agri-tourism.

Policy 5.3: Strengthen programs that promote use of vacant land for urban agriculture.

Policy 5.4: Support the use of school gardens as a hands-on teaching and community-building tool.

Public Safety

Overview

Strong communities are places where people feel safe from harm. Crime is not limited to individual victims but also include the impact upon a community. Relationships between people and their surroundings can be curtailed if people do not feel safe. Relationships between residents and public safety agencies set the basis for effective programs and responses. With attention paid to prevention, human suffering, property damage and the financial costs of crime can be effectively minimized. The cumulative impact of prevention and enforcement is strong and safe communities.

Issues: The size and diversity of Detroit’s population pose challenges to forming relationships between the police department and the community. Overcoming these challenges will result in more effective service.

GOAL 1: Build community partnerships

Policy 1.1: Encourage resident and business involvement in the development of public safety programs and crime prevention activities.

Policy 1.2: Support training and information to increase police awareness of diverse populations, especially citizens with mental illness, non-English speaking citizens, seniors, women, and children.

Policy 1.3: Implement the principles of crime prevention through environmental design for residential neighborhoods, commercial areas and new developments.

Issues: Illegal dumping, truck traffic, littering and abandoned houses and vehicles present health and safety issues for residents

GOAL 2: Eliminate environmental threats to community health and safety

Policy 2.1: Strengthen codes, ordinances and laws with special attention to abandoned vehicles and illegal dumping.

Policy 2.2: Coordinate with community organizations and residents to identify target areas for enforcement efforts.

Policy 2.3: Coordinate and strategize with community organizations and residents to secure and reduce the number of abandoned houses in neighborhoods.

Issues: The sale and use of illegal drugs impacts individuals, families and neighborhoods. Due to the global characteristics of the problem, drug enforcement efforts cannot be limited to local law enforcement agencies.

GOAL 3: Eliminate the production, importation, distribution and use of illegal drugs

Policy 3.1: Coordinate with the Federal government to halt drug activity.

Policy 3.2: Support and expand programs that refer drug users to treatment programs.

Policy 3.3: Develop plans for the eradication of long-term, concentrated criminal activity in targeted neighborhoods.

Issues: The punitive action of incarcerating criminals is not always a deterrent. Rehabilitation and preventive programs provide alternatives to criminal activities.

GOAL 4: Reduce repeat and potential offenders

Policy 4.1: Support and expand efforts to include social, educational and economic programs in the prison system.

Policy 4.2: Encourage the education system, human service agencies and law enforcement agencies to provide programs to high risk youth.

Policy 4.3: Support the inclusion of restitution and community service programs.

Issues: The results of arson leave physical scars upon a community. Carelessness or lack of knowledge plays a large role in the causes and impacts of fires upon a community.

GOAL 5: Increase awareness and participation in fire prevention activities

Policy 5.1: Encourage property maintenance practices to eliminate the accumulation of refuse and combustibles.

Policy 5.2: Conduct regular code inspection programs.

Policy 5.3: Cooperate with insurance companies to eliminate fires caused by arson.

Policy 5.4: Include the Fire Department in prioritizing the demolition of vacant and/or dilapidated structures.

Issues: The density and diversity of the City’s population complicates responses to natural and man-made disasters. Local resources can be overwhelmed during natural disasters, accidents, and unanticipated major crises.

GOAL 6: Develop a coordinated emergency response network

Policy 6.1: Educate and train citizen volunteers on how they can assist in times of emergencies or disasters.

Policy 6.2: Increase emergency management training exercises for city government, schools, businesses and industrial facilities.

Policy 6.3: Improve information sharing and encourage assistance among Federal, State and local agencies in preparation for times of disaster or other emergency situations.

Policy 6.4: Encourage collaboration with Canadian agencies to monitor borders and secure ports, waterways and shorelines.

Retail and Local Services

Overview

As the demography and development patterns of Southeast Michigan have changed so has the market for retail and local services. Sprawling population patterns and the expansion of infrastructure have contributed to the expansion of retail opportunities in the suburbs often at the expense of the City's retail areas. Consequently, with greater retail opportunities outside the central city, Detroit residents spend more dollars and find more employment opportunities in surrounding communities. The recent influx of new residents and the construction of new housing in the City provides opportunities to revitalize retail and local services.

Issues: While many of the city's commercial areas contain viable businesses, accessibility and unattractiveness hinder the initial approach of customers and retailers to these areas.

GOAL 1: Improve the accessibility and attractiveness of commercial areas

Policy 1.1: Promote the prompt removal of graffiti and other forms of blight.

Policy 1.2: Develop design guidelines for façade, landscape and streetscape improvements for targeted commercial areas.

Policy 1.3: Assist ethnic retail districts and other commercial areas to capitalize on the economic potential of visitors and tourism.

Policy 1.4: Establish transit and pedestrian links between commercial areas and tourist destination areas.

Policy 1.5: Develop strategies to accommodate parking with minimal impact on adjacent residential communities.

Policy 1.6: Support the implementation of various funding strategies for designated improvement districts.

Issues: Land use conflicts between businesses along commercial corridors and/or with adjacent residential areas can aggravate community relations and impair the development of a livable community and a vibrant business environment.

GOAL 2: Minimize land use conflicts in and around commercial areas

Policy 2.1: Control the proliferation of neighborhood establishments that sell packaged liquor.

Policy 2.2: Eliminate the impact of adult oriented businesses in proximity to residential areas, schools and similar institutional land uses.

Policy 2.3: Institute requirements for buffering and code enforcement measures to control the impact of commercial corridors upon adjacent residential areas.

Issues: Real and perceived crime harms local business. The fear of crime can strongly discourage businesses from locating in particular neighborhoods, and deters potential shoppers.

GOAL 3: Increase the safety of commercial areas.

Policy 3.1: Encourage commercial centers to establish a local crime watch program with the local police districts, as well as working with community groups in the area.

Policy 3.2: Promote crime prevention through environmental design.

Issues: A lack of effective financial, technical and legal assistance can exacerbate the failure rate of many small businesses and start-up businesses.

GOAL 4: Increase support of locally owned businesses

Policy 4.1: Strategically allocate city staff and resources to provide assistance to local entrepreneurs and business owners.

Policy 4.2: Encourage local colleges and universities to lend business assistance and training to residents and community organizations.

Policy 4.3: Support community-based entrepreneurial programs.

Policy 4.4: Target outreach efforts and support programs to minority and women owned businesses.

Policy 4.5: Strategically utilize tax and other incentives to attract businesses and strengthen existing businesses in targeted areas.

Policy 4.6: Develop promotional materials directing citizens and visitors to interesting/budding commercial pockets.

Policy 4.7: Examine new methods to show overlooked market potential in various neighborhoods.

Transportation and Mobility

Overview

Transportation systems provide the means to connect residents to each other, employment, retail centers and other services. The wide geographic distribution of population and activity centers necessitate a regional focus upon transportation. In addition, transportation considerations should provide choice to the diverse needs of the City’s population. Priority should be given to those alternatives that reduce negative impacts on the environment and the City’s residents.

Issues: Transportation planning as relates to mass transit lacks a strong regional focus. This lack perpetuates sprawling land use patterns and limits mobility for City residents.

GOAL 1: Increase mobility throughout the region

Policy 1.1: Utilize regional agencies as a forum to identify transportation concerns and to assess and coordinate policies.

Policy 1.2: Promote downtown Detroit as the hub for regional transportation planning efforts.

Policy 1.3: Increase the role and viability of Detroit City Airport and the Port of Detroit in the regional transportation network.

Policy 1.4: Advocate with municipalities in the region for a comprehensive regional mass transportation plan.

Issues: While benefiting the region, some transportation policies can adversely impact low-income or minority communities, particularly with regard to pollution.

GOAL 2: Ensure regional equity regarding the impact of transportation projects

Policy 2.1: Analyze economic and demographic characteristics of surrounding communities for all transportation improvement projects to ensure that minority or low-income communities are not disproportionately impacted.

Policy 2.2: Identify those incurring costs and benefits from transportation projects.

Issues: The current resources dedicated to automobile travel limits the potential of alternate modes of transportation. Mobility is restricted without diverse modes of transportation, thereby limiting connections between people and places.

GOAL 3: Increase the diversity of transportation options

Policy 3.1: Provide and maintain sufficient infrastructure to support multiple modes of transportation, including greenways, sidewalks and bike paths.

Policy 3.2: Explore various modes and innovative methods in all transportation proposals and projects.

Policy 3.3: Examine policies to improve connections between different modes of transportation, ranging from bike racks on buses to intermodal facilities for freight transportation.

Issues: Auto-oriented transportation increases the level of pollutants introduced to the local environment and stresses ecological systems. Diverse transportation systems minimize negative impacts to the local environment.

GOAL 4: Increase the environmental sustainability of transportation systems

Policy 4.1: Encourage purchase of low-emission/fuel efficient vehicles, utilization of mass-transit, and pedestrian or bicycle routes.

Policy 4.2: Ensure all transportation plans are compatible with environmental goals, including noise reduction and water and air quality improvement.

Issues: As bicycle, pedestrian and other non-motorized modes of transportation increase, attention to safety at intersections with and along roadways becomes a priority.

GOAL 5: Enhance the safety of transportation systems

Policy 5.1: Ensure roadways and other transportation infrastructure safely accommodates multiple modes of transportation.

Policy 5.2: Establish designated truck routes on City streets, restricting passage through residential neighborhoods.

Issues: The City shares borders with twenty-one separate municipalities. There are inadequate identifiers and/or signage at major border crossings indicating entrance into the city of Detroit.

GOAL 6: Enhance the gateways into the City.

Policy 6.1: Install identifiers, signage, and/or landscaping to enhance the aesthetics at the major thoroughfares leading into the City.

Zoning Concepts

Overview

Zoning regulations are central to achieving desired land use patterns. The regulations provide enforceable means for directing development. Priorities of land use regulation should include reducing conflicts between adjacent land uses while accommodating a diversity of complementary uses. The tools for achieving these goals should not be limited to regulations, but should include incentives for developers willing to innovatively meet these goals.

Issues: Land use conflicts arise when the activities at one location infringe upon the activities at another. These conflicts are usually the result of a lack of enforcement or inadequate zoning requirements and restrictions.

GOAL 1: Alleviate land use conflicts

Policy 1.1: Develop, strengthen and enforce regulations buffering residential areas from commercial, large scale agricultural and industrial land uses.²

Policy 1.2: Develop and enforce design guidelines to enhance the appearance of commercial areas.

Policy 1.3: Develop, strengthen and enforce regulations protecting residential areas from industrial and large scale agricultural land uses especially as relates to truck traffic, noise, emissions and pesticides and/or other toxins that may contaminate soil or be airborne.²

Issues: While the intent of zoning ordinances is to minimize potential conflicts between incompatible uses, they can also prevent the concentration of complementary uses. Areas that provide a diverse array of activities are crucial to the vitality of a city.

GOAL 2: Provide flexible guidelines to accommodate diverse land uses

Policy 2.1: Encourage mixed-use developments such as residential lofts within light industrial areas or combined live-work environments.

Policy 2.2: In areas containing a significant amount of vacant land, permit large scale agriculture uses in each of the Master Plan Land Use categories.²

Policy 2.3: In each of the Master Plan Land Use categories, permit small scale agricultural uses.²

Policy 2.4: In high density areas, utilize performance standards to consider aspects such as light, air, noise, traffic, and visual impact.

GOAL 3: Encourage desirable development through incentives

Policy 3.1: Along transit corridors, provide incentives to accommodate high-density development, including apartments, offices, commercial and institutional uses.

Policy 3.2: Provide incentives (such as density bonuses) to encourage the creation of additional greenspace.

Policy 3.3: Utilize development incentives to encourage public art.

Land Use and Transportation Definitions



Select icon to view animation
(Internet and CD users only)

The use categories used on all the maps herein are generalized. Boundaries are not meant to be precise as to blocks or property lines. Categories are descriptive of general development recognizing that some intermixtures are permissible or desirable.

□ Residential

The following categories of residential land use vary according to the recommended intensity (density and type) of development. Most residential classifications allow for neighborhood-scale commercial development. For instance, in a low-medium-density residential area, small-scale commerce (e.g. corner convenience stores) should exist to serve residents' day-to-day needs. Uses that generate heavy vehicular traffic or are themselves automobile-oriented are discouraged in residential areas. All new housing should be developed respectfully of existing residences and with a view to enhancing neighborhood character.

RL



Low - Density Residential areas should have an overall density up to 8 dwelling units per net residential acre. The areas are often characterized by single family homes with front yard set backs and driveways with garage or off street parking.

RLM



Low / Medium - Density Residential areas should have an overall density of 8 to 16 dwelling units per net residential acre. The areas are often characterized by two or four family homes with small yards, on-street parking or garages with alley access.

RM



Medium - Density Residential areas should have an overall density of 16 to 24 dwelling units per net residential acre. The areas are often characterized by multi-unit apartment buildings with a common entrance and shared parking.

RH



High - Density Residential areas should have an overall density greater than 24 dwelling units per net residential acre. The areas

are often characterized by large-scale multi-unit apartment buildings with a common entrance and shared parking.

□ **Retail and Local Services**

The retail and local services portion of the Future General Land Use maps represent five categories of commercial land use. Some forms of intermixture with other land uses are permissible such as institutional uses where such uses are compatible within a commercial designation.

CM **Major Commercial** areas are generally distinguished by high-density office buildings with ground floor retail. Included within these areas may be department stores, specialized shops and services catering to area office or residential land uses. Areas should be accessible to mass transit routes and automobile parking located on the street or in structures. Ground level activity should be pedestrian-oriented. Downtown and New Center are Detroit’s major commercial areas.

CRC **Retail Centers** are commercial sites featuring a clustering of retail establishments adjacent to large parking areas. These centers are designed to be accessed primarily by automobiles. Provisions are to be made to accommodate access by pedestrians and transit such as sidewalks and bus bays. Auto-Oriented Retail Centers may include large retailers or supermarkets as anchor stores.



CN **Neighborhood Commercial** districts generally consist of a large collection of contiguous storefronts along a street or streets. This commercial type is pedestrian-oriented with wide sidewalks and landscaping. Parking should be located on the street, in structures (with ground floor retail), at the rear of commercial establishments or in concentrated nodes at the periphery of the area.



In addition to commercial uses, Neighborhood Commercial areas may also include institutional uses such as libraries and post offices.



Select icon to view animation
(Internet and CD users only)

CT



Thoroughfare Commercial areas are located along the major automobile thoroughfares of the city. The retail uses along these thoroughfares are generally oriented toward the passing automobile traffic. High traffic generating uses are generally permitted provided that they are properly buffered from residential and other uses that may be negatively impacted.

CS

Special Commercial areas attract people from the City, region, and State. These areas may include sports stadia, convention centers, casinos, or compatible uses such as theatres, nightclubs, bars and restaurants. Areas should be accessible to mass transit routes and automobile parking located on the street or in structures. Ground level activity should be pedestrian-oriented.

Ancillary uses may include medium-rise offices, motels, medium- and high-rise apartments, and mixed-use developments.

□ **Industrial**

The industrial portion of the Future General Land Use maps illustrates three categories of industrial use.

IG

General Industrial areas should consist of areas for light and heavy industrial such as manufacturing, assembly or warehousing. General Industrial areas are characterized as large sites with considerable truck or rail traffic. General industrial areas should have freeway and rail access and be located along a major thoroughfare.

Large-scale industrial uses may include producing or assembling components, auto manufacturing, structural steel fabrication, chemical plants, power plants, etc.

IL

Light Industrial areas should generally consist of industrial uses of low intensity that have minimum undesirable effects on adjacent residential or commercial land uses.

Small-scale industrial uses may include machine shops, small scale assembly or packaging, warehousing or technology parks.

IDP **Distribution / Port Industrial** areas should generally consist of areas for uses concerned with the handling, storage, and movement of goods and materials. Goods distribution areas require access to freeways, rails, water (i.e. wharves, docks and piers) on major thoroughfares.

Typical uses are transportation terminals, wholesale and warehouse facilities, maintenance and service uses, goods packing and processing uses, and supporting office and service uses.

□ **Mixed Use**

The mixed-use categories recognize the development patterns of older urban areas. The city’s older areas have not developed with strict development guidelines, often resulting in a mixture of land uses. The mixed-use categories also recognize the importance of accommodating new residents with various lifestyles and occupations (such as individuals running small businesses from their residences, or artists that carry on their trade at home).

MRC **Mixed Residential-Commercial** areas consist predominantly of medium-to-high density housing developed compatibly with commercial and/or institutional uses. This classification is well suited to areas proximal to existing centers of major commercial activity, major thoroughfares, transportation nodes, or gateways into the city.



MRI **Mixed Residential-Industrial** areas offer live-work opportunities for artists and trades-people to create a lively mixture of new residential, commercial, light industrial and/or entertainment opportunities. This designation is especially appropriate for historically industrial areas that may be suited to loft conversions.



MTC **Mixed - Town Centers** are activity centers for a neighborhood or Cluster. They are often located at the intersection of two major thoroughfares. Land uses include a commercial, entertainment and/or institutional anchor with a mix of support uses including or in close proximity to residential land uses. Town Centers are distinguished from other activity centers by an emphasis on pedestrian orientation with wide sidewalks, building facades built up to the lot line, street-front access to buildings and landscaping



and street furniture (i.e. benches). Town Centers require strict design guidelines to maintain and enhance their streetscapes, pedestrian orientation and overall character.

□ **Parks and Open Space**

PR **Regional Parks** are typically major parks of regional or historical importance (e.g. Belle Isle, Rouge Park, Fort Wayne).

PRC **Recreation** areas are typically over 10 acres in size and serve both active and passive recreational functions (e.g. playfields, special parks, picnic grounds). Recreation area status may also apply to certain waterfront areas (e.g. public wharfs) suited to marine-oriented or general recreational facilities.

PMR **Private Marinas** are areas with docks and marinas where small pleasure crafts or recreational watercraft are berthed, anchored, moored, loaded, stored or serviced. Uses may include: banquet or meeting facilities, storage facilities, lifts, floating docks and other facilities for supplies or services.

□ **Other Land Uses**

AP **Airport** status applies to landing areas, runways, or other facilities for the landing or taking off of aircraft.

Accessory uses may include all necessary taxiways, aircraft storage and tie-down areas, hangars, terminals and other necessary buildings and open spaces.

CEM **Cemetery** status applies to burial areas, including mausoleums.

INST **Institutional** status applies to educational, religious, health, or public use such as a church, library, museum, public or private school, hospital, or government owned or operated building, structure, or land used for public purposes.

□ **Transportation**

The Transportation Network Plan is a comprehensive, coordinated system for long-term transportation route improvements. Detroit’s transportation network encompasses roads, freeways, railroads and non-motorized transportation routes (i.e. pedestrian and bicycle paths).

TF **Freeways** are the highest capacity roads, designed especially for carrying an uninterrupted flow of through traffic. They are distinguished by limited access via a relatively small number of specially designed points of entry and exit; continuous physical separation of opposing directions of traffic; and separation of grades at all intersections.

TM **Major Thoroughfares** are the principal surface streets. Access is not limited, but high traffic volumes require special attention to the safe and expeditious movement of through traffic while minimizing land use and pedestrian conflicts. The network of major thoroughfares consists principally of radial routes and a gridiron system of roads spaced about one mile apart.

TS **Secondary Thoroughfares** are shorter, narrower or less continuous surface streets than Major Thoroughfares on which traffic must move safely and expeditiously, but often through residential areas. They are frequently routes for feeder transit lines.

TL **Local Streets** primarily serve to access neighborhoods and traffic movement within industrial areas. Speed limits and traffic volumes are lowest on local streets. The design of Local Streets should accommodate non-motorized means of transportation (i.e. pedestrians and bicycles).

□ **Non-Motorized Transportation Routes**

A citywide system of dedicated, improved non-motorized transportation routes will provide additional green space for all Detroiters and link neighborhoods and activity centers in every part of the City for those who cannot drive or who choose non-motorized means of transportation for any purpose.

TNMc **Non-Motorized Route - Conceptual** marks the general location of preferred corridors for non-motorized transportation routes, with an emphasis upon connecting residents with parks, commercial activity centers or other attractions. These routes are not intended to identify right-of-ways; right-of-ways will need to be acquired or dedicated.

TNMd **Non-Motorized Route - Dedicated** indicates non-motorized transportation routes with dedicated right-of-ways and improvements to attract and accommodate travelers using non-motorized methods of transportation.

□ **Routes of Special Consideration**

Certain transportation uses, due to their intensity or people-moving capabilities have significant land use implications. They must be specifically identified to maximize transportation and land use benefits while minimizing land use conflicts.

TMT **Mass Transit Routes** as specified here represent preferred routes for high intensity transit connecting the City with the entire region. Implementation of Mass Transit Routes requires the City to work with its regional partners. Land uses along these routes, especially at station locations, should be of a high density and mixture of land uses.

TPR **Passenger Railroads** are regulated directly by the federal government, leaving little oversight to local governments. Nonetheless, the City should be involved with efforts to provide and designate route and station locations.

TTR **Truck Routes** – The primary consideration in the designation of Truck Routes is to accommodate the movement of goods and services while minimizing the impact upon residential areas. In most cases, Truck Routes are to be limited to major thoroughfares and freeways. There may be instances when Secondary Thoroughfares are designated. Designation of Local Streets as Truck Routes will be limited to those streets within industrial areas or to local streets that provide exclusive access to industrial areas.

Cluster 1

Introduction

Cluster 1 is generally bounded by Eight Mile to the north; the Ford Freeway (I-94) and the Highland Park and Hamtramck city limits to the south; the Canadian National Railroad and Conner Avenue to the east; and Woodward Avenue to the west. The cluster consists of six neighborhood areas: Airport, Davison, Grant, Nolan, Pershing and State Fair. The most notable landmarks in Cluster 1 include the Detroit City Airport in the southeast and the Michigan State Fair Grounds in the northwest.

Cluster 1 has some stable neighborhoods that serve as anchors for future development. However, a few neighborhoods have experienced serious blight over the past decade. Cluster 1 lost almost ten percent of its population and housing units between 1990 and 2000. One-third of Cluster 1 residents are youths.

In Cluster 1, population and housing lost has been high in the Airport and State Fair neighborhoods. The potential of these areas lie in redevelopment proposals for the State Fair Grounds and Detroit City Airport. Population increased in the Davison neighborhood due in most part to the increase in immigrant population. The continued growth of this population will provide the basis for redevelopment of the neighborhood. The Grant, Nolan and Pershing neighborhoods have rather stable residential areas and commercial corridors.

Airport

Airport is generally bounded by McNichols to the north, the Ford Freeway (I-94) to the south, Conner to the east and Mt. Elliott and the Hamtramck city limits to the west. The Detroit City Airport dominates the economic and physical landscape of this community.

Over the past decade, disinvestment and speculation surrounding the Detroit City Airport has hurt this area. Compared with other communities within the City, the Airport area experienced one of the highest rates of population loss between 1990 and 2000. During this same period, the community lost almost a quarter of its housing units. The proximity to Detroit City Airport and the amount of vacant land creates considerable opportunity for reinvestment.

Almost a quarter of the households earn less than \$10,000 per year. Over three quarters of existing housing units are valued at less than \$50,000. Thirty-five percent of Airport residents are under the age of 19.

□ Neighborhoods and Housing

Issues: Speculation surrounding Detroit City Airport has hindered the rehabilitation of existing housing and the development of new residences.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Demolish vacant and/or dangerous structures and promote targeted rehabilitation and infill development in the area south of City Airport.

□ Retail and Local Services

Issues: There are many vacant lots and abandoned commercial structures along the Gratiot, Harper and Van Dyke corridors. Bounded by City Airport, Ford Freeway and heavy industry, the residential areas are physically severed from commercial areas.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Take advantage of the traffic volumes along Gratiot to attract more intense commercial activity

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Harper and Van Dyke with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 4: Develop a retail center

Policy 4.1: Develop a large-scale retail node at the southwest corner of Conner and Gratiot.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Gratiot, Harper and Van Dyke.

□ **Industrial Centers**

Issues: A number of industries reside in the area. Developable industrial land is available in proximity to Detroit City Airport and the Ford Freeway.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Market industrial properties to airport-specific and related industries.

Policy 6.2: Concentrate heavy industrial uses between Mt. Elliott and St. Cyril.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Buffer the negative impacts of industrial land uses upon residential areas east of St. Cyril and west of Mt. Elliott.

Policy 7.2: Establish and enforce designated truck routes to and from McNichols, Van Dyke, Mt. Elliott, the Ford Freeway and Gratiot.

□ **Parks, Recreation and Open Space**

Issues: There exist few well-maintained, clearly defined green spaces or recreational areas for neighborhood residents. There are a number of public schools in the area that have recreational facilities.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: Strategically acquire property to be utilized for the development of neighborhood parks or play lots.

Policy 8.2: Work with area institutions to provide recreation access and programs.

GOAL 9: Increase access to open space and recreational areas

Policy 9.1: Develop a greenway along Conner to connect residential areas to recreation and open space, including the riverfront.

□ **Transportation and Mobility**

Issues: The closure of McNichols Road has aggravated the infrastructure and transportation conditions of the community. Traffic, especially trucks from the industrial areas, is now redirected to surrounding thoroughfares and residential streets. The increased congestion along these corridors increases the risk of accidents, and generates noise and air pollution.

GOAL 10: Improve vehicular and pedestrian safety

Policy 10.1: Reopen McNichols between French and Conner.

□ **City Airport**

Issues: Uncertainty surrounding Detroit City Airport has negatively impacted the quality of life for area residents.

GOAL 11: Redevelopment of City Airport

Policy 11.1: Work with community organizations, local businesses and area industries to determine the appropriate role of City Airport within the

community, including consideration of the expansion of commercial, cultural, educational and recreational uses.

Policy 11.2: Provide residents with protection from air and noise resulting from the expansion of operations and/or facilities at Detroit City Airport.

Davison

Davison is generally bounded by Nevada and McNichols to the north, the Hamtramck city limits to the south, Mt. Elliot to the east, and the Highland Park city limits to the west.

Davison’s population grew nearly two percent between 1990 and 2000. One-fourth of Davison households earn less than \$10,000 per year. More than seventy percent of Davison’s housing stock is valued at less than \$50,000, making the area one of the most affordable communities in the City. Immigrants fueled much of the population gain, as an increasing number of residents are foreign-born.

□ Neighborhoods and Housing

Issues: Davison’s residential areas vary widely in condition. Sixty percent of Davison’s low-density residential structures are over 65 years old. With close to 90 percent of the stock built over a 20-year period, the lack of sufficient age diversification does not allow phased rehabilitation and development.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area southeast of Davison and Joseph Campau; south of Charles; and southeast of Mound and McNichols through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing north of Davison and on the west side of the area.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density housing to complement the mixed-use node at Davison and McNichols.

□ Retail and Local Services

Issues: Davison is located at the center of many different neighborhoods on the City’s north side. This centrally located corridor has substantial acreage for

neighborhood commercial uses, but lacks a viable retail district. Businesses along the corridor suffer from blight.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Take advantage of high traffic volumes along McNichols near I-75 to attract more intense commercial activity.

GOAL 5: Increase the vitality of neighborhood commercial areas

Policy 5.1: Develop neighborhood commercial nodes along Davison and McNichols with a compatible mix of locally serving, small-scale businesses and medium density residential along less viable sections.

Policy 5.2: Explore cooperative efforts with the City of Hamtramck to promote development of the Conant and Joseph Campau commercial thoroughfares.

GOAL 6: Develop a retail center

Policy 6.1: Develop a large-scale retail center at the southeast corner of McNichols and I-75.

GOAL 7: Develop a mixed-use activity node

Policy 7.1: The existing built environment of commercial structures at the intersection of Davison and McNichols presents an opportunity for a mixed use, pedestrian-oriented development.

GOAL 8: Improve the appearance of commercial areas

Policy 8.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Joseph Campau, Conant and McNichols

□ **Industrial Centers**

Issues: Vacant and underutilized industrial land exists along the boundary of the area. Industrial sites are centrally located in the region and traversed by two freeways, two rail lines, and six major thoroughfares. However, these areas

attract high volumes of truck traffic that can adversely impact the health and safety of local residents.

GOAL 9: Increase the viability of industrial areas

Policy 9.1: Redevelop the under-utilized sites along Nevada and the Chrysler Freeway by attracting new and encouraging existing businesses to expand, especially those requiring high accessibility such as distribution and manufacturing.

GOAL 10: Reduce conflicts between industrial and residential areas

Policy 10.1: Establish and enforce designated truck routes to and from Davison, Mound and the Chrysler Freeway.

Policy 10.2: Buffer the negative impacts of industrial land uses upon residential areas in the north and northeast.

□ **Transportation and Mobility**

Issues: Along McNichols and Davison, traffic volumes and truck traffic pose safety concerns, especially for pedestrians.

GOAL 11: Improve vehicular and pedestrian safety

Policy 11.1: Incorporate traffic calming features and other methods to increase safety for pedestrians in the area of McNichols and Davison.

Grant

Grant is bounded by Eight Mile to the north, McNichols to the south, the Canadian National Railroad to the east and Mt. Elliott to the west. The area is primarily residential with industrial uses along its western and southern boundaries. Grant grew in population by more than five percent between 1990 and 2000. More than sixty percent of the homes in Grant are valued at \$50,000 or more.

□ Neighborhoods and Housing

Issues: Grant’s neighborhoods contain a stable and sound housing stock. Most of the homes are in good condition. However, there are pockets of vacant land and deteriorated housing.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability throughout the area, but especially in the area immediately north and south of Nevada, through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issues: The Bel-Air Shopping Center at Eight Mile and Conant, and the East Outer Drive/Sherwood commercial center have vacancies and are in need of physical improvements. Additionally, local commercial corridors are blighted with vacant parcels and abandoned buildings.

Adult entertainment venues, particularly along Eight Mile Road, have an adverse impact on the adjacent residential areas.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Market larger commercial and retail centers to local and national retailers.

Policy 2.2: Continue policing and monitoring of adult entertainment businesses.

GOAL 3: Improve the appearance of commercial areas

Policy 3.1: Target resources for façade renovation, building rehabilitation and landscape improvement around the Bel-Air Shopping Center and the East Outer Drive/Sherwood commercial center.

Policy 3.2: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Seven Mile and Van Dyke.

□ **Industrial Centers**

Issues: A strong industrial corridor exists along the western edge of the area. However, disinvestment has left a number of industrial sites vacant or underutilized. Industrial processes and truck traffic adversely impact the local environment and harm the aesthetic quality of adjacent residential areas.

GOAL 4: Increase the viability of industrial areas

Policy 4.1: Attract new industries and encourage existing businesses to expand in the industrial corridor.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from Mt. Elliott and Eight Mile.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas in the north and northeast.

Nolan

Nolan is bounded by Eight Mile to the north, McNichols to the south, Conant to the east and the Canadian National Railroad to the west. Nolan is the second most populous community in Cluster 1. However, blight has taken its toll as Nolan lost more than ten percent of its population between 1990 and 2000. Additionally, many senior citizens reside in Nolan; almost fifteen percent of the population is over the age of 65.

□ Neighborhoods and Housing

Issues: Many of the residential structures are old and in disrepair. The need for major structural rehabilitation is beginning to outpace the residents' abilities to make such repairs. As some of the oldest, most dilapidated homes are demolished, more vacant lots appear throughout the community, but many unsound structures still remain, particularly along the Chrysler Freeway.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability throughout the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing along the Chrysler Freeway and the area south of Nevada.

□ Retail and Local Services

Issues: Nolan's commercial corridors are along Seven Mile, McNichols and Conant. Many of these corridors are blighted by abandoned and underutilized buildings.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of high traffic volumes along McNichols near I-75 to attract more intense commercial activity.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along Seven Mile, John R and Conant with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 5: Improve the appearance of commercial areas.

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Seven Mile, McNichols and Conant.

□ **Industrial Centers**

Issues: There is little industrial land use in Nolan, restricted to the rail corridors along Nolan’s southern and western boundaries, but disinvestment has left sites available for redevelopment.

GOAL 6: Increase the viability of industrial areas.

Policy 6.1: Redevelopment the under-utilized sites in the corridor by attracting new and encouraging existing businesses to use the land for expansion or relocation.

□ **Parks, Recreation and Open Space**

Issues: Nolan lacks open space and recreational facilities. Additionally, many residents, particularly youth and senior citizens, have difficulty accessing nearby Palmer Park and the State Fairgrounds.

GOAL 7: Increase open space and recreational opportunities

Policy 7.1: Strategically acquire property to be utilized for the development of neighborhood parks or play lots.

Policy 7.2: Work with area institutions to provide recreation access and programs.

GOAL 8: Increase access to open space and recreational areas

Policy 8.1: Develop greenways connecting to Palmer Park and the State Fair Grounds.

Pershing

Pershing is generally bounded by Eight Mile to the north, Nevada to the south, Mt. Elliott to the east and Conant to the west. Pershing has one of the highest rates of home-ownership in the City. Seventy-one percent of housing units are owner-occupied. With more than one-third of all households earning more than \$50,000 per year, Pershing is one of the wealthier communities in the City.

□ Neighborhoods and Housing

Issues: The area is predominantly single-family residential with some multi-unit developments. Most of the housing is in good condition.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Encourage the use of code enforcement as a tool to maintain neighborhoods.

□ Retail and Local Services

Issues: Commercial corridors have experienced significant blight in Pershing, and residents lack convenient access to a diversity of local services. Furthermore, the Belmont Shopping Center (at Conant and Eight Mile) needs investment in order to remain economically viable.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Market larger commercial and retail centers to local and national retailers.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Conant and Seven Mile with a compatible mix of locally serving, small-scale businesses and medium residential along the less viable sections.

GOAL 4: Improve the appearance of commercial area

Policy 4.1: Target resources for façade renovation, building rehabilitation and landscape improvements around the Belmont Shopping Center.

Policy 4.2: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Conant and Seven Mile.

□ **Parks, Recreation and Open Space**

Issues: Pershing has three sizable recreational areas within its boundaries: Farwell Field (Eight Mile, west of Mt. Elliott), Dorais Playfield (Mt. Elliott at East Outer Drive) and Krainz Park (northeast of Nevada and Ryan).

GOAL 5: Increase access to open space and recreational areas

Policy 5.1: Develop greenways connecting residential areas to and from Farwell Field, Derby Hill Park and Krainz Park.

State Fair

State Fair is generally bounded by Eight Mile to the north, the Highland Park city limits to the south, the Canadian National Railroad to the east, and Woodward to the west. The Michigan State Fairgrounds occupies one-fourth of the area's acreage.

Losing almost a quarter of its population between 1990 and 2000, State Fair has experienced one of the highest rates of population loss in the City.

Accompanying the loss in population, State Fair lost more than twenty percent of its housing units between 1990 and 2000. The amount of vacant land creates considerable opportunity for reinvestment.

Approximately one-fourth of all residents in State Fair are foreign born, and more than eighty percent of those foreign-born residents hail from the Middle East. Over one third of State Fair residents are under the age of 19. More than fifty percent of State Fair adults have completed high school, and less than ten percent of adults have earned a college degree. State Fair contains one of the highest concentrations of low-income households in the City. Forty-four percent of households earn less than \$15,000 per year.

□ Neighborhoods and Housing

Issues: There are some stable neighborhoods in State Fair. But, the loss of housing units has left a number of vacant parcels throughout the community and many more housing units remain vacant.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area south of Seven Mile and the area east of Woodward through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing in the central area north of Seven Mile, and the area east of Jon R.

□ **Retail and Local Services**

Issues: Despite the loss in population and the blighted commercial corridors, the growth of ethnic communities in the area provides the potential to bring new vitality to commercial corridors.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of the traffic volumes and regional prominence of Woodward to attract more intense commercial activity.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along John R, Seven Mile and McNichols with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 5: Develop a retail center

Policy 5.1: Develop a large-scale retail node at the southeast corner of Woodward and Eight Mile.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along John R, Seven Mile and McNichols.

□ **Industrial Centers**

Issues: State Fair’s industrial areas have some moderately sized vacant sites available for redevelopment. But, industrial uses attract high volumes of truck traffic that can adversely impact the health and safety of local residents.

GOAL 7: Increase the viability of industrial areas

Policy 7.1: Redevelop the underutilized sites in the corridor by attracting new and encouraging small-scale industries to use the land for expansion or relocation.

GOAL 8: Reduce conflicts between industrial and residential areas

Policy 8.1: Establish and enforce designated truck routes to and from the Chrysler Freeway and Eight Mile.

Policy 8.2: Buffer the negative impacts of industrial land uses upon residential areas along the eastern edge.

□ **Parks, Recreation and Open Space**

Issues: The community is lacking year-round recreational opportunities for youth. The State Fairgrounds has recreational space and facilities. Access to neighboring Palmer Park is difficult given the heavy volume of traffic along Woodward Avenue.

GOAL 9: Increase open space and recreational opportunities

Policy 9.1: Support diverse, year-round recreational activities at the State Fairgrounds.

GOAL 10: Increase access to open space and recreational areas

Policy 10.1: Develop greenways to and from Palmer Park, including pedestrian crossing and signage at Woodward.

□ **City Design**

Issues: Woodward is the major thoroughfare connecting with other cities in the region. Woodward lacks distinctive or distinguishing features to welcome people as they travel through the region.

GOAL 11: Promote major thoroughfares as attractive gateways to the City

Policy 11.1: Incorporate streetscape, landscape and signage improvements at the Woodward and Eight Mile intersection.

Cluster 2

Introduction

Cluster 2 is generally bounded by the East Pointe and Warren city limits to the north, the Ford Freeway (I-94) to the south, Conner and the Canadian National Railroad to the west, and the Harper Woods city limits to the east. The cluster consists of four neighborhood areas: Burbank, Conner, Denby and Mt. Olivet. Several major entities lie just outside the area, but influence the cluster, including Detroit City Airport, Chandler Park, and the Eastland Shopping Center in Harper Woods.

The cluster is primarily a residential district, predominantly of single-family homes. Sixty percent of the homes were built between 1935 and 1954. Cluster 2 enjoys the distinction of being the single cluster to have gained population between 1990 and 2000. In addition to this growth, the total population is higher than in any other cluster. The percentage of youths is the highest in the City.

Cluster 2 is the only cluster that gained population between 1990 and 2000. The percentage of youth is the highest in the City. Its growth is due to the affordability and attractiveness of its residential areas. Many of the goals and policies for neighborhoods within Cluster 2 focus upon the need to provide adequate parks and recreational opportunities for the cluster's increasing youth population.

Burbank

Burbank is generally bounded by the East Pointe city limits to the north, Houston-Whittier to the south, the Harper Woods city limits to the east, and Gratiot to the west. Burbank is primarily a residential area, with commercial uses along Gratiot and Seven Mile Road. Northeast of the area, in the city of Harper Woods, is the Eastland Shopping Center.

Burbank has the highest percentage of youth residents of any area of the city, consisting of forty percent of the total population. Only five percent of Burbank residents are at least 65 years old, the third lowest percentage in the city.

The area boasts a homeownership rate of sixty-five percent, significantly higher than the citywide average. Nearly forty-five percent of housing values are between \$70,000 and \$100,000. Household incomes vary, a quarter of the household incomes are below \$25,000 per year, while a third earn more than \$50,000 per year.

□ Neighborhoods and Housing

Issues: Housing conditions in Burbank vary. North of Seven Mile homes are primarily small bungalows, generally in good condition. East of Crusade, between State Fair and Seven Mile, the area is beginning to show signs of distress. Housing south of Seven Mile and west of Hayes is in poor condition.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the neighborhoods in the northern portion of the area through housing conservation techniques such as home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

Policy 1.2: Encourage minor home repair and increased maintenance in the area east of Crusade, between State Fair and Seven Mile.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing development south of Seven Mile. Focus activity along the blighted residential streets surrounding the intersection of Chalmers and Spring Garden.

□ **Retail and Local Services**

Issues: There are abrasive commercial uses concentrated along Seven Mile that detract from the attractiveness of this area.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Support the continued redevelopment by attracting retailers to the node at the Gratiot and Seven Mile intersection.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along Seven Mile with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 5: Develop a mixed-use activity node

Policy 5.1: The existing built environment of commercial structures at the intersection of Kelly, Hayes and Houston-Whittier presents an opportunity for a mixed use, pedestrian-oriented development.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement programs along Seven Mile between Brock and Chalmers.

□ **Parks, Recreation and Open Space**

Issues: The number of children in the area indicates a demand for recreational amenities that exceeds the existing supply. At the Heilman Recreation Center site two new schools adjacent to the center and accompanying facilities are in good condition. The recreation center suffers from poorly maintained equipment and underutilized open space.

GOAL 7: Increase open space and recreational opportunities

Policy 7.1: Expanding and rehabilitate the Heilman Recreation Center to include additional interior space, upgraded playground equipment, and areas for team sports.

GOAL 8: Increase access to open space and recreational areas

Policy 8.1: Develop greenways to connect residential areas south of Seven Mile to recreation and open space.

Conner

Conner is generally bounded by McNichols and Houston-Whittier to the north, the Ford Freeway (I-94) to the south, Hayes to the east, and Conner to the west. Detroit City Airport is immediately west of the area. South of the area, across the Ford Freeway is Chandler Park.

Although the number of children in the area declined by over ten percent between 1990 and 2000, there are still more children in Conner than in any other area of the city. Household incomes are relatively evenly distributed across income levels. While nearly twenty percent of household residents earn less than \$10,000 per year, a quarter earn at least \$50,000 per year. As a reflection of the diversity of incomes, housing values also vary widely. While almost twenty percent of owner-occupied dwellings are valued at less than \$30,000, almost a third are valued at \$70,000 or more.

The area lost over 1,000 housing units between 1990 and 2000, accounting for nearly half of all units lost throughout cluster 2. The homeownership rate of over fifty percent falls below the cluster and citywide average.

□ Neighborhoods and Housing

Issues: Along Outer Drive, the major residential thoroughfare, housing units are in sound condition. Strong housing conditions extend immediately north before gradually deteriorating. Another strong residential community is the area north of Findlay and west of Devon and Dresden.

The residential areas around the Gratiot and Houston-Whittier intersection exhibit signs of distress, with high occurrences of vacant land, abandoned homes, and poor housing conditions.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Encourage the use of code enforcement as a tool to maintain neighborhoods along Outer Drive and in the northwest portion of the area.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Target infill housing in the area surrounding the Gratiot and Houston-Whittier intersection and along residential streets between Harper and Outer Drive.

Policy 2.2: Encourage code enforcement and home rehabilitation as a deterrent to the continued deterioration of marginal neighborhoods east of Conner between Outer Drive and Harper.

□ **Retail and Local Services**

Issues: The commercial structures along Gratiot are a mixture of older, pedestrian-oriented shops and newer commercial strip development. Many of the older buildings are vacant or in poor condition.

The commercial area along McNichols is generally in good physical condition west of Strasburg. Abrasive auto related uses such as tow yards and collision shops negatively impact the image of the this commercial area.

The Harper and Conner commercial thoroughfares are underutilized. As a commercial street, Chalmers present the most challenges. Existing commercial sites are relatively sparse. The majority of the parcels consist of shallow vacant lots.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic volumes along Harper, Gratiot, and Conner, south of Gratiot, to attract intense commercial activity

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop retail nodes along Chalmers with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

GOAL 5: Develop a mixed-use activity node

Policy 5.1: The existing built environment of commercial structures at the intersection of Kelly, Hayes and Houston-Whittier presents an opportunity for a mixed use, pedestrian-oriented development.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Increase code enforcement and discourage the concentration of abrasive uses along McNichols.

□ **Parks, Recreation and Open Space**

Issues: Although Chandler Park lies immediately south, there are not any large parks or recreational facilities within the community. The number of children in the area creates a demand for amenities.

GOAL 7: Increase access to open space and recreational areas

Policy 7.1: Develop greenways to link residential areas to Chandler Park and other parks and open space outside the area.

□ **Environment and Energy**

Issues: Due to the proximity of residential neighborhoods, increased activity at Detroit City Airport will have direct impacts upon the community.

GOAL 8: Improve environmental quality

Policy 8.1: Provide residents with protection from air and noise resulting from the expansion of operations and/or facilities at Detroit City Airport.

Denby

Denby is generally bounded by the Harper Woods city limits to the northeast, the Ford Freeway (I-94) to the southeast, and Hayes and Kelly to the west and northwest.

The community is one of the few areas that gained population during the 1990s, attracting nearly ten percent more residents. Like other areas in Cluster 2, Denby maintains a high percentage of youth residents.

Denby is one of the strongest residential communities in the city. Over ninety-five percent of housing units are occupied. Almost three quarters of the housing units are owner-occupied. A majority of homes are valued between \$70,000 and \$100,000. The residents within Denby are well educated. More than eighty percent of adult residents have earned at least a high school degree. Partially due to the high degree of educational attainment, almost forty percent of households earn at least \$50,000 per year.

□ Neighborhoods and Housing

Issues: The housing stock is primarily composed of small brick bungalows with well-maintained lawns along tree-lined streets. Although there is evidence of physical decline, it is concentrated in the southwest portion of the area, primarily east of Outer Drive and south of Berkshire.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the northern portion of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalization of neighborhoods with poor housing conditions

Policy 2.1: Target infill housing in the southwest portion of the area.

Policy 2.2: Encourage minor home repair and increased maintenance east of Outer Drive and south of Berkshire.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density residential development to complement the mixed-use node at the intersection of Whittier, Hayes and Kelly.

□ **Retail and Local Services**

Issues: Retail areas are geographically distributed along Morang, Cadieux, Whittier, Harper, and near the intersection of Kelly and Hayes. The majority of these thoroughfares contain a mixture of commercial strip development and residential buildings. Most of the commercial development is in relatively good physical condition.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop retail nodes along Harper, Whittier, and Morang with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

GOAL 5: Develop a mixed-use activity node

Policy 5.1: The existing built environment of commercial structures at the intersection of Kelly, Hayes and Houston-Whittier presents an opportunity for a mixed use, pedestrian-oriented development.

□ **Transportation and Mobility**

Issues: The close proximity of two major intersections, Whittier/Kelly and Kelly/Hayes, poses traffic problems and safety issues, especially for pedestrians.

GOAL 6: Improve vehicular and pedestrian safety

Policy 6.1: Introduce traffic calming features and other methods to alleviate congestion and increase safety at the Kelly/Hayes and Whittier/Kelly intersections.

Mt. Olivet

Mt. Olivet is generally bounded by the Warren city limits to the north, McNichols to the south, Gratiot to the east, and Van Dyke and the Canadian National Railroad to the west.

The community had the second largest population growth of any area in the city during the 1990s. The area grew by more than ten percent, an increase of over 3,000 residents. The area experienced a more than forty percent increase in the number of children during this period, one of the largest increases in the city.

Almost ninety percent of homes are valued between \$30,000 and \$100,000. Contributing to the stability of the area, almost seventy percent of housing units are owner-occupied.

□ Neighborhoods and Housing

Issues: Overall, housing conditions within the community are sound, particularly in the northwestern portion of the area. Signs of deterioration exist between Seven Mile and State Fair, east of Schoenherr, and in the area south of Greiner and east of Waltham.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the northern portion of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalization of neighborhoods with poor housing conditions

Policy 2.1: Encourage infill and rehabilitation in the areas east of Schoenherr between, Seven Mile and State Fair, and the area south of Greiner.

□ Retail and Local Services

Issues: Retail within the area is spread out along the four major commercial thoroughfares: Gratiot, McNichols, Seven Mile, and Eight Mile. All of these commercial areas exhibit some signs of blight, including vacant lots and poorly maintained properties.

GOAL 3: Increase the vitality of commercial thoroughfares.

Policy 3.1: Support the continued redevelopment of the retail node at the Gratiot-Seven Mile intersection through business improvement, retention and attraction programs.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop retail nodes along Seven Mile and McNichols with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

□ **Industrial Centers**

Issues: There are traffic circulation problems around the irregularly shaped industrial area in the northwest portion of the community. Trucks frequently use smaller residential streets to bypass longer, more complicated truck routes.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes in the northwest corner.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas in the northwest.

□ **Parks, Recreation, and Open Space**

Issues: The large number of children in the area creates a demand for recreational amenities. The majority of parks and playfields within the area offer minimal recreational opportunities.

GOAL 6: Increase open space and recreational opportunities

Policy 6.1: Improve underutilized recreation areas by upgrading equipment and creating areas for team sports.

□ **Transportation and Mobility**

Issues: The closing of McNichols continues to impact transportation within the community. The lack of streets leading west from Outer Drive and Conner

between Seven Mile and Harper causes high traffic volumes throughout the western portion of the area.

GOAL 7: Improve vehicular and pedestrian safety

Policy 7.1: Examine the feasibility of reopening McNichols between Outer Drive and Van Dyke.

Cluster 3

Introduction

Cluster 3 is generally bounded by the Ford Freeway (I-94) to the north, the Detroit River to the south, the Harper Woods and Grosse Pointes city limits to the east, and Mt. Elliott to the west. The cluster consists of nine neighborhood areas: Butzel, Chandler Park, East Riverside, Finney, Foch, Indian Village, Jefferson/Mack, Kettering and St. Jean. The cluster boasts many major assets, including proximity to Belle Isle and riverfront parks. There is a large manufacturing concentration along the Conner/St. Jean corridor.

Cluster 3 lost over ten percent of its population and housing units between 1990 and 2000. Much of the vacant land is slated for residential development projects.

Cluster 3 is one of the largest clusters. On the far east side, the Finney neighborhood is one of the City's most stable residential areas. On the near east side, Kettering and Butzel have a mix of residential and industrial areas. Stable industrial areas hold potential for small scale industrial development. Obsolete buildings provide potential for loft conversion. The historic residential areas of the Indian Village neighborhood are among the City's most stable. The Jefferson/Mack neighborhood and the southern area of the Chandler Park neighborhood are undergoing substantial residential redevelopment. Residential redevelopment is also underway in the East Riverside neighborhood. All of these redevelopment initiatives provide the basis for the revitalization of the area's commercial corridors. In the center of the cluster, the St. Jean and Foch neighborhoods have pockets of blighted and vacant residential areas that should be targeted for scattered site infill and housing rehabilitation programs.

Butzel

Butzel is generally bounded by Mack to the north, Jefferson to the south, Maxwell to the east, and Mt. Elliott to the west. Between 1990 and 2000, the area lost more than ten percent of its population and nearly ten percent of its housing units. Almost seventy percent of Butzel residents are renters, one of the highest rates in the city. Thirty percent of the households in the cluster have an annual income less than \$10,000.

The area has a large percentage of elderly residents; twenty three percent of the population is at least 65 years old. Between 1990 and 2000, Butzel's elderly population grew by over twenty percent, the second highest growth rate in the city.

□ Neighborhoods and Housing

Issues: As a whole, the area has sustained a substantial loss of housing units from abandonment and demolition. The area northeast of the Mt. Elliot and Jefferson intersection contains a large number of vacant parcels.

The Harbortown development, further west along Jefferson, and the potential development of the Uniroyal site, southeast of the Mt. Elliott and East Jefferson intersection, provide an opportunity to attract complementary development.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Demolish vacant and/or dangerous structures and implement rehabilitation programs and infill housing throughout the area.

GOAL 2: Increase residential density

Policy 2.1: Redevelop the area northeast of the Mt. Elliott and Jefferson intersection as a mixture of high-density residential and commercial uses.

□ Retail and Local Services

Issues: Many of the commercial areas in Butzel exhibit signs of disinvestment. In particular, parcels along Mack and Kercheval are vacant or contain abandoned structures. However, the proximity of amenities such as the Butzel Family Center, along with increased residential development, should translate into support for additional retail in the area.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Mack and Kercheval near Van Dyke with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 4: Develop a mixed-use activity node

Policy 4.1: Encourage a high-density mixed-use area at the northeast corner of Jefferson and Mount Elliot.

□ **Industrial Centers**

Issues: The Mt. Elliot/Bellevue industrial corridor runs through the west side of the area. There are several functional facilities in the area along with vacant and underutilized land. Along the western edge of the area there is a mixture of residential and industrial uses. The boundaries separating the residential and industrial areas are not always clearly delineated.

GOAL 5: Increase the viability of industrial areas

Policy 5.1: Redevelop the under-utilized sites along the Mt. Elliott/Bellevue industrial corridor by attracting new and encouraging existing businesses to use the land for expansion or relocation.

GOAL 6: Reduce conflicts between industrial and residential areas

Policy 6.1: Establish and enforce designated truck routes to and from Mt. Elliott.

Policy 6.2: Buffer the negative impacts of industrial land uses upon residential areas to the east and west.

□ **Parks, Recreation and Open Space**

Issues: Area residents are close to Belle Isle, as well as the Butzel Family Center. However, Jefferson to the south, and Gratiot to the north are major barriers for safe access by children and other pedestrians.

GOAL 7: Increase access to open space and recreational areas

Policy 7.1: Develop greenways connecting to the riverfront, Belle Isle and institutional uses.

Chandler Park

Chandler Park is generally bounded by the Ford Freeway (I-94) to the north, Mack to the south, Alter to the east, and Conner to the west.

According to the 2000 Census, the area lost approximately twenty percent of its population and a quarter of its housing units, losses far greater than the citywide average. Sixty percent of the households in the area are female headed. Thirty seven percent of residents are youths, one of the highest proportions in the city.

□ Neighborhoods and Housing

Issues: The residential areas along Chandler Park Drive and Dickerson are generally in good condition. However, housing conditions are in decline in the remainder of the area, particularly south of Warren near Conner. A large portion of the area, south of Warren, has been delineated for major housing reinvestment.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area north of Warren through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Redevelop neighborhoods

Policy 2.1: Develop large-scale infill in the area south of Warren and ensure housing reinvestment includes owner- and renter- occupied units, and a mix of affordable and market rate housing.

□ Retail and Local Services

Issues: The Warren and Conner intersection is a highly visible commercial area. With the residential development south of Warren, the area will become an appealing location for commercial reinvestment.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic volumes and visibility to develop intensive commercial uses at the Warren and Conner intersection with a mix of retail, entertainment-related development, service establishments, and civic space.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along the most viable sections of Warren with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Parks, Recreation and Open Space**

Issues: Residents of the area benefit from the proximity of Chandler Park. However, there is a lack of connections between the park and the community. In addition, the park contains large open spaces with minimum recreational opportunities.

GOAL 5: Increase open space and recreational opportunities

Policy 5.1: Develop underutilized recreation spaces to support programmed activities.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Implement a greenway along Conner Creek, connecting to the riverfront, Chandler Park and area institutions.

East Riverside

East Riverside is generally bounded by Jefferson to the north, the Detroit River to the south, the Grosse Pointe Park city limits to the east and Marquette to the west. The variety of land uses in this area is greater than in any other area in the cluster. In addition to the residential areas, there is abundant riverfront parkland, a large marina area, and an industrial district. Between 1990 and 2000 the area lost nearly twenty percent of its population.

□ Neighborhoods and Housing

Issues: On the east side, the Jefferson-Chalmers neighborhood contains a mixture of single- and two-family homes. Several canals in the area provide access to the Detroit River. In the center of the area, there is a greater density of housing units, including condominiums and apartment buildings. The western portion of the area has been delineated for major housing reinvestment.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area in the southeast corner through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

Policy 1.2: Promote the area as a river-oriented community by encouraging housing development that preserves views and public access to the riverfront.

GOAL 2: Redevelop neighborhoods

Policy 2.1: Develop large-scale infill on the western edge, ensuring that housing reinvestment includes a mix of affordable and market rate housing.

□ Retail and Local Services

Issues: The building conditions and the quality of retail services varies along Jefferson. There are two large retail centers along the western segment of Jefferson. The eastern segment has many underutilized commercial buildings.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Encourage the continued development of the large retail centers along Jefferson, ensuring pedestrian access to surrounding residential areas.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Target the eastern segment of Jefferson for locally serving, small-scale businesses, with an emphasis on pedestrian access.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Preserve the existing architecture of commercial structures along Jefferson.

□ **Industrial Centers**

Issues: The industrial district within the area does not have clearly defined boundaries. Land use conflicts exist between industrial sites and the surrounding residential uses.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Redevelop the under-utilized industrial sites south of Jefferson by attracting new and encouraging existing businesses to use the land for expansion or relocation.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Establish and enforce designated truck routes to and from Jefferson.

Policy 7.2: Buffer the negative impacts of industrial land uses upon residential areas to the east and west.

□ **Parks, Recreation and Open Space**

Issues: There is abundant park space along the river. However, much of the area is underutilized.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: Improve the condition of public areas to encourage river-related recreation activities including fishing, picnicking, and boat launching.

GOAL 9: Increase access to open space and recreational areas

Policy 9.1: Develop greenways connecting residential areas to the riverfront and parks.

□ **Environment and Energy**

Issues: The large parcels of vacant land in the area were formerly used for industrial purposes. Contaminated soil poses challenges for future development of the community. In addition, much of the area lies in a flood plain.

GOAL 10: Improve environmental quality

Policy 10.1: Remediate environmentally contaminated sites between St. Jean and Conner.

Policy 10.2: Make improvements to the seawalls along the riverfront and neighborhood canals.

Finney

Finney is generally bounded by the Ford Freeway (I-94) to the north, Mack to the south, Moross to the east, and Alter to the west.

Since 1990, the area has experienced a small population increase. Finney contains one third of all the youths in the cluster. Vacant housing units and vacant land are far below the citywide average. A large percentage of the homes are owner occupied. The area also has a high percentage of high school graduates.

□ Neighborhoods and Housing

Issues: As a whole, Finney exhibits some of the strongest housing conditions in the city. The overall uniformity of housing units contributes to the image of the neighborhood as a distinct community. However, the area southeast of Warren and Alter exhibits signs of deterioration.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Encourage the use of code enforcement as a tool to maintain neighborhoods.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Promote targeted infill and rehabilitation in the area southeast of Warren and Alter.

□ Retail and Local Services

Issues: Retail establishments are mainly located along the major east-west corridors: Warren, Mack and Harper. Although retail areas are generally in good condition, signs of disinvestment exist, particularly in the western portion of the area

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Target Warren, Mack and Harper with business improvement and retention programs, with an emphasis on the Warren and Outer Drive intersection as a commercial node.

□ **Parks, Recreation and Open Space**

Issues: Although Balduck Park is large, it is situated at the eastern end of the cluster. There is a lack of available recreation space in the remainder of the area. Chandler Park lies west of the area.

GOAL 4: Increase open space and recreational opportunities

Policy 4.1: Develop underutilized recreation space to support programmed activities such as team sports.

GOAL 5: Increased access to open space and recreational areas

Policy 5.1: Develop greenways connecting residents to area parks and neighborhoods, emphasizing connections to and from Chandler and Balduck Parks.

Foch

Foch is generally bounded by Mack to the north, Jefferson to the south, Conner to the east, and Fischer to the west. There is a large industrial presence on the east side of the area, comprising forty percent of the total land area.

The 2000 Census reported losses of roughly one fifth of the population and one quarter of the housing units, major losses that far exceeded the citywide average. Almost sixty percent of the housing units are renter occupied. Vacant housing units and vacant land are at levels well above the citywide average, creating considerable opportunities for reinvestment.

□ **Neighborhoods and Housing**

Issues: Housing consists primarily of single-family detached and two-family flats in fair to poor condition. Foch has lost a considerable number of its small multifamily properties.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of central area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Target major infill development along the edges of the area, west of Cadillac and east of Montclair.

Policy 2.2: Capitalize upon the strength of housing conditions in the adjacent Indian Village area to build momentum for redevelopment in Foch.

□ **Retail and Local Services**

Issues: The main commercial thoroughfares are located at the northern and southern boundaries of the area, along Mack and Jefferson. These areas do not offer a wide array of quality goods and services. There are a significant number of vacant parcels, particularly along Mack.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Mack and Jefferson with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Parks, Recreation and Open Space**

Issues: There is a lack of parks and recreation space within the area. However, the area is near several riverfront parks.

GOAL 4: Increase open space and recreational opportunities

Policy 4.1: Strategically acquire property to be utilized for the development of neighborhood parks or play lots.

Policy 4.2: Work with area institutions to provide recreation access and programs.

GOAL 5: Increase access to open space and recreational areas

Policy 5.1: Develop a greenway along Conner to connect residential areas to recreation and open space, including the riverfront.

Indian Village

Indian Village is generally bounded by Mack to the north, the Detroit River to the south, Fischer to the east and Maxwell to the west. The majority of the residential area is within the historic Indian Village neighborhood and the easterly portion of the West Village neighborhood. The riverfront portion includes city parks, high-density apartment buildings, and the municipal water treatment plant.

The increase in the number of housing units between 1990 and 2000 was greater than ten percent, the highest rate in the city. Due to the number of apartment buildings along the riverfront, almost seventy percent of the population is renters.

A large percentage of the population is high school graduates, and over a third are college graduates. Over a third of the households earn more than \$50,000 per year. Indian Village contains few children and many elderly residents. Thirty percent of residents are 65 or older, the highest percentage of any area in the city.

□ Neighborhoods and Housing

Issues: Berry Subdivision (to the east), Indian Village (in the center) and West Village (to the west) are nationally designated historic districts. South of Jefferson, Indian Village’s high-rise apartment buildings offer river views and waterfront lawns.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Develop vacant parcels along the riverfront for multifamily housing.

Policy 2.2: Increase the density of residential development along Parkview.

□ **Retail and Local Services**

Issues: Mack is interspersed with vacant lots and abandoned buildings. Commercial development along Jefferson serves not only residents of Indian Village, but also visitors patronizing Belle Isle and the riverfront parks.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Encourage commercial uses that cater to visitors and area residents along the north side of Jefferson.

Policy 3.2: Develop neighborhood commercial nodes along Mack with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Parks, Recreation and Open Space**

Issues: Almost one third of the area is dedicated to open space. The area’s network of parks and neighborhoods lack sufficient routes for pedestrian access.

GOAL 4: Increase access to open space and recreational areas

Policy 4.1: Improve pedestrian access to the riverfront parks by developing east/west routes near the riverfront and north/south routes to the neighborhoods to the north.

□ **City Design**

Issue: Functionally and aesthetically, the riverfront is one of the City’s greatest assets. In addition to the high-density apartment buildings, this section of the riverfront includes public parks and the City’s water treatment facility

GOAL 5: Maintain river views

Policy 5.1: Site design must demonstrate special regard for visual corridors/vistas and easements offering access to the river.

Jefferson / Mack

Jefferson/Mack is generally bounded by Mack to the north, Jefferson to the south, the Grosse Pointe Park city limits to the east, and Conner to the west. Since 1990, the area has lost almost one third of its population and its housing units. These are major losses that far exceed the citywide averages. Of the remaining housing units, over sixty percent are renter occupied. Vacant land and vacant housing units abound throughout the area, creating considerable opportunity for reinvestment.

□ Neighborhoods and Housing

Issues: Vacant land and abandoned housing units have destabilized Jefferson/Mack’s residential areas. The entire area has been delineated for major housing reinvestment.

GOAL 1: Redevelop neighborhoods

Policy 1.1: Develop large-scale infill throughout the area, ensuring housing reinvestment includes owner- and renter- occupied units with a mix of affordable and market rate housing.

GOAL 2: Increase residential density

Policy 2.1: Develop medium density residential along Dickerson and Chalmers.

Policy 2.2: Increase the residential density just north of Jefferson in coordination with the commercial redevelopment of Jefferson Avenue.

□ Retail and Local Services

Issues: As housing reinvestment increases and as the population grows, the area will become an appealing location for large- and small- scale commercial reinvestment.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Encourage the development of the east side of Conner as a commercial thoroughfare connecting retail centers at Warren and Conner and at Jefferson and Conner.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along the most viable sections of Mack and Kercheval with a compatible mix of locally serving, small-scale businesses and medium density residential.

Policy 4.2: Target the eastern segment of Jefferson for locally serving, small-scale businesses, with an emphasis on pedestrian access.

Policy 4.3: Develop the intersection of Mack and Alter as a focal point for commercial development.

GOAL 5: Develop a retail center

Policy 5.1: Encourage large-scale commercial development at the northeast corner of Jefferson and Conner.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Preserve the existing architecture of commercial structures along Jefferson.

□ **Parks, Recreation and Open Space**

Issues: Increased residential development will increase the demand for recreational amenities in an area that is already underserved.

GOAL 7: Increase open space and recreational opportunities

Policy 7.1: Strategically acquire property to be utilized for the development of neighborhood parks or play lots to accommodate the additional demands due to residential growth.

GOAL 8: Increase access to open space and recreational areas

Policy 8.1: Include greenways in redevelopment efforts to provide residential areas with linkages to commercial corridors, recreational space and the riverfront.

Kettering

Kettering is generally bounded by the Ford Freeway (I-94) to the north, Mack to the south, McClellan to the east, and Mt. Elliott to the west. The area contains a strong industrial corridor that stretches north-south along Mt. Elliott and the Conrail railroad.

Over the past decade, Kettering sustained major losses of population and housing units. The area lost 3,800 residents between 1990 and 2000, the most in the cluster. The majority of owner-occupied housing values are less than \$29,000. The amount of vacant land creates opportunity for reinvestment.

□ Neighborhoods and Housing

Issues: Boarded structures and vacant residential lots are common throughout many neighborhoods. However, the area north of Forest, between Van Dyke and Fischer, and the area bounded by Canfield, Burns, Mack and Maxwell are solid communities.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain stable neighborhoods around Pingree Park (at Warren and Burns) through housing conservation techniques such as home repair programs and scattered-site infill development.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage infill and rehabilitation efforts along the streets west of McClellan and in the residential areas northeast of the Gratiot and Grand River intersection.

GOAL 3: Conversion of obsolete industrial buildings

Policy 3.1: Rehabilitate vacant industrial buildings near Mt. Elliott and East Grand Boulevard into residential lofts.

□ Retail and Local Services

Issues: Gratiot is a major commercial thoroughfare that runs diagonally across the cluster, but along it and the neighborhood commercial area along Mack are numerous abandoned buildings and vacant lots.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Take advantage of high traffic volumes along Gratiot to develop intensive commercial uses with a node at Van Dyke.

GOAL 5: Increase the vitality of neighborhood commercial areas

Policy 5.1: Develop neighborhood commercial nodes on Mack between Van Dyke and Cadillac, and along Warren near Van Dyke with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Industrial Centers**

Issues: There is a solid industrial presence along Beaufait and Bellevue. Further north, a group of industrial structures formerly occupied by the Packard Motor Plant, near Mt. Elliott and East Grand Boulevard, are underutilized.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Redevelopment the under-utilized sites along the Beaufait/Bellevue industrial corridor by attracting new and encouraging existing businesses to use the land for expansion or relocation.

□ **Parks, Recreation and Open Space**

Issues: The area south of Gratiot includes sufficient areas for recreation and open spaces. North of Gratiot, recreation opportunities are more limited.

GOAL 7: Increase open space and recreational opportunities

Policy 7.1: North of Gratiot, strategically acquire property to be utilized for the development of neighborhood parks or play lots.

Policy 7.2: Work with area institutions north of Gratiot to provide recreation access and programs.

GOAL 8: Increase access to open space and recreational areas

Policy 8.1: Develop a greenway along Conner to connect residential areas to recreation and open space, including the riverfront.

□ **Environment and Energy**

Issues: There is an abundance of vacant properties in Kettering’s industrial district, particularly in the northwest corner. There are environmental concerns with many of the abandoned buildings and properties.

GOAL 9: Improve environmental quality

Policy 9.1: Focus environmental remediation efforts on the industrial sites along Mt. Elliott and East Grand Boulevard.

St. Jean

St. Jean is generally bounded by the Ford Freeway (I-94) to the north, Mack to the south, Conner to the east and McClellan to the west.

Vacant land abounds, accounting for one third of the total acreage and creating considerable opportunity for reinvestment. Vacant housing units comprise over ten percent of the total units. Between 1990 and 2000, St. Jean lost almost one fifth of its population and nearly fifteen percent of its housing units, losses that exceeded the citywide average. The residents that remain are low-income, almost sixty-five percent of the households earn less than \$25,000 per year. Thirty percent of owner-occupied housing units are valued at less than \$15,000.

□ Neighborhoods and Housing

Issues: St. Jean’s housing stock consists primarily of single-family detached and two-family flats in fair to poor condition. Many vacant and dilapidated houses negatively affect the neighborhoods.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill throughout the area.

□ Retail and Local Services

Issues: The area southwest of the Warren/Conner intersection is a highly visible commercial area. There is approximately thirty acres of underutilized commercial space at this site.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Take advantage of high traffic volumes and visibility to develop intensive commercial uses at the Warren and Conner intersection with a mixture of retail, entertainment-related development, service establishments, and civic space.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Warren and Mack with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Industrial Centers**

Issues: There is a large underutilized industrial area between Conner and St. Jean. The industrial sites are centrally located and traversed by rail lines, major thoroughfare and freeways. To the west, residential areas are located adjacent to the industrial corridor.

GOAL 4: Increase the viability of industrial corridors

Policy 4.1: Redevelopment the under-utilized sites along St. Jean, north of Warren by attracting new and encouraging existing businesses requiring high accessibility such as distribution and manufacturing.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from Conner and the Ford Freeway.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas to the west.

□ **Parks, Recreation and Open Space**

Issues: Manz Playfield is the only large recreational facility in the area. The large industrial concentration on the east side of the area is a significant barrier between Chandler Park and the residential areas to the west.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Develop greenways to connect residential areas with Chandler Park, including safe routes traversing the industrial area.

Cluster 4

Introduction

Cluster Four is generally bounded by the Highland Park city limits to the north, the Detroit River to the south, Mt. Elliott to the east, and the Lodge (M-10) and Jeffries Freeways (I-96) to the west. The cluster consists of nine neighborhood areas: Central Business District, Corktown, Jeffries, Lower East Central, Lower Woodward, Middle East Central, Middle Woodward, Near East Riverfront and Upper East Central.

Cluster 4 is unique among all the clusters. Its character is defined not only by its residential areas, but also by its business and educational districts and the number of visitors to the area's theatres, restaurants and entertainment venues. The Central Business District is the heart of the Detroit metropolitan region.

Development is focused upon increasing the residential population and increasing attractions for residents and visitors. The Lower Woodward area continues to experience an increase in residential development. The area includes regional arts and cultural attractions. The Middle Woodward area includes high density office buildings of the New Center area and stable residential areas further north. The redevelopment and attractions of the cluster's central corridor increases the potential for redevelopment in the adjacent neighborhoods. Corktown remains an attractive area for residential infill development. And, redevelopment of the Tiger Stadium and Michigan Central Depot sites will result in regional attractions. In the Jeffries neighborhood, vacant areas adjacent to the Grand River corridor hold potential for residential redevelopment.

The General Motors facility and the convergence of various transportation nodes makes the Upper East Central area attractive for industrial development. The Middle East Central area has substantial vacant areas with potential for residential redevelopment extending south to the Gratiot corridor in the Lower East Central neighborhood. South of Vernor is some of the City's newest housing. The attractiveness of this area is enhanced by the redevelopment of the riverfront to the south. The redevelopment will include a mix of residential, commercial and entertainment venues with a large State park along the riverfront.

Central Business District

The Central Business District is generally bounded by the Fisher Freeway (I-75) to the north, the Detroit River to the south, the Chrysler Freeway (I-375) to the east, and the Lodge Freeway (M-10) to the west. The Central Business District serves all of southeast Michigan and is both historically and functionally the heart of the Detroit metropolitan region. The Central Business District is the seat of government for Wayne County and the City of Detroit as well as headquarters for U. S. government in southeast Michigan.

□ **Neighborhoods and Housing**

Issues: Most residential areas in the Central Business District are in high-density apartment buildings. The upper floors of many commercial buildings have been converted to residential lofts.

GOAL 1: Increase residential density

Policy 1.1: Encourage multi-use development, with high density residential, in the area immediately east of the Renaissance Center.

GOAL 2: Conversion of obsolete industrial and commercial buildings

Policy 2.1: Throughout the Central Business District, and especially along Woodward and Washington Boulevard, convert upper stories of existing buildings to residential uses.

□ **Retail and Local Services**

Issue: The Central Business District is a regional destination served by freeways and mass transit. Residential development is increasing throughout the area. But, the Central Business District lacks regional retail to serve the region and its growing residential population.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Promote the conservation and revitalization of retail nodes through business improvement and retention programs in Greektown,

Renaissance Center/Millender Center, Broadway-Randolph and Washington Boulevard.

GOAL 4: Develop a retail center

Policy 4.1: Re-establish Woodward as a major shopping street by attracting national and local retailers to mixed-use structures at vacant sites near Woodward and Monroe.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Introduce façade improvements, street furniture and landscaping to facilitate pedestrian activity along the major retail nodes.

□ **Office**

Issue: The Central Business District has many aging, but historically and aesthetically significant office buildings, some with high vacancy rates or entirely vacant. Furthermore, the CBD must compete with newer suburban office sites.

GOAL 6: Improve position as a center for corporate headquarters

Policy 6.1: Provide incentives to attract businesses to participate in the rehabilitation and occupancy of the Central Business District’s major office buildings.

Policy 6.2: Cooperate with business organizations and other city agencies to attract corporate headquarters to the Central Business District.

GOAL 7: Maintain status as the governmental center

Policy 7.1: Conserve and encourage the expansion of the government office concentrations at: Woodward and Jefferson (City-County node) and Beaubien and Gratiot (Justice Center).

□ **Parks, Recreation and Open Space**

Issue: With an increase in residential density, recreation and open space becomes more of a priority. Public open space in the Central Business District is not fully utilized for its recreational, relaxation, and aesthetic purposes.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: Encourage daytime activities such as lunchtime concerts in the Central Business District parks.

Policy 8.2: Improve the condition of public areas to encourage river-related recreation activities including fishing and picnicking.

Policy 8.3: Maintain air and light to Central Business District parks and open spaces, especially along the riverfront, through restrictions on building heights and setbacks.

Policy 8.4: Provide incentives for developers to include open space as a component of large-scale development projects.

□ **Transportation and Mobility**

Issue: Downtown transportation systems continue to be dominated by the automobile; public transit is limited. The concentration of land uses and density requires an efficient and accessible transportation system. Furthermore, pedestrian mobility in the Central Business District is impeded by surface parking lots and wide streets.

GOAL 9: Improve vehicular and pedestrian safety

Policy 9.1: Prioritize pedestrian movement throughout the Central Business District, particularly between the Renaissance Center and Stadium District, and at the Campus Martius, Gratiot-Randolph-Broadway, and Randolph-Monroe intersections.

Policy 9.2: Promote parking in structures with ground level commercial activity. Locate structure entrances and exits away from major pedestrian corridors.

GOAL 10: Provide transportation options

Policy 10.1: Ensure that Central Business District employment and activities are accessible throughout the region by a broad range of transportation alternatives including pedestrians, bicycles, automobiles, and buses.

□ **Historic Preservation**

Issue: Many Central Business District buildings and sites are aesthetically significant and/or have histories tied to the City’s origins and social and economic milestones. The number of vacant buildings creates challenges regarding their preservation and reuse.

GOAL 11: Adaptive reuse and preservation of historic buildings and sites

Policy 11.1: Give high priority to the preservation of historic buildings, especially the restoration, rehabilitation, and reuse of building facades.

Policy 11.2: Ensure aesthetic compatibility between new and existing structures and sites.

□ **Arts and Culture**

Issue: The CBD, together with the Cultural Center, is a regional destination for concerts and shows. It has the regions largest capacity and concentration of theatres and stadia.

GOAL 12: Maintain status as regional focus for cultural and civic events

Policy 12.1: Attract complimentary entertainment venues in proximity to the casino, stadia and theatre districts.

□ **Public Protection**

Issue: The density of people and activities in the Central Business District complicate responses to incidents that may threaten the public health and safety.

GOAL 13: Raise awareness of emergency preparations

Policy 13.1: Educate Central Business District workers and residents on emergency response procedures, evacuation, fire control, and fire prevention techniques.

□ **City Design**

Issue: Views and vistas to downtown and along the riverfront impact impressions and provide orientation. As the hub of the metropolitan region, the Central Business District's appearance creates a significant impression about the entire region. The Central Business District's activity nodes lack identity and distinction.

GOAL 14: Maintain river and corridor views

Policy 14.1: Maintain view corridors along gateway thoroughfares and to the riverfront.

GOAL 15: Identify and distinguish activity nodes

Policy 15.1: Develop design guidelines to promote linkages among and to the various Central Business District business and entertainment districts.

Corktown

Corktown is generally bounded by the Fisher Freeway (I-75) to the north, the Detroit River to the south, the Lodge Freeway (M-10) to the east and 16th Street to the west. Landmarks include the former Tiger Stadium and the former Michigan Central Depot.

Between 1990 and 2000 Corktown lost over twenty percent of its population and thirty percent loss of its housing units. Yet, Corktown has one of the City's lowest percent of vacant housing units with a high percent of rental housing units. Almost a third of the population are college graduates.

□ Neighborhoods and Housing

Issue: Corktown's small lot sizes, the age of the area's housing, and the vacant lots interspersed throughout the neighborhood create redevelopment challenges. The large vacant former rail yard along the Detroit River provides an opportunity for mixed-use development.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the central area through home repair programs, and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Develop the former riverfront rail yard as a mixture of high density residential and commercial uses, preserving views and public access to open space along the riverfront.

GOAL 3: Conversion of obsolete industrial buildings

Policy 3.1: Rehabilitate vacant industrial buildings along Lafayette and Fort into residential lofts.

□ **Retail and Local Services**

Issues: The major issues for this community involve redevelopment of large vacant sites along the riverfront and along Michigan (i.e., Tiger Stadium and Michigan Central Depot) and their impact on the adjacent commercial strips.

GOAL 4: Develop mixed-use activity nodes

Policy 4.1: Encourage mixed-use development for the Tiger Stadium site (at Michigan and Trumbull), incorporating residences, shopping, offices, and recreation.

Policy 4.2: Encourage major office and retail development for the Michigan Central Depot site.

Policy 4.3: Encourage high-density mixed-use development to replace obsolete industrial and commercial properties along Fort.

Policy 4.4: Develop commercial nodes south of Jefferson with a mix of locally serving, small-scale businesses, entertainment related venues, service establishments and civic space.

GOAL 5: Reduce conflicts between commercial and residential areas

Policy 5.1: Insure commercial development along Michigan does not encroach into the adjacent residential areas.

□ **Industrial Centers**

Issue: There are several functioning light industrial facilities in the central portion of the area. The expansion of trucking and other uses associated with the Ambassador Bridge is creating conflict with nearby residential and commercial uses.

GOAL 6: Increase the viability of industrial area

Policy 6.1: Redevelop the under-utilized sites west of Rosa Parks by attracting new and encouraging existing businesses to use the land for expansion or relocation.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Establish and enforce designated truck routes to and from Rosa Parks and Fort.

Policy 7.2: Buffer the negative impacts of industrial land uses upon residential areas to the north.

Policy 7.3: Ensure that modernization and expansion plans for the rail and bridge facilities do not encroach upon the surrounding residential areas.

Policy 7.4: Encourage custom related uses to locate in the area east of 16th street and north of Lafayette.

□ **Parks, Recreation and Open Space**

Issue: There are few well-maintained green spaces or recreational areas for neighborhood residents. The area also lacks links to the riverfront.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: Improve the condition of the public open space immediately north of the Michigan Central Depot (at Michigan and Roosevelt).

Policy 8.2: Develop open space and recreation uses along the riverfront to encourage recreational activities such as fishing and picnicking.

GOAL 9: Increase access to open space and recreational areas

Policy 9.1: Develop greenways connecting residential areas to the riverfront.

□ **Transportation and Mobility**

Issue: The redevelopment of the Michigan Central Depot and Tiger Stadium sites could create regional attractions. The area is poorly linked to downtown and other area attractions.

GOAL 10: Provide transportation options

Policy 10.1: Development transit links for sites along Michigan to the CBD and other area attractions.

Jeffries

Jeffries is generally bounded by the Ford Freeway (I-94) to the north, the Fisher Freeway (I-75) to the south, the Lodge Freeway (M-10) to the east, and the Jeffries Freeway (I-96) to the west. Jeffries is immediately northeast of the Central Business District and immediately west of Wayne State University. A casino is in the southeast corner.

Over three quarters of the housing units are renter occupied. Jeffries lost over one-fifth of its population and thirty-five percent of its housing units during the 1990's, losses that exceed the citywide average. Almost a quarter of the housing units are vacant. The amount of vacant land creates considerable opportunities for reinvestment.

□ Neighborhoods and Housing

Issue: Whole blocks of housing have been abandoned and demolished near the Jeffries Homes (at Martin Luther King Drive and the Lodge Freeway) and in other portions of the community. The Woodbridge neighborhood (northwest of Grand River and Trumbull) is area's most stable.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the Woodbridge neighborhood through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Target the area southwest of Grand River for construction of affordable and market rate single-family homes and townhouses in a manner consistent with the scale and character of the existing housing stock.

GOAL 3: Increase residential density

Policy 3.1: Redevelop Grand River with mixed-use development, including high-density residential.

□ **Retail and Local Services**

Issues: The area’s only commercial strip is Grand River. This strip has many vacant lots and underutilized buildings. A casino development is in the southeast corner.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Encourage high-density mixed-use development to replace obsolete commercial properties along Grand River.

Policy 4.2: Encourage a high-density office and retail area at Grand River and the Lodge Freeway, adjacent to the casino development.

GOAL 5: Develop a retail center

Policy 5.1: Develop a large-scale retail node at Grand River and Buchanan.

□ **Industrial Centers**

Issues: There is a large underutilized industrial area in the northwest corner.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Redevelop the under-utilized industrial sites by attracting new and encouraging existing businesses to use the land for expansion or relocation.

□ **Parks, Recreation and Open Space**

Issues: Increased residential development will increase the demand for recreational amenities in an area that is already underserved.

GOAL 7: Increase open space and recreational opportunities

Policy 7.1: Strategically acquire property to be utilized for the development of neighborhood parks or play lots to accommodate the additional demands due to residential growth.

Policy 7.2: Work with area institutions to provide recreation access and programs.

GOAL 8: Increase access to open space and recreational areas

Policy 8.1: Include greenways to provide residential areas with linkages to commercial corridors, recreation areas, and Wayne State University.

Lower East Central

Lower East Central is generally bounded by Gratiot to the north, East Jefferson to the south, Mt. Elliott to the east and the Chrysler Freeway to the west. Most of the area is made up of urban renewal areas; this has resulted in a significant amount of newer housing south of Vernor.

Three quarters of the housing units are renter occupied. The community had a slight increase in population and housing units between 1990 and 2000. Almost sixty percent of the households are female headed. Over thirty percent of the residents are college educated.

□ Neighborhoods and Housing

Issues: The differences between the older and newer housing in this community are stark. Most of the housing in the southern portion are newer, the result of urban renewal. The housing in the northern portion is in poor condition with a considerable amounts of vacant land.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Continue medium and high-density residential development in the area south of Vernor.

GOAL 2: Redevelop neighborhoods

Policy 2.1: In the area northeast of Vernor and McDougall, demolish vacant and/or dangerous structures and implement large-scale infill, ensuring that housing reinvestment includes owner- and renter- occupied units and a mix of affordable and market rate housing.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density residential northwest of Joseph Campau and Vernor, and along Mt. Elliott.

Policy 3.2: Develop mixed-use medium and high density housing along Gratiot and Mack, and in the area southwest of Gratiot and McDougall.

□ **Retail and Local Services**

Issues: The area’s commercial strips are along Gratiot and Jefferson. The Gratiot strip has many underutilized commercial buildings.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Encourage high-density mixed-use development to replace obsolete commercial properties along Gratiot.

GOAL 5: Increase the vitality of neighborhood commercial areas

Policy 5.1: Develop neighborhood commercial nodes along Mack, with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

Policy 5.2: Continue to support neighborhood-servicing retail uses for the residential area north of Jefferson.

□ **City Design**

Issues: Jefferson and Gratiot are gateways into the City’s center. Gratiot lacks distinctive or distinguishing features to welcome people as they travel through the region.

GOAL 6: Promote major thoroughfares as attractive gateways to the City

Policy 6.1: Along Jefferson and Gratiot, incorporate streetscape, landscape and signage improvements leading into the Central Business District.

Lower Woodward

Lower Woodward is generally bounded by the Ford Freeway (I-94) to the north, the Fisher Freeway (I-75) to the south, the Chrysler Freeway (I-375) to the east and Lodge Freeway (M-10) to the west. This area includes Wayne State University, the Cultural Center, Medical Center, and is immediately north of the Central Business District and south of the New Center area.

Between 1990 and 2000 the area had a slight growth in population. Over a quarter of the population are college graduates. Ninety-seven percent of the housing units are renter occupied. Reflective of the student population, more than half of Lower Woodward’s households earn less than \$15,000 per year.

□ Neighborhoods and Housing

Issue: The area has a diverse mix of income levels. Due to redevelopment projects, availability of affordable housing is a concern. There has been substantial infill development in the northeast corner and the Brush Park area (in the southeast corner).

GOAL 1: Redevelop neighborhoods

Policy 1.1: Target Brush Park for infill housing consistent with the remaining housing stock, including owner- and renter- occupied units with a mix of market rate and affordable housing

GOAL 2: Increase residential density

Policy 2.1: Develop Woodward and Cass as high-density mixed-use corridors with housing and ground-floor commercial.

□ Retail and Local Services

Issues: Retail along the area’s thoroughfares is limited. The retail corridors have potential due to proximity to the central business district, cultural center and Wayne State University, as well as anticipated growth and high-density housing.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Along Woodward, encourage high density mixed uses complimentary to the area’s cultural anchors.

Policy 3.2: Along Cass, develop a compatible mix of locally serving small businesses along with businesses complimentary to the area’s cultural anchors.

□ **Transportation and Mobility**

Issue: The cultural center is isolated from other nearby activity centers such as the Central Business District. The cultural attractions along the Woodward corridor lack sufficient links to the central business district and other entertainment, cultural and tourist venues.

GOAL 4: Provide transportation options

Policy 4.1: Develop transit links from the Cultural Center to the Central Business District and other area attractions.

□ **Historic Preservation**

Issue: Many buildings and sites are aesthetically significant and/or have histories tied to the City’s origins and social and economic milestones. The number of vacant buildings creates challenges regarding their preservation and reuse.

GOAL 5: Adaptive reuse and preservation of historic buildings and sites

Policy 5.1: Give high priority to the preservation of historic buildings, especially the restoration and rehabilitation of building facades.

Policy 5.2: Ensure aesthetic compatibility between new and existing structures and sites.

□ **Arts and Culture**

Issue: The area has the region’s largest concentration of cultural facilities, including: the Detroit Institute of Arts, Orchestra Hall, the Detroit Public Library and Wayne State University.

GOAL 6: Ensure that the Cultural Center remains the regional focus for cultural institutions and events.

Policy 6.1: Attract complimentary cultural and entertainment venues in proximity to the area’s institutions.

□ **Health and Social Services**

Issue: The southwest corner of the area (the Cass Corridor) contains a number of social services facilities providing much needed services for people throughout the region.

GOAL 7: Increase access to social services

Policy 7.1: Monitor the concentration of social service facilities to determine methods to meet the needs of residents in the area and to provide services in other areas throughout the region.

□ **City Design**

Issues: Woodward is a regional thoroughfare and a gateway into the City’s center. Woodward’s appearance creates a significant impression about the entire Detroit region. The activity nodes along Woodward lack identity and distinction.

GOAL 8: Promote major thoroughfares as attractive gateways to the City

Policy 8.1: Recognize and protect distinctive urban vistas along Woodward to the Central Business District.

GOAL 9: Identify and distinguish activity nodes

Policy 9.1: Develop design guidelines to promote linkages among and to the various cultural and entertainment districts.

Middle East Central

Middle East Central is generally bounded by the Ford Freeway (I-94) to the north, Gratiot to the south, Mt. Elliott to the east, and the Chrysler Freeway (I-375) to the west. The Eastern Market is in the area's southwest corner.

From 2000 to 2010, Middle East Central lost almost thirty percent of its population, far exceeding the citywide average. Vacant housing units and vacant land are at levels above the citywide average, creating considerable opportunity for reinvestment. Almost seventy percent of the housing units are renter occupied.

The Eastern Market is a strong economic anchor within this community, however, the 2011 Food Security and Modernization Act renders many existing Eastern Market food industrial businesses out of compliance with food safety and production standards. Businesses within the Eastern Market are ready to modernize or expand, but are unable to do so in place. A neighborhood framework plan involving stakeholder and community engagement was completed in 2019 that identified a new location for food production business seeking close proximity of Eastern Market, with easy access established freight routes.

In order to accommodate the development of food production facilities, land use changes are required to transform some vacant land into a food production hub. These land use changes will support the relocation of food related businesses and encourage the attraction of new food related industries, while supporting new policies to attract new housing and preserving existing residential. The neighborhood framework plan for the Eastern Market developed a vision with three goals for the area:

- A. Create jobs for Detroiters
- B. Improve the quality of life for residents
- C. Keep the authenticity and function of Eastern Market

The 2019 framework plan informed the following Master Plan recommendations for the area, **including** recommendations regarding land use, storm water management, design guidelines, and historic preservation.

□ **Neighborhoods and Housing**

Issue: There is multi-family housing south of Forest, along the Chrysler Freeway. Vacant lots and a declining housing stock characterize the residential area east of St. Aubin.

GOAL 1: Rebuild neighborhoods

Policy 1.1: East of St. Aubin, demolish vacant and/or dangerous structures and encourage the development of live-work/ workforce housing along St. Aubin and Chene to support the food industry and other businesses.

Policy 1.2: Leverage select city-owned parcels for residential development and neighborhood scale agricultural uses whereappropriate.

Policy 1.3: Support and preserve existing residential areas by utilizing stormwater management features to separate residential uses from non-residential uses in the area.

GOAL 2: Increase residential density

Policy 2.1: Develop Gratiot with mixed-use development including high-density residential.

Policy 2.2: Develop urban infill, high-density mixed-used residential along the Dequindre Cut, south of Mack.

□ **Retail and Local Services**

Issue: Although it includes many vacant and underutilized sites, Gratiot is the area’s most stable commercial thoroughfare. The Eastern Market, in the southwest corner, provides both wholesale and retail meats and produce. Much of the Chene commercial thoroughfare is vacant.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Encourage high-density mixed-used development along Gratiot.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: In conjunction with residential redevelopment, develop neighborhood commercial nodes along Chene, with a compatible mix of locally serving, small-scale businesses and medium density residential uses.

Policy 4.2: West of St. Aubin, South of Mack, encourage mixed-use residential and urban infill development to complement commercial food industry uses.

Policy 4.3: Leverage select city-owned parcels for residential and commercial development where appropriate.

GOAL 5: Reinforce the Eastern Market as a regional attraction for retail and wholesale meats and produce

Policy 5.1: Enhance the character and image of existing and new development in the Eastern Market Area with signage, landscaping and façade improvements.

Policy 5.2: Encourage more efficient handling of goods within the Eastern Market area through signage and designated areas for truck parking and loading.

Policy 5.3: Support the expansion of Eastern Market’s footprint in order to accommodate growth for existing businesses located in the Eastern Market Core that area unable to grow in place.

□ **Industrial Centers**

Issues: This area includes many under-utilized industrial sites. Small-scale industrial sites are scattered throughout the area west of St. Aubin, often conflicting with residential areas.

GOAL 6: Expand the availability of industrial areas for food production

Policy 6.1: West of Grandy Street, expand food related industrial areas into marginal residential pockets.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Establish and enforce designated truck routes to and from the Ford and Chrysler Freeways.

Policy 7.2: Provide setback areas between food production and industrial uses and residential areas east through the use of vegetative screening and stormwater features.

□ **Parks, Recreation and Open Space**

Issues: There are few well maintained green spaces or recreational areas for neighborhood residents.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: North of Gratiot and east of St. Aubin, strategically acquire property to be utilized for the development of food production uses that will provide green stormwater infrastructure and improved open space in conjunction with new food production development.

Policy 8.2: Where possible, utilize vegetative screening and stormwater management features as accessible open space and linear parks. Fencing of these features is discouraged.

Policy 8.3: Encourage the planting of street trees and linear tree groves to enhance the tree canopy of the area west of the Dequindre Cut.

Policy 8.4: Support the use of vacant residential land for agricultural uses, north of Warren.

GOAL 9: Increase access to open space and recreational areas

Policy 9.1: Encourage a northbound extension of the Dequindre Cut Greenway to connect to the planned Joe Louis Greenway to further connect residential areas to the Riverfront

Policy 9.2: Develop greenway setback areas along the Dequindre Cut Greenway, St. Aubin Street, Chene Street, and Grandy Street to screen

warehouse and production developments from residential areas and provide areas for on-site stormwater management.

Policy 9.3: Encourage the development of publicly accessible open space/ greenways as part of the stormwater mitigation efforts in the area

□ **Environment and Energy**

Issue: The area is the site of various food processing industries. Many of the facilities are pollution sources impacting adjacent residential areas.

GOAL 10: Improve environmental quality

Policy 10.1: Attract industries that emphasize pollution minimizing technology and research. Support the modernization of existing businesses to reduce environmental emissions.

Policy 10.2: Support the use of stormwater mitigation to separate residential from non- residential uses.

Policy 10.3: Concentrate environmental cleanup and enforcement along the St. Aubin corridor to maximize development potential and minimize pollution.

□ **History, Legacies and Preservation**

Issue: The market core is home to many structures with historic significance. These include the sheds and surrounding structures.

GOAL 11: Maintain integrity of historic areas

Policy 11.1: Encourage the construction of new structures that visually reinforce historic areas of the Eastern Market Core.

Policy 11.2: Limit the height of new buildings or vertical additions to existing buildings to 45 feet within the market core area.

Policy 11.3: Do not remove historically significant structures within this area or any existing structures surrounding the Eastern Market sheds that are structurally intact.

Middle Woodward

Middle Woodward is generally bounded by the Highland Park city limits to the north, the Ford Freeway (I-94) to the south, the Chrysler Freeway (I-375) to the east, and the Lodge Freeway (M-10) to the west. The New Center is in the southern portion of the area and Wayne State University and the Cultural Center are located immediately to the south.

Middle Woodward lost over fifteen percent of its population during the 1990's, leaving almost twenty percent of the remaining housing units vacant. This is primarily due to housing abandonment along the northern and eastern edges. The amount of vacant land and the stability of the surrounding area creates considerable opportunity for reinvestment.

□ **Neighborhoods and Housing**

Issue: The housing stock is generally in good condition. There are pockets of vacant lots and abandoned housing, especially near the Highland Park city limits. The vacancy and abandonment is most severe east of Oakland.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the Boston-Edison and New Center area through home repair programs, and scattered-site infill development of similar scale and character to the existing housing stock.

Policy 1.2: In the area between Boston-Edison and New Center, monitor the establishment of adult foster care homes to prevent a concentration.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: In the area immediately south of Highland Park, demolish vacant and/or dangerous structures, and rehabilitate existing homes by constructing new infill homes in a manner consistent with the existing housing stock.

GOAL 3: Increase residential density

Policy 3.1: Develop East and West Grand Boulevard, and Woodward as a high-density mixed use area, with housing and ground-floor commercial.

GOAL 4: Conversion of obsolete industrial buildings

Policy 4.1: Rehabilitate vacant industrial buildings southwest of the East Grand Boulevard and the Chrysler Freeway intersection into residential lofts

□ **Retail and Local Services**

Issue: Retail along the area’s thoroughfares is limited. Most of the commercial uses in the New Center area complement the office and theatre. Much of the Oakland commercial thoroughfare is vacant.

GOAL 5: Increase the vitality of commercial thoroughfares

Policy 5.1: Encourage high density mixed uses along Woodward and East and West Grand Boulevard with uses complimentary to the area’s office and theatre anchors.

GOAL 6: Increase the vitality of neighborhood commercial areas

Policy 6.1: In conjunction with residential redevelopment, develop neighborhood commercial nodes along Oakland, with a compatible mix of locally serving, small-scale businesses and medium density residential.

Policy 6.2: Develop a neighborhood commercial node at Webb and Woodward.

□ **Office**

Issue: The area has aging, but historically and aesthetically significant office buildings. These sites must compete with newer suburban office sites.

GOAL 7: Improve the New Center’s position as a center for corporate headquarters

Policy 7.1: Provide incentives to attract businesses to participate in the rehabilitation and occupancy of the area’s major office buildings.

Policy 7.2: Cooperate with business organizations and other city agencies to attract corporate headquarters to the New Center Area.

GOAL 8: Maintain the New Center’s status as the State governmental center

Policy 8.1: Conserve and encourage the expansion of the government office concentrations near Woodward and East and West Grand Boulevard.

□ **Industrial Centers**

Issue: The industrial area in the southeast has many underutilized buildings and vacant land. A stable industrial area is in the northeast along the Highland Park city limits.

GOAL 9: Increase the viability of industrial areas

Policy 9.1: Continue to encourage the development of light industrial facilities in the northeast corner.

Policy 9.2: Attract technology and research industries to the area north of Wayne State University, along Woodward and Cass.

□ **Parks, Recreation and Open Space**

Issue: There are few well-maintained green spaces or recreation areas for neighborhood residents.

GOAL 10: Increase open space and recreational opportunities

Policy 10.1: North of Grand Boulevard, strategically acquire property to be utilized for the development of neighborhood parks or playlots.

Policy 10.2: In conjunction with residential development east of Oakland , strategically acquire property that could be utilized for the development of neighborhood parks or play lots.

Policy 10.3: Work with area institutions and Wayne State University to provide recreation access and programs.

Near East Riverfront

Near East Riverfront is generally bounded by Jefferson to the north, the Detroit River to the south, the Belle Isle Bridge to the east and Rivard to the west. This section of the riverfront is changing from an industrial area to a mixed-use district containing residential, recreational, commercial, and entertainment uses. Between 1990 and 2000 the population increased from 636 residents to 1,561.

□ **Neighborhoods and Housing**

Issue: Many industrial and commercial sites are vacant. Environmental issues hamper the development of some sites, especially the Uniroyal site along the eastern edge.

GOAL 1: Increase residential density

Policy 1.1: Develop the riverfront as a mixture of high density residential and commercial uses preserving views and public access to open space along the riverfront.

GOAL 2: Conversion of obsolete industrial buildings

Policy 2.1: Throughout the area, encourage the conversion of obsolete industrial buildings into residential lofts.

□ **Retail and Local Services**

Issue: With the recent growth in residential population and more anticipated, the area will become a more appealing location for commercial reinvestment.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Encourage high-density mixed-use development along Jefferson.

GOAL 4: Develop mixed-use activity nodes

Policy 4.1: Develop neighborhood commercial nodes south of Jefferson with a mix of locally serving, small-scale businesses, entertainment related development, service establishments and civic space.

□ **Parks and Recreation**

Issue: The riverfront is one of the City’s primary attractions for residents and visitors. With an increase in residential density, recreation and open space becomes more of a priority.

GOAL 5: Increase open space and recreational opportunities

Policy 5.1: Establish public open space along the river's edge south of Atwater including venues for concerts and seasonal events and attractions.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Develop greenways connecting to residential areas to the north and along the riverfront connecting to the Central Business District and Belle Isle.

□ **Transportation and Mobility**

Issue: The attractions along the riverfront lack sufficient links to the central business district and other entertainment, cultural and tourist venues.

GOAL 7: Provide transportation options

Policy 7.1: Develop transit links from the east riverfront to the Central Business District and other area attractions.

□ **City Design**

Issue: The riverfront is one of the City’s primary attractions for residents and visitors.

GOAL 8: Promote major thoroughfares as attractive gateways to the City

Policy 8.1: Along Jefferson, incorporate streetscape, landscape and signage improvements leading into the Central Business District.

GOAL 9: Maintain river and corridor views

Policy 9.1: Site design must demonstrate special regard for visual corridors/vistas and easements offering access to the river and the Central Business District.

Upper East Central

Upper East Central is generally bounded by the Hamtramck city limits to the north, the Ford Freeway (I-94) to the south, Mt. Elliott to the east and the Chrysler Freeway (I-375) to the west. Upper East Central is primarily an industrial district which includes the General Motors Assembly Plant.

□ Industrial Centers

Issue: The area is accessible by freeways and rail lines. Many of the industrial sites surrounding the General Motors Assembly Plan are vacant or under utilized. In the south, land use conflicts exist between the industrial sites and the surrounding residential areas.

GOAL 1: Increase the viability of industrial areas

Policy 1.1: Redevelop the under-utilized sites by attracting new and encouraging existing businesses requiring high accessibility such as distribution and manufacturing.

GOAL 2: Reduce conflicts between industrial and residential areas

Policy 2.1: Establish and enforce designated truck routes to and from the Ford and Chrysler Freeways.

Policy 2.2: Buffer the negative impacts of industrial land uses upon residential areas to the south and east.

Policy 2.3: Provide adequate vehicular links between Eastern Market and the food processing industries to the north.

□ Environment and Energy

Issue: The area is the site of the Resource Recovery Facility and various food processing industries. Many of these facilities are the site of major pollution sources impacting area residents and businesses

GOAL 3: Improve environmental quality

Policy 3.1: Concentrate environmental enforcement and remediation to facilities in the southwest corner.

Policy 3.2: Attract industries that emphasize pollution minimizing technology and research.

Cluster 5

Introduction

Cluster 5 is generally bounded by Warren and the Ford Freeway (I-94) to the north; the Detroit River to the south; the Jeffries Freeway (I-96) and the Ambassador Bridge to the east and the Dearborn, Melvindale, Lincoln Park, Ecorse and River Rouge city limits to the west. The cluster consists of seven neighborhood areas: Boynton, Chadsey, Condon, Hubbard/Richard, Springwells, Vernor/Junction and West Riverfront.

Cluster 5 has an exceptional concentration of heavy industry and freight transportation modes. Although the cluster experienced a decrease in total population between 1990 and 2000, it lost fewer people proportionally than the entire City of Detroit. Furthermore, the growth in some neighborhoods exceeded the citywide average.

In Cluster 5, the Boynton neighborhood is a very stable and affordable residential area. Although the cluster lost population overall, many of the neighborhoods within the cluster experienced substantial increases in population due to immigration. The increase in the Hispanic population was the basis for growth in the Chadsey (144%), Springwells (122%) and Vernor/Junction (61%) neighborhoods. And although the Condon neighborhood had an overall decrease in population, the Hispanic population grew by 78%. The growing immigrant population in each of these areas provides the basis for residential development and rehabilitation, and revitalization of the area's commercial thoroughfares.

The Hubbard/Richard neighborhood is poised for redevelopment as a gateway and regional attraction. It is the site of the international border crossing between the United States and Canada. In addition to the truck traffic, the Mexican restaurants and other businesses attract visitors from throughout the region.

The riverfront location and concentration of rail and port facilities makes the West Riverfront an attractive area for various industries. However, some existing industries and the remnants of past industries have had a negative environmental impact upon the surrounding residential areas. Redevelopment efforts should focus on environmental remediation to improve the potential for industrial redevelopment and to alleviate the negative environmental impacts on the surrounding residential areas.

Boynton

Boynton is generally bounded by the Dearborn and Melvindale city limits to the north, the River Rouge and Ecorse city limits to the south, the Rouge River to the east and the Lincoln Park city limits to the west. Boynton’s economy and quality of life is tied to that of the adjacent communities. Its residential areas are surrounded by heavy industrial facilities.

Boynton has among the city’s highest percent of elderly residents. Over seventy percent of the housing units are owner occupied, with almost a third of the housing valued in the \$30,000 to \$50,000 range.

□ Neighborhoods and Housing

Issues: Boynton is a relatively newly developed part of Detroit. It has some of the cluster’s most well maintained, stable neighborhoods, with few neighborhoods experiencing disinvestment.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs, and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issues: The Fort and Schaefer commercial corridors have vacant and under-utilized storefronts.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Take advantage of traffic along Fort and Schaefer to attract commercial activity.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Oakwood with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

□ **Industrial Centers**

Issues: Industrial disinvestment is prevalent in the north and northeast areas. In some cases industrial uses encroach upon adjacent residential areas.

GOAL 4: Reduce conflicts between industrial and residential areas

Policy 4.1: Establish and enforce designated truck routes to and from Fort Street and I-75.

Policy 4.2: Buffer the negative impacts of industrial land uses upon residential areas in the northeast.

□ **Parks, Recreation and Open Space**

Issue: There is limited recreation space in the area southeast of Fort and Schaffer. Vacant industrial parcels bordering the residential and industrial areas present an opportunity for redevelopment as open space.

GOAL 5: Increase open space and recreational opportunities

Policy 5.1: Ensuring that environmentally contaminated sites are remediated, acquire industrial properties near residential areas for parks and open space, especially along the Rouge River.

Chadsey

Chadsey is generally bounded by Warren to the north, John Kronk to the south, Livernois to the east, and the Dearborn city limits to the west. Between 1990 and 2000, Chadsey had one of the city's largest increases in population. The increase was largely due to an increase in the area's Hispanic population (increasing from 5,833 in 1990 to 9,898 in 2000).

□ Neighborhoods and Housing

Issues: Homes are largely owner-occupied and in good condition, consisting primarily of wood-frame, single-family units of 70 to 80 years in age, on small lots.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs, and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issues: The Michigan and Livernois commercial corridors consist of many older commercial buildings and limited parking areas.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: In conjunction with the development of a large-scale retail node at Warren and Livernois, develop an intensive commercial strip along Warren.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop retail nodes along the most viable sections of Michigan and Livernois with parking nodes and a pedestrian orientation.

Policy 3.2: Develop the Michigan and Livernois intersection as a focal point for neighborhood commercial development.

GOAL 4: Develop a retail center

Policy 4.1: Develop a large-scale commercial node on the south side of Warren at Livernois

□ **Industrial Centers**

Issues: There are several functional industrial facilities in the area along with vacant and under-utilized sites. The boundaries separating industrial and residential areas are not always clearly delineated, most notably in the area northwest of the intersection of Martin and McGraw.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from Michigan, Livernois and I-94.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas south of Michigan.

Policy 5.3: Encourage industrial uses north of McGraw, near Martin, to relocate to industrial areas south of Michigan.

□ **Transportation and Mobility**

Issues: Along Michigan and Livernois, traffic volumes and truck traffic pose safety concerns, especially for pedestrians.

GOAL 6: Improve vehicular and pedestrian safety

Policy 6.1: Incorporate traffic calming features and other methods to increase safety for pedestrians in the area of Michigan and Livernois.

Condon

Condon is generally bounded by the Ford Freeway to the north, the Conrail tracks to the south, the Jeffries Freeway to the east and Livernois to the west. The area lost nearly fifteen percent of its population and almost twenty percent of its housing units between 1990 and 2000, but the Hispanic population increase by almost eighty percent .

□ Neighborhoods and Housing

Issues: Housing units consist primarily of wood frame duplexes in poor condition.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Encourage rehabilitation and infill housing development throughout most of the area, especially north of Michigan.

GOAL 2: Conversion of obsolete industrial buildings

Policy 2.1: Near Michigan and West Grand Boulevard, encourage the conversion of vacant industrial buildings into residential lofts.

□ Retail and Local Services

Issues: The Michigan and Livernois commercial corridors consist of many older commercial buildings and limited parking areas.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop retail nodes along most viable sections of Michigan and Livernois with parking nodes and a pedestrian orientation.

Policy 3.2: Develop the Michigan and Livernois intersection as a focal point for neighborhood commercial development.

□ Industrial Centers

Issues: There are several functional industrial facilities in the area along with vacant and under-utilized industrial sites. The boundaries separating industrial

and residential areas are not always clearly delineated, notably in the industrial pocket northeast of the intersection of Michigan and Livernois.

GOAL 4: Reduce conflicts between industrial and residential areas

Policy 4.1: Encourage industrial uses northeast of Michigan and Livernois to relocate to industrial areas further south.

Policy 4.2: Along the former Conrail railroad tracks, buffer the negative impacts of industrial land uses upon residential areas.

□ **Transportation and Mobility**

Issues: Along Michigan and Livernois, traffic volumes and truck traffic pose safety concerns, especially for pedestrians.

GOAL 5: Improve vehicular and pedestrian safety

Policy 5.1: Incorporate traffic calming features and other methods to increase safety for pedestrians in the area of Michigan and Livernois.

Hubbard / Richard

Hubbard Richard is generally bounded a railway to the north, the Detroit River to the south, 16th Street to the east, and West Grand Boulevard to the west.

Hubbard-Richard is a gateway to Detroit, Michigan and the United States. The area is a point of convergence for transportation uses. The Fisher Freeway (I-75), Ambassador Bridge plaza, and truck routes divide the area.

Over sixty-five percent of the households are married couples. The area lost nearly a quarter of its population and almost thirty percent of its housing units between 1990 and 2000. The resulting amount of vacant land presents a considerable opportunity for reinvestment.

□ Neighborhoods and Housing

Issues: The area surrounding southeast of Bagley and I-75, is isolated by transportation and industrial land uses. Vacant lots in this area are sparse. The area has experienced substantial infill housing construction in the past decade.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area northwest of the Fisher Freeway through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Develop medium density housing near Bagley and Vernor in coordination with adjacent commercial development.

Policy 2.2: Redevelop Fort and the area south, along West Grand Boulevard, as a mixture of high-density residential and commercial uses while preserving access to the riverfront.

□ Retail and Local Services

Issues: Mexicantown is a regional destination increasing the attraction of the surrounding commercial areas. In contrast, just to the south, Fort Street has many aging and underutilized commercial and industrial sites.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Encourage high-density mixed-use development to replace obsolete industrial and commercial properties along Fort and south near West Grand Boulevard.

GOAL 4: Reinforce Mexicantown as a regional attraction

Policy 4.1: Encourage spin-off development along Vernor in conjunction with the redevelopment of the Michigan Central Depot site in Corktown.

Policy 4.2: Emphasize the area’s uniqueness by encouraging commercial development that reflects the neighborhood’s historic and ethnic character.

□ **Industrial Centers**

Issues: The space required for processing vehicles crossing the Ambassador Bridge conflicts with the surrounding residential area. Furthermore, traffic regularly passes through the surround residential area. Northeast of the residential area is a rail facility.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes from the Ambassador Bridge area to and from I-75 and Fort Street.

Policy 5.2: Ensure that modernization and expansion plans for the rail and bridge facilities do not encroach upon the surrounding residential areas.

□ **Parks, Recreation and Open Space**

Issue: The northern area of Hubbard Richard has few green spaces or recreation areas and lacks links to the Detroit River.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Establish greenways connecting to Fort Wayne and the riverfront.

□ **Transportation and Mobility**

Issues: The Fisher Freeway and railways bisect and border Hubbard Richard's neighborhoods and commercial areas. The area is poorly linked to downtown and other area attractions.

GOAL 7: Provide transportation options

Policy 7.1: Develop transit links from Mexicantown to the Central Business District and other area attractions.

Springwells

Springwells is generally bounded by John Kronk to the north, the former Conrail railroad to the southeast and the Dearborn City limits to the west. North of Dix, virtually all of the land is in rail yards and other heavy industry. South of Dix is residential, except for the commercial strips on Vernor and Springwells.

Springwells experienced a population increase of almost ten percent between 1990 and 2000. This included a doubling of the Hispanic population (from 4,437 in 1990 to 9,858 in 2000). Almost a third of the population is under 18 years of age. Over half of the households are headed by married couples.

□ Neighborhoods and Housing

Issues: The average Springwells home is about 70 years old. Most houses are wood frame and in fair condition.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Include medium density housing as a component of a mixed-use node at Dix, Vernor and Livernois.

□ Retail and Local Services

Issues: The dense character of the built environment limits assembling large sites for retail development. The only large site with potential for retail development is at the intersection of Dix, Vernor and Livernois.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Vernor and Springwells with a compatible mix of locally serving, small-scale businesses and medium density housing.

GOAL 4: Develop a mixed-use activity node

Policy 4.1: Develop the intersection of Dix, Vernor and Livernois as a mixed use, pedestrian-oriented commercial node.

□ **Industrial Centers**

Issues: The Junction Yard railroad terminal, north of Dix, is a multi-modal transportation hub. This area includes many under-utilized industrial sites. Small-scale industrial sites are scattered throughout. The boundaries separating the industrial and residential areas are not always clearly delineated.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Ensure that modernization and expansion plans for the rail yard operations minimize encroachment into surrounding residential areas.

Policy 5.2: Encourage relocation of industries in conflict with residential areas to sites north of Dix.

Policy 5.3: Establish and enforce designated truck routes to and from Dix and Livernois.

Policy 5.4: Buffer the negative impacts of industrial land uses upon residential areas along Dix and John Kronk.

□ **Environment and Energy**

Issue: The west riverfront is site to some of the regions most intense industrial activity. Many of the facilities are major pollution sources impacting nearby commercial and residential areas.

GOAL 6: Improve environmental quality

Policy 6.1: Attract industries that emphasize pollution minimizing technology and research.

Policy 6.2: Concentrate environmental remediation efforts to industrial areas in the south and west.

Vernor-Junction

Vernor-Junction is generally bounded by the former Conrail railroad to the northwest, the Fisher Freeway (I-75) to the south and West Grand Boulevard to the east. The area has a vibrant commercial corridor along Vernor.

The area experienced a modest increase in population between 1990 and 2000; most of the growth is due to a significant increase in the Hispanic population. Almost 60 percent of the households are headed by married couples. A third of the population is below 18 years old.

□ Neighborhoods and Housing

Issues: While the housing stock is relatively sound, some dilapidated units are scattered throughout the area due to prior decades of depopulation and disinvestment. Proximity to high growth areas in Cluster 5 should result in growth into this area. Neighborhoods near the industrial corridor along the railroad tracks have shown the most signs of deterioration.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Develop medium density housing near Vernor to strengthened the adjacent commercial corridor.

Policy 2.2: Include medium density housing as a component of a mixed-use node at Dix, Vernor and Livernois.

GOAL 3: Conversion of obsolete industrial buildings

Policy 3.1: Near Michigan and West Grand Boulevard, encourage the conversion of vacant industrial buildings into residential lofts.

□ **Retail and Local Services**

Issues: The dense character of the built environment limits assembling large sites for retail development. The only large site with potential for retail development is at the intersection of Dix, Vernor and Livernois.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along Vernor and Springwells with a compatible mix of locally serving, small-scale businesses and medium density housing.

GOAL 5: Develop a mixed-use activity node

Policy 5.1: Develop the intersection of Dix, Vernor and Livernois as a mixed use, pedestrian-oriented commercial node.

□ **Industrial Centers**

Issue: Many small industrial sites along the former Grand Trunk and Conrail railroads directly abut residential areas. The boundaries separating the residential and industrial areas are not always clearly delineated.

GOAL 6: Reduce conflicts between industrial and residential areas

Policy 6.1: Establish and enforce designated truck routes to and from Livernois and I-75.

Policy 6.2: Buffer the negative impacts of industrial land uses upon residential areas.

□ **Parks, Recreation and Open Space**

Issues: Other than Clark Park, the area has limited recreation facilities. And, although it is immediately south, there are few connections to the Detroit River.

GOAL 7: Increase access to open space and recreational areas

Policy 7.1: Develop greenways connecting the area to Clark Park, Fort Wayne and the riverfront.

West Riverfront

The West Riverfront is generally bounded by the Fisher Freeway (I-75) to the north, the Detroit River to the south, West Grand Boulevard to the east and the Rouge River to the west. Heavy industry, rail and port facilities dominate the area. Industry land uses isolates West Riverfront’s few residential neighborhoods from the rest of Cluster 5.

While the Springwells and Vernor-Junction areas to the north saw population gains in the last decade, West Riverfront lost more than a quarter of its dwelling units and population. It also suffers from among the highest proportions of low-income households and low-value dwelling units in the City.

□ Neighborhoods and Housing

Issues: Environmental issues hamper West Riverfront’s efforts to retain its residential community. Vacant lots and a declining housing stock characterize the residential areas.

GOAL 1: Redevelop neighborhoods

Policy 1.1: In the area immediately north of West Jefferson, remediate environmentally contaminated areas to accommodate residential development.

Policy 1.2: Develop strategies to Redevelop and Reinforce the neighborhood known as Delray.

GOAL 2: Increase residential density

Policy 2.1: Develop medium density housing near West Jefferson to strengthen the adjacent commercial corridors.

□ Retail and Local Services

Issues: Most of West Jefferson is lined with vacant or underutilized commercial and industrial sites. Commercial development along West Jefferson is sparse. Fort Street has many aging and underutilized commercial and industrial sites.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: In conjunction with the retail node at Fort and Dearborn, develop intense commercial uses along Fort.

Policy 3.2: Take advantage of high traffic volumes to develop intensive commercial uses along Fort Street, catering to truck traffic near the Customs facility.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: In coordination with residential development, develop neighborhood commercial nodes along Jefferson with a compatible mix of locally serving, small-scale businesses and medium density residential.

Policy 4.2: Develop the intersection of Jefferson and West End as a focal point for neighborhood commercial development.

GOAL 5: Develop a retail center

Policy 5.1: Develop a large-scale retail node at Fort and Dearborn.

□ **Industrial Centers**

Issues: This area includes many under-utilized industrial sites. Small scaled industrial sites are scattered throughout, often conflicting with residential areas. The Port of Detroit is located in the southeast, along the Detroit River.

GOAL 6: Increase the viability of industrial areas.

Policy 6.1: In the eastern end of the area, expand industrial areas into marginal residential pockets.

Policy 6.2: Continue development of and increase the efficiency of the Port of Detroit.

Policy 6.3: Along commercial thoroughfares, promote the development of import/export trade brokering firms and other commercial enterprises.

Policy 6.4: Encourage relocation of industries in conflict with residential areas to sites both north and south of Fort.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from West Jefferson, Fort and I-75.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas north of West Jefferson.

□ **Parks, Recreation and Open Space**

Issues: The Fisher Freeway and industrial uses isolate residential and commercial areas as well as Fort Wayne and access points to the Detroit River.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Develop greenways connecting commercial, riverfront and Fort Wayne to surrounding areas.

Policy 6.2: Improve railroad crossings to facilitate vehicular and pedestrian access to the riverfront.

□ **History, Legacies and Preservation**

Issue: Fort Wayne has the potential to become a tourist destination, but many of its facilities are in disrepair.

GOAL 7: Preserve and revitalize historic buildings and sites

Policy 7.1: Coordinate with regional agencies to develop Fort Wayne as a regional destination.

Policy 7.2: Encourage preservation of and reinvestment along West Jefferson to accommodate potential visitors to Fort Wayne.

□ **Environment and Energy**

Issue: The west riverfront is site to some of the regions most intense industrial activity. Many of the facilities are major pollution sources impacting nearby commercial and residential areas and the Detroit River.

GOAL 8: Improve environmental quality

Policy 8.1: Attract industries that emphasize pollution minimizing technology and research.

Policy 8.2: Coordinate with the Army Corps of Engineers and other agencies to stabilize and restore the edges of the Detroit and Rouge Rivers.

Policy 8.3: Concentrate environmental cleanup and enforcement along the riverfront to maximize development potential and minimize pollution.

Policy 8.4: Identify and take necessary action to address illegal junkyards.

Cluster 6

Introduction

Cluster 6 is generally bounded by Oakman Boulevard to the north, Warren and the Ford Freeway (I-94) to the south, the Lodge Freeway (M-10) to the east, and a railroad to the west. The cluster consists of four neighborhood areas: Durfee, Rosa Parks, Tireman and Winterhalter.

Cluster 6 has the City's largest percentage of female-headed households, and a high percentage of elderly residents. Between 1990 and 2000, Cluster 6 had more population loss than any other cluster in the city. The Cluster also lost a high percentage of its housing units between 1990 and 2000. The cluster has among the City's highest percent of renter occupied housing units.

The redevelopment potential of Cluster 6 lies in its proximity to the New Center and Cultural Center areas, and its connection to the region via the many freeways that traverse the cluster. In the Durfee neighborhood, the Detroit Repertory Theatre provides an anchor for the redevelopment of the Woodrow Wilson corridor. Residential redevelopment in this area should be coordinated with the City of Highland Park immediately to the east. Henry Ford Hospital, on West Grand Boulevard, is in the southeast corner of the Rosa Parks neighborhood. Redevelopment efforts should focus upon increasing the density of development along West Grand Boulevard and infill residential development immediately north and south of the corridor. The Tireman and Winterhalter neighborhoods have pockets of vacant land appropriate for residential infill development.

Durfee

Durfee is generally bounded by Oakman Boulevard to the north, Clairmount and Joy Road to the south, the Highland Park city limits and the Lodge Freeway (M-10) to the east, and Dexter Avenue to the west.

The area lost almost fifteen percent of its population and housing units between 1990 and 2000. Seventeen percent of the housing units are vacant. Many senior citizens reside in Durfee; approximately fifteen percent of the population is over the age of 65.

□ Neighborhoods and Housing

Issue: Russell Woods historic district and other areas of Oakman Boulevard have some of the area’s most stable housing. The housing stock near Glenn Street and the Lodge Service Drive has experienced major disinvestments. The area south of Glenn Street contains many large, abandoned apartment buildings. The area east of the Lodge Freeway is very blighted and largely comprised of abandoned frame homes.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area along Oakman Boulevard through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Construct infill housing in the area around Central High School and west of the Lodge Service Drive.

Policy 2.2: Collaborate with the City of Highland Park to redevelop and rehabilitate the blighted neighborhoods adjacent to the Highland Park city limits, northeast of the Lodge Freeway.

GOAL 3: Increase residential density

Policy 3.1: Redevelop and preserve the architecturally significant apartments on Glynn Street.

□ **Retail and Local Services**

Issue: There has been abandonment and disinvestments in the neighborhood commercial areas along Dexter, Rosa Parks, Linwood and especially along Woodrow Wilson

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Take advantage of traffic volumes to develop intensive commercial uses along Davison with a retail center at Linwood and Davison.

GOAL 5: Increase the vitality of neighborhood commercial areas

Policy 5.1: Develop neighborhood commercial nodes along Dexter, Rosa Parks and Linwood with a compatible mix of locally serving, small-scale businesses and medium density residential along less viable portions.

GOAL 6: Improve the appearance of commercial areas

Policy 6.1: Promote design guidelines for façade, streetscape and landscape improvements along Woodrow Wilson, Dexter, Rosa Parks and Linwood.

□ **Arts and Culture**

Issue: The Detroit Repertory Theater provides an anchor for development along Woodrow Wilson. The area is accessible by major thoroughfares and freeways and contains many vacant lots.

GOAL 7: Develop a cultural and entertainment district

Policy 7.1: Consolidated and redeveloped the vacant lots and abandoned buildings on Woodrow Wilson south of Dexter Avenue to reduce the blight and create an entertainment and cultural district.

Rosa Parks

Rosa Parks is generally bounded by Clairmount and Joy Road to the north, the Ford Freeway (I-94) to the south, the Lodge Freeway (M-10) to the east, and the Jeffries Freeway (I-96) to the west. Henry Ford Hospital is in the southeast corner; Wayne State University to the east; and the New Center to the south. Over sixty percent of the households are female headed. The majority of the housing units are renter occupied.

□ Neighborhoods and Housing

Issue: Rosa Parks has many solid and attractive neighborhoods, such as the Boston Edison and Atkinson Historic Districts. South of West Grand Boulevard, areas of major disinvestments and encroachment by industrial land uses are prevalent.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Encourage the use of code enforcement as a tool to maintain historic neighborhoods such as Boston Edison and Atkinson.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Rehabilitate the existing housing stock and construct new housing in the residential area south of West Grand Boulevard.

Policy 2.2: Preserve and rehabilitate the existing housing stock and construct new affordable and market rate housing in the Virginia Park (northwest of the Lodge Freeway and West Grand Boulevard) and Research Park Urban Renewal Areas (near Trumbull and the Ford Freeway).

GOAL 3: Increase residential density

Policy 3.1: Redevelop West Grand Boulevard with mixed-use development including high density residential.

GOAL 4: Conversion of obsolete industrial buildings

Policy 4.1: In the southeast corner, encourage the conversion of vacant industrial buildings into residential lofts.

□ **Retail and Local Services**

Issue: Conditions of disinvestments and abandonment exist along Grand River, Linwood and Rosa Parks commercial corridors. There are many underutilized commercial sites along West Grand Boulevard.

GOAL 5: Increase the vitality of commercial thoroughfares

Policy 5.1: Take advantage of traffic volumes along Grand River to attract increased commercial activity with a retail node at Grand River and Joy roads.

Policy 5.2: Encourage high-density, mixed-use development along West Grand Boulevard.

GOAL 6: Increase the vitality of neighborhood commercial areas

Policy 6.1: Develop neighborhood commercial nodes along Linwood and Rosa Parks with a compatible mix of locally serving, small-scale businesses and medium residential uses along less viable portions.

GOAL 7: Improve the appearance of commercial areas

Policy 7.1: Promote design guidelines for façade, streetscape and landscape improvements along West Grand Boulevard, Grand River and Linwood.

□ **Industrial Centers**

Issue: In the southern portion, there are a few functioning industrial facilities with vacant and under-utilized land. The boundaries between residential and industrial areas are not always clearly delineated.

GOAL 8: Reduce conflicts between industrial and residential areas

Policy 8.1: Establish and enforce designated truck routes to and from area freeways.

Policy 8.2: Buffer the negative impacts of industrial land uses upon residential areas in the southeast.

□ **City Design**

Issues: West Grand Boulevard is a gateway into the historic Virginia Park community. It is also a link to the New Center Area and Henry Ford Hospital.

GOAL 9: Promote major thoroughfares as attractive gateways to the City

Policy 9.1: Incorporate streetscape, landscape and signage improvements along West Grand Boulevard.

Tireman

Tireman is generally bounded by the Jeffries Freeway (I-96) to the northeast, the Ford Freeway (I-94) and Warren to the south and Oakman Boulevard, the Jeffries Freeway (I-96) and the Dearborn city limit to the west. Tireman is primarily residential with an industrial corridor in the central area, along a rail line. Nearly sixty percent of the households are female headed. Many senior citizens reside in Tireman; more than fifteen of the population is over the age of 65.

□ Neighborhoods and Housing

Issue: Many abandoned homes and vacant lots are found in the northwest and southeast corner. Housing conditions are stable southeast of the Jeffries Freeway and Livernois; and southwest of Livernois and Tireman.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the areas southeast of the Jeffries Freeway and Livernois; and southwest of Livernois and Tireman through housing repair programs and scattered-site infill development of similar size and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage infill and rehabilitation in blighted areas northwest of Livernois and Joy and east and west of West Grand Boulevard.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density residential as part of a mixed-use node at Grand River and Oakman.

□ Retail and Local Services

Issues: The commercial and industrial areas near the intersection of Livernois and Warren has many vacant and underutilized commercial and industrial sites. Similar conditions exist at Grand River and Oakman; a few large vacant commercial buildings remain at the intersection.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: Take advantage of the proximity to the Ford Freeway and traffic volumes to encourage the development of a retail node at Livernois and Warren.

GOAL 5: Develop a retail center

Policy 5.1: Develop a large-scale commercial development on the south side of Warren at Livernois.

GOAL 6: Develop a mixed-use activity node

Policy 6.1: The existing environment of commercial structures at Grand River and Oakman presents the opportunity for a mixed-use, pedestrian oriented development.

Policy 6.2: Consolidate underutilized industrial properties close to Grand River and Oakman for commercial or residential uses.

GOAL 7: Improve the appearance of commercial areas

Policy 7.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Livernois and Warren.

□ **Industrial Centers**

Issue: Tireman’s industrial belt is parallel to Livernois. The industrial belt’s weakness relates to the general economic obsolescence of its industrial sites. Along Epworth, the industrial area has negatively impacted the adjacent residential area.

GOAL 8: Increase the viability of industrial areas

Policy 8.1: Redevelopment the under-utilized land in the corridor by attracting new and encouraging existing businesses to use the land for the expansion or relocation of their businesses.

GOAL 9: Reduce conflicts between industrial and residential areas

Policy 9.1: Along Epworth, expand the industrial area into marginal residential areas.

Policy 9.2: Establish and enforce designated truck routes to and from Livernois and the Jeffries and Ford Freeways.

Winterhalter

Winterhalter is generally bounded by Lyndon to the north, Joy Road and the Jeffries Freeway (I-96) to the south, Dexter to the east, and the Jeffries Freeway (I-96) to the west. The area is predominantly residential. Winterhalter's housing stock is predominately multi-family structures. Less than one third of the structures are single-family homes. Senior citizens compose approximately fifteen percent of the area's population.

□ Neighborhoods and Housing

Issue: Winterhalter has a stable housing stock on Ewald Circle and within the historic districts of Russell Woods and Oakman Boulevard. The area southeast of Livernois and Cortland has a declining housing stock and many vacant parcels.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of areas such as Ewald Circle and the historic neighborhoods through the use of code enforcement.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing in the area southeast of Livernois and Cortland.

□ Retail and Local Services

Issue: Many areas of the commercial frontage on Grand River, Livernois and Dexter contain abandoned buildings and vacant land.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic volumes along Grand River and Davison to attract increased commercial activity.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop neighborhood commercial nodes along Livernois and Dexter with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

□ **Industrial Centers**

Issues: The industrial corridor at Livernois and Lyndon has some very viable industries with some under-utilized sites. It also contains an active rail line. The housing immediately south are showing signs of blight.

GOAL 5: Increase the viability of industrial areas

Policy 5.1: Attract new industries and encourage existing businesses to expand in the industrial corridor.

GOAL 6: Reduce conflicts between industrial and residential areas

Policy 6.1: Buffer the negative impacts of industrial land uses upon residential areas to the south.

Cluster 7

Introduction

Cluster 7 is generally bounded by the Jeffries Freeway (I-96) to the north, Dearborn and Dearborn Heights city limits to the south, the former Conrail Railroad to the east, and the Redford Township and Dearborn Heights city limits to the south. The cluster consists of four neighborhood areas: Brooks, Cody, Mackenzie and Rouge.

Single-family housing is the largest land use in the cluster. Over ninety percent of the housing units are occupied and sixty-five percent are owner occupied units. The physical condition of the housing, commercial, and industrial facilities is generally good. Approximately seventy percent of the households in the cluster are families. Cluster 7 has the third highest youth population among all of the clusters.

The neighborhoods in the western half of Cluster 7 include some of the City's most stable housing close to Rouge Park. Other than Rouge Park, the area lacks neighborhood playfields or play lots. Greenways should be developed to improve access for residents to Rouge Park. The Brooks and Mackenzie neighborhoods include pockets of vacant land and abandoned housing that would be appropriate for residential infill or rehabilitation. Redevelopment of the Herman Gardens site, on the west side of Brooks, will include institutional, commercial and low and medium density housing. The redevelopment of this site should increase the potential for revitalization of the surrounding commercial corridors.

Brooks

Brooks is generally bounded by the Jeffries Freeway (I-96) to the north, the Dearborn City limits to the south, the Conrail Railroad line to the east, and the Southfield Freeway (M-39) to the west. The area has a variety of housing types, a college campus, and heavy industry along the edges.

At large percentage of the housing units are owner occupied. And, almost a third are valued from \$50,000 to \$70,000. Nearly twenty percent of the households have income in the \$35,000 to \$50,000 range.

□ Neighborhoods and Housing

Issues: The redevelopment of the former Herman Gardens' public housing site (at Southfield Freeway and Tireman) represents the largest development opportunity in the area. Areas of abandonment and disinvestments characterize the housing stock north of Chicago.

GOAL 1: Revitalize neighborhoods with poor housing conditions

Policy 1.1: Demolish vacant and/or dangerous structures and encourage rehabilitation and infill housing in the northwest corner.

GOAL 2: Redevelop neighborhoods

Policy 2.1: Redevelop the former Herman Gardens' site and the adjacent residential areas with a mix of market rate and affordable housing.

□ Retail and Local Services

Issue: The residential redevelopment of the Herman Gardens site will increase the attractiveness of the area for retail development along Joy Road east and west of Greenfield. Warren Avenue is a very stable and economically viable commercial corridor.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Take advantage of traffic along the major thoroughfares to attract commercial activity along Plymouth and Greenfield.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Along Joy Road, develop locally serving, small-scale businesses with an emphasis on pedestrian access.

Policy 4.2: Develop neighborhood commercial nodes along Joy, Plymouth and Greenfield with parking nodes and a pedestrian orientation.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Joy, Plymouth, Warren and Greenfield.

□ **Industrial Centers**

Issues: A strong industrial corridor exists along the eastern edge. It includes an active rail line, although there are a few vacant and under-utilized sites. In some cases industrial areas encroach upon adjacent residential areas.

GOAL 6: Increase the viability of industrial areas.

Policy 6.1: Attract new industries and encourage existing businesses to expand in the industrial corridor.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Buffer the negative impacts of industrial land uses upon residential areas along Hubbell.

□ **City Design**

Issues: Greenfield Road is a gateway into the City of Detroit and the Brooks Neighborhood Area. Residential and commercial areas along Greenfield Road link the City of Detroit and the City of Dearborn.

GOAL 8: Promote major thoroughfares as attractive gateways to the City.

Policy 8.1: Incorporate streetscape, landscape and signage improvements along Greenfield Road.

Cody

Cody is generally bounded by the Jeffries Freeway (I-96) to the north, Joy Road to the south, the Southfield Freeway (M-39) to the east, and the Redford Township city limits to the west. The area is predominantly single-family homes with Rouge Park along the western edge. Sixty percent of Cody’s housing stock is owner occupied and forty percent of the housing units are value at over \$70,000.

□ Neighborhoods and Housing

Issue: The area is predominantly single family. Most of the housing is in good condition.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issue: Plymouth and Joy Roads are the main commercial thoroughfares and are relatively stable.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Target Plymouth and Joy roads with business retention and improvement programs.

GOAL 3: Improve the appearance of commercial areas

Policy 3.1: Implement façade improvement programs to rehabilitate and strengthen the stability of Joy and Plymouth Roads.

□ Industrial Centers

Issue: Industrial areas are stable and serviced by a rail line. There are only a few underutilized sites. Residential uses are located adjacent to industrial corridors at the northern and eastern boundaries.

GOAL 4: Increase the viability of industrial areas

Policy 4.1: Redevelop the under-utilized sites in the corridor by attracting new and encouraging existing businesses to use the sites for expansion or relocation.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from the Southfield and Jeffries Freeways.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas in the north and northeast.

□ **Parks, Recreation and Open Space**

Issue: Residents of the area benefit from the proximity of Rouge Park. However, many of the park facilities are aging and there is a lack of connections between the park and the community.

GOAL 6: Improve open space and recreational opportunities

Policy 6.1: In Rouge Park, renovate or construct new public facilities such as restrooms, comfort stations and other public buildings.

GOAL 7: Increase access to open space and recreational areas

Policy 7.1: Develop greenways connecting to and through Rouge Park.

Mackenzie

Mackenzie is generally bounded by the former Conrail Railroad tracks to the north and west, Tireman to the south, and the Jeffries Freeway (I-96) to the east. Commercial sites are concentrated at Grand River and Oakman Boulevard.

Sixty percent of the housing units are owner occupied. Over a quarter of the housing units are valued at \$50,000 to \$70,000. And, fifteen percent of the households have income in the \$25,000 to \$35,000 range.

□ Neighborhoods and Housing

Issues: The residential area in the south has a stable housing stock. The Aviation Subdivision is one of the oldest and most stable neighborhoods in the cluster. The remainder of the area has pockets of vacant parcels and deteriorated housing conditions.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain neighborhoods in the south.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing in the central area and the area north of the Jeffries Freeway.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density housing as part of a mixed-use node at Grand River and Oakman.

□ Retail and Local Services

Issue: The commercial and surrounding industrial areas near the intersection of Grand River and Oakman Boulevard has many vacant commercial and industrial sites. The Joy, Chicago and Schaefer commercial corridors are in fair condition.

GOAL 4: Develop a mixed-use activity node

Policy 4.1: The existing environment of commercial structures at Grand River and Oakman presents the opportunity for a mixed-use, pedestrian oriented development.

Policy 4.2: Redevelop underutilized industrial properties close to Grand River and Oakman for commercial or residential uses.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Joy, Chicago and Schaefer.

□ **Industrial Centers**

Issues: Mackenzie has economically viable industrial operations but some facilities are blighting influences on adjacent residential and commercial corridors.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Redevelop the under-utilized land in the Hubbell-Schaefer industrial corridor by attracting new industries and encouraging existing businesses to use the sites for expansion or relocation.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Establish and enforce designated truck routes to and from the Jeffries and Lodge Freeways.

Policy 7.2: Buffer the negative impacts of industrial land use upon the residential areas to the north.

Rouge

Rouge is generally bounded by Joy Road to the north, the Dearborn and Dearborn Heights city limits to the south and west, and the Southfield Freeway (M-39) to the east. Single-family homes constitute the largest land use in this area. Rouge Park is along the western edge.

Seventy-five percent of the houses are owner occupied. Over seventy-five percent of the housing units are valued between \$50,000 and \$100,000 and nearly a quarter of the households have income between \$35,000 and \$50,000.

□ Neighborhoods and Housing

Issue: As the population in Dearborn grows, it has begun to spill over into the area, spurring home rehabilitations and lifting property values.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs, and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issue: Warren, Joy and Ford roads are stable commercial corridors.

GOAL 2: Increase the vitality of neighborhood commercial areas

Policy 2.1: Target Warren and Joy roads with business improvement and retention programs.

GOAL 3: Improve the appearance of commercial areas

Policy 3.1: Implement a façade improvement program and continue to support pedestrian oriented commercial development along Warren Avenue.

□ **Parks, Recreation and Open Space**

Issue: Aside from Rouge Park, the area contains an insufficient amount of neighborhood recreation and open spaces. There are a few schools and playgrounds in the area, but few public recreation sites.

GOAL 4: Increase open space and recreational opportunities

Policy 4.1: Work with area institutions to provide recreation access and programs.

Policy 4.2: Strategically acquire property to be utilized for the development of neighborhood parks or play lots.

GOAL 5: Increase access to open space and recreational areas

Policy 5.1: Develop greenways connecting to and through Rouge Park.

Cluster 8

Introduction

Cluster 8 is generally bounded by Eight Mile to the north, the Chesapeake and Ohio railway to the south, the Southfield Freeway (M-39) to the east, and the Redford Township city limits to the west. The cluster consists of four neighborhood areas: Brightmoor, Evergreen, Redford and Rosedale.

The stability of much of the cluster is reflected in the small loss of housing units between 1990 and 2000 compared with the rest of the City. The cluster has among the highest percent of home ownership; the value of the housing is also among the highest in the City, with over half the homes valued at more than \$70,000.

Education plays an important role in household earnings; according to the 2000 Census, Cluster 8 has among the City's highest percentage of high school and college graduates. The cluster also has the highest percent of households with income over \$50,000.

The majority of the neighborhoods in Cluster 8 contain very stable residential areas and vibrant commercial corridors along Grand River and Telegraph. A stable pedestrian oriented commercial node is the Old Redford area at the intersection of Grand River, McNichols and Lahser. Recent infill development has improved the housing stock in the Brightmoor neighborhood. Infill housing continues to be a priority in this area along with the revitalization of the Fenkell commercial corridor. The intersection of Evergreen and Schoolcraft, immediately north of the Jeffries Freeway, is an attractive site for a large retail center.

Brightmoor

Brightmoor is generally bounded by Puritan and Fenkell to the north, the Chesapeake and Ohio railways to the south, Evergreen and the Southfield Freeway (M-39) to the east and the Redford Township city limits to the west.

Brightmoor has a high percent of youths. Over 50% of the housing units in Brightmoor are rental housing. Between 1990 and 2000, Brightmoor experienced a large loss in population and housing units. The resulting amount of vacant land presents considerable opportunity for reinvestment.

□ Neighborhoods and Housing

Issue: Housing in the southwest area of Brightmoor is very stable. The housing stock in the central area has sustained major losses from deterioration and demolition. There has been substantial infill housing in the past decade.

The southern portion of Brightmoor is isolated from the rest of the cluster; it is bounded by freeways and railways. This has contributed greatly to the deterioration and loss of housing stock.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain neighborhoods in the southwest portion.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing development in the central area of Brightmoor.

GOAL 3: Increase residential density

Policy 3.1: Develop medium density housing near Fenkell to strengthen the adjacent commercial corridor.

Policy 3.2: Develop medium density housing at the northeast corner of Eliza Howell Park and in the area south of the Jeffries Freeway.

□ **Retail and Local Services**

Issue: Fenkell and Schoolcraft contain the majority of Brightmoor’s commercial sites. Along Fenkell, auto repair shops and towing yards are interspersed with vacant commercial structures.

GOAL 4: Increase the vitality of commercial thoroughfares

Policy 4.1: In conjunction with the retail node at Schoolcraft and Evergreen, encourage retail development along Schoolcraft.

GOAL 5: Increase the vitality of neighborhood commercial areas

Policy 5.1: Develop neighborhood commercial nodes along Fenkell with a compatible mix of locally serving, small-scale businesses and medium density residential along less viable sections.

GOAL 6: Develop a retail center

Policy 6.1: Develop a retail node at the Schoolcraft and Evergreen intersection.

GOAL 7: Improve the appearance of commercial areas

Policy 7.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Fenkell.

□ **Industrial Centers**

Issue: Brightmoor’s northwestern edge includes an industrial area between Eliza Howell Park and Telegraph. A strong industrial area with rail and freeway access is in the southeast corner.

GOAL 8: Increase the viability of industrial areas

Policy 8.1: Attract light industrial uses to the area southeast of Schoolcraft and Evergreen.

Policy 8.2: Improve signage, entry points and infrastructure in the industrial area southeast of Schoolcraft and Evergreen.

GOAL 9: Reduce conflicts between industrial, residential and natural areas

Policy 9.1: Establish and enforce designated truck routes to and from Evergreen, Southfield and I-96.

Policy 9.2: Buffer the negative impacts of industrial land uses upon Eliza Howell Park and residential areas southeast of Schoolcraft and Evergreen.

□ **Parks, Recreation and Open Space**

Issue: Eliza Howell Park lies along Brightmoor’s western boundary. Pedestrian access to the park is limited. The area south of the Jeffries Freeway is adjacent to Rouge Park, but lacks access to the recreational activity center at Eliza Howell Park.

GOAL 10: Increase access to open space and recreational areas

Policy 10.1: Develop greenways to and through Rouge Park and connecting areas south and east of Eliza Howell Park, especially the residential area south of the Jeffries Freeway.

Evergreen

Evergreen is generally bounded by the Southfield city limits to the north, McNichols to the south, the Southfield Freeway (M-39) to the east, and Lahser to the west.

Nearly seventy percent of the homes are owner occupied. And, almost seventy percent of the housing is valued between \$50,000 and \$100,000. Well over a third of the households earn over \$50,000 per year. The income level is partially due to the high degree of educational attainment; over ninety-five percent of the adult population has a high school degree or higher.

□ Neighborhoods and Housing

Issue: Most of the housing is in good to excellent condition. Substantial housing stock has been lost in a concentrated area near Burt and Seven Mile and south of Seven Mile and east of Evergreen.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain the stability of the area north of Seven Mile and southeast of Seven Mile and Evergreen.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing in the area southeast of Seven Mile and Lahser, and southwest of Evergreen and Pembroke.

□ Retail and Local Services

Issue: Some deterioration of commercial frontage is evident, particularly along Seven Mile east of Evergreen.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Target McNichols and Seven Mile with business improvement and retention programs.

GOAL 4: Develop a mixed-use activity node

Policy 4.1: The Old Redford commercial district, at Grand River and McNichols, should be strengthened as a mixed-use pedestrian-oriented commercial area.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Seven Mile and McNichols.

Redford

Redford is generally bounded by the Southfield city limits to the north, Fenkell to the south, Lahser to the east, and the Redford Township city limits to the west. The area primarily contains single-family and recreational uses, including two major golf courses. The Rouge River winds north to south.

The Redford area is relatively stable. The area boasts a home ownership rate of nearly sixty percent. Over fifty-five percent of the housing values are between \$70,000 and \$200,000. According to the 2000 Census, the area has a large percentage of high school graduates. The area's youth population has grown nearly ten percent. Almost a third of the households earn more than \$50,000 per year.

□ Neighborhoods and Housing

Issue: Redford's housing is generally in good to excellent condition. The southern tip of Redford, south of Puritan has experienced some disinvestment.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain the stability of the northern area.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing in the central area south of Puritan.

□ Retail and Local Services

Issue: Redford has rather stable commercial thoroughfares along Grand River and Telegraph. Along Fenkell, auto repair shops and towing yards are interspersed with vacant commercial structures.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along Fenkell with a compatible mix of locally serving, small-scale businesses and medium density housing along the less viable sections

GOAL 4: Develop a mixed-use activity node

Policy 4.1: The Old Redford commercial district, at Grand River and McNichols, should be strengthened as a mixed-use pedestrian-oriented commercial area.

□ **Industrial Centers**

Issue: In the southwest corner, an industrial area abuts the Rouge River.

GOAL 5: Reduce conflicts between industrial and natural areas

Policy 5.1: Buffer the negative impacts of industrial land uses upon the Rouge River.

□ **Parks, Recreation and Open Space**

Issue: The Rouge River runs through the area. The area also includes one of the City's few public golf courses. Pedestrian access to these areas is limited.

GOAL 6: Increase access to open space and recreational areas

Policy 6.1: Develop greenways connecting to and through Rouge Park.

Rosedale

Rosedale is generally bounded by McNichols to the north, Schoolcraft, Lyndon and Puritan to the south, the Southfield Freeway (M-39) to the east, and Lahser, Fielding, Kentfield and Grandville to the west. The area consists primarily of large single-family homes.

The Rosedale area is one of the healthiest communities in the City. It has the largest percentage of high school and college graduates. This is reflected in the fact that almost forty percent of the households have incomes greater than \$75,000. Over sixty percent of the households are married couples. Rosedale has the lowest percent of vacant housing units, and more than sixty percent of the housing units are valued at \$100,000 or more.

□ Neighborhoods and Housing

Issue: Rosedale neighborhoods consist mainly of large, two-story, brick single-family homes in good to excellent condition.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain the stability of the area.

□ Retail and Local Services

Issue: Grand River is a rather stable commercial thoroughfare. Residential areas abut the commercial strip. Traffic and parking in the commercial areas negatively impact the adjacent residential areas.

GOAL 2: Improve the appearance of commercial areas

Policy 2.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Grand River.

GOAL 3: Reduce conflicts between commercial and residential areas

Policy 3.1: Develop methods to buffer the Grand River commercial strip from adjacent residential areas.

Cluster 9

Introduction

Cluster 9 is generally bounded by Eight Mile to the north, Lyndon and the Jeffries Freeway (I-96) to the south, Livernois and the Lodge Freeway (M-10) to the east, and the Southfield Freeway (M-39) to the west. The Cluster consists of three neighborhood areas: Cerveny/Grandmont, Greenfield and Harmony Village

A significant number of Cluster 9 residents have a high school diploma. Cluster 9 lost less than one percent of its housing units during the 1990's, the smallest percentage loss in the City. The Cluster also has one of the City's lowest percent of vacant housing units and one of the highest percent of owner occupied housing units.

Cluster 9 is among the City's most stable residential areas. It has a very high homeownership rate and a very low percentage of vacant housing units. The commercial node at Greenfield and Grand River has the potential to become a very vibrant pedestrian oriented commercial node with redevelopment that should include medium density housing above small scale business that serve the local neighborhood. The Harmony Village neighborhood has pockets of declining housing stock, especially along the Fenkell corridor. This area would be appropriate for infill and rehabilitation efforts. Increasing the stability of the residential areas along Fenkell will increase the potential for a commercial node at Livernois and Fenkell.

Cerveney / Grandmont

Cerveney-Grandmont is bounded by McNichols to the north, the Jeffries Freeway (I-96) to the south, Ardmore to the east, and the Southfield Freeway (M-39) to the west. The area is bisected by Grand River, a major commercial thoroughfare. In addition to housing, several small, but significant industrial parcels are located along the southernmost boundary.

Almost eighty percent of the adult population has earned at least a high school degree. And, over a third of the households earn at least \$50,000 per year. The home ownership rate is over sixty-five percent. Almost sixty percent of the housing values are over \$70,000. The area experienced a nine percent decrease in population between 1990 and 2000.

□ Neighborhoods and Housing

Issue: Most of the housing is in good condition. The residential areas in the southern and eastern sections have scattered vacant lots and abandoned homes. Many housing units are in need of maintenance.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Improve the stability of the southern and eastern sections through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Increase residential density

Policy 2.1: Develop medium density residential to complement the mixed-use node at the intersection of Grand River and Greenfield.

□ Retail and Local Services

Issue: Grand River, McNichols and Greenfield, south of Schoolcraft, are the area's commercial thoroughfares. There are vacant commercial sites along each of the thoroughfares.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Develop neighborhood commercial nodes along McNichols and Greenfield with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

GOAL 4: Develop a mixed-use activity node

Policy 4.1: The existing built environment of commercial structures at the intersection of Grand River and Greenfield presents an opportunity for a mixed-use pedestrian oriented development.

□ **Industrial Centers**

Issue: To the south are vacant industrial sites that are readily accessible by both rail and major thoroughfares. In some cases industrial uses encroach upon adjacent residential areas.

GOAL 5: Increase the viability of industrial areas

Policy 5.1: Redevelop vacant industrial sites in the south, attracting businesses requiring high accessibility such as distribution and manufacturing.

GOAL 6: Reduce conflicts between industrial and residential areas

Policy 6.1: Establish and enforce designated truck routes to and from the Southfield and Jeffries Freeways.

Policy 6.2: Buffer the negative impacts of industrial land uses upon residential areas in the south and southeast.

Greenfield

Greenfield is generally bounded by the Southfield City limits to the north, McNichols to the south, the Lodge Freeway (M-10) to the east and the Southfield Freeway (M-39) to the west.

Greenfield has experienced a population decline of nearly ten percent between 1990 and 2000. Nearly eighty percent of the adult population are high school graduates. Well over a third of the households earn more than \$50,000 per year. The area boasts a home ownership rate of nearly seventy percent with over fifty percent of the housing units valued at over \$70,000.

□ Neighborhoods and Housing

Issue: Greenfield is a solid, well-maintained residential area with only isolated pockets of housing in need of repair.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area north of Seven Mile and west of Greenfield through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage infill development in the area northeast of McNichols and the Southfield Freeway.

□ Retail and Local Services

Issue: McNichols and Seven Mile are viable commercial areas.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Target Seven Mile and McNichols with business improvement and retention programs.

GOAL 4: Improve the appearance of commercial areas

Policy 4.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Seven Mile and McNichols.

Harmony Village

Harmony Village is generally bounded by McNichols to the north, Lyndon to the south, Livernois to the east and Ardmore to the west. An industrial corridor runs along the area's southern boundary. Harmony Village only had a slight decrease in housing units between 1990 and 2000.

□ Neighborhoods and Housing

Issue: The area south of Fenkell near Wyoming has many vacant parcels and a declining housing stock. Vacant lots are scattered throughout the southwest and northeast corners.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Improve the stability of the northeast and southwest corners through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Encourage rehabilitation and infill housing in residential areas north and south of Fenkell.

□ Retail and Local Services

Issues: The high income of community residents is a major advantage to local businesses. Commercial corridors are well situated to benefit from the close proximity to Marygrove College and The University of Detroit-Mercy. Although much of the neighborhood commercial enterprises are stable and economically viable, some areas are hindered by discordant signage and deteriorated streetscapes.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Maintain James Couzens as a small-scale commercial and office corridor.

GOAL 4: Increase the vitality of neighborhood commercial areas

Policy 4.1: Develop partnerships with area institutions and business owners to rehabilitate the Livernois and McNichols commercial strips.

Policy 4.2: Redevelop the northwest corner of Livernois and Fenkell as a community-scale shopping center with locally serving businesses and retail.

Policy 4.3: Develop neighborhood commercial nodes along Wyoming and Puritan with a compatible mix of locally serving, small-scale businesses and residential along the areas less viable for commercial uses.

GOAL 5: Improve the appearance of commercial areas

Policy 5.1: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvement along Wyoming, McNichols and Puritan.

□ **Industrial Centers**

Issue: The industrial corridor along the southern boundary is serviced by a rail corridor. Some sites are vacant and under-utilized. A residential area is immediately north.

GOAL 6: Increase the viability of industrial areas

Policy 6.1: Redevelop the under-utilized sites in the south by attracting new businesses requiring high accessibility such as distribution and manufacturing.

GOAL 7: Reduce conflicts between industrial and residential areas

Policy 7.1: Establish and enforce designated truck routes to and from the Jeffries Freeway.

Policy 7.2: Buffer the negative impacts of industrial land use upon the residential areas north of Lyndon.

Policy 7.3: Redevelop the industrial sites on the north side of Lyndon for general commercial and business activities.

Policy 7.4: Improve signage, entry points and infrastructure along the Lyndon industrial corridor.

□ **Parks, Recreation and Open Space**

Issue: The institutional uses in the area (Marygrove Campus) and immediately to the west (University of Detroit-Mercy campus) provide opportunities for recreation and open space for area residents.

GOAL 8: Increase open space and recreational opportunities

Policy 8.1: Work with area institutions to provide recreation access and programs.

Cluster 10

Introduction

Cluster 10 is generally bounded by the Oak Park, Royal Oak Township and the Ferndale city limits to the north, McNichols, Oakman Boulevard and the Highland Park city limits to the south, Woodward and the Highland Park city limits to the east, and the Lodge Freeway (M-10) and Livernois to the west. The cluster consists of four neighborhood areas: Bagley, McNichols, Palmer Park and Pembroke.

Although Cluster 10 is the City's smallest cluster in both size and population, this community contains some of Detroit's strongest, most stable residential neighborhoods. The total number of housing units has remained relatively steady over the past decade, and the community boasts the lowest vacancy rate in the City. Additionally, Cluster 10 has the highest owner occupancy rates and housing values in the City.

Cluster 10 also has among the highest level of household income in the city. Education plays an important role in household earnings; the residents of Cluster 10 lead the City in educational attainment.

Cluster 10 has the highest rate of owner-occupied housing units as well as the highest housing values in the City. The northern portion of the Palmer Park neighborhood is among the most affluent in the City. The area of apartments to the south that border the park and the McNichols commercial corridor should be the focus of revitalization efforts.

Within and near the cluster are the campuses of the University of Detroit-Mercy and Marygrove College. The stability of the residential areas and the institutional anchors provide the basis for efforts to revitalize the Livernois and other commercial corridors.

Bagley

Bagley is generally bounded by Seven Mile to the north, McNichols to the south, Livernois to the east, and the Lodge Freeway (M-10) to the west. Bagley is predominantly a low-density residential area.

Although Bagley experienced a six-percent decline in population between 1990 and 2000, the number of housing units grew by nearly two percent, and the vacancy rate is one of the lowest in the City. More than three-quarters of Bagley housing units are owner occupied. Additionally, almost eighty percent of housing units are valued at \$70,000 or greater.

Over forty percent of households earn more than \$50,000 per year. This income level is partially due to the high degree of educational attainment among Bagley residents. More than eighty percent of Bagley residents, age 25 and older, graduated from high school, and more than a quarter of the population have completed college. Bagley also has the sixth largest population of seniors of any community in the City.

□ Neighborhoods and Housing

Issues: This is a predominantly single family residential community. High rates of homeownership add stability to the neighborhoods, and most of the homes are very well maintained.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issues: The high income of community residents is a major advantage to local businesses, and commercial corridors are well situated to benefit from the close proximity to Marygrove College and The University of Detroit-Mercy. Although much of the neighborhood commercial enterprises are stable and economically viable, some areas are hindered by discordant signage and streetscape.

GOAL 2: Increase the vitality of neighborhood commercial areas

Policy 2.1: Develop neighborhood commercial nodes along Seven Mile, Wyoming and McNichols with a compatible mix of locally serving, small-scale businesses and medium density residential uses along less viable portions.

Policy 2.2: Target Seven Mile and McNichols with business improvement and retention programs.

GOAL 3: Improve the appearance of commercial areas

Policy 3.1: Promote design guidelines for façade and streetscape improvements along Seven Mile.

□ **Parks, Recreation and Open Space**

Issues: There is a lack of parks and open space within the Bagley community, especially east of Wyoming. Additionally, the large population of senior citizens in the community has limited access to safe recreational facilities and open space.

GOAL 4: Increase open space and recreational opportunities for seniors

Policy 4.1: Work with area institutions to develop senior and inter-generational recreation programs.

GOAL 5: Increase access to open space and recreational areas

Policy 5.1: Develop greenways to link neighborhoods east of Wyoming to parks and open spaces.

McNichols

McNichols is generally bounded by McNichols to the north, Oakman Boulevard to the south, the Highland Park city limits to the east and Livernois to the west. Though largely a residential community, industrial uses run along the southern and eastern boundaries; commercial uses are concentrated along Livernois.

□ Neighborhoods and Housing

Issues: Many of the neighborhoods in the north and east, immediately surrounding the University of Detroit-Mercy are relatively stable.

Housing conditions change dramatically in neighborhoods along the border with Highland Park, along the Lodge Freeway and south of Fenkell. Many homes are abandoned, and many properties are vacant.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain neighborhoods surrounding the University of Detroit-Mercy.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Demolish vacant and/or dangerous structures and promote residential infill and initiate rehabilitation programs in the area south of Puritan and east of Log Cabin.

□ Retail and Local Services

Issues: Many of the commercial corridors have experienced considerable physical decline and deterioration. Livernois has the greatest opportunity for neighborhood commercial development. However, Livernois suffers from a lack of maintenance and discordant signage. The poor aesthetic combined the amount of traffic along Livernois deters potential pedestrian shoppers.

GOAL 3: Increase the vitality of commercial thoroughfares

Policy 3.1: Develop neighborhood commercial nodes along Livernois, Puritan and Fenkell with a compatible mix of locally serving, small-scale businesses and residential uses along less viable portions.

Policy 3.2: Develop partnerships with area institutions and business owners to rehabilitate the Livernois and McNichols commercial strips.

GOAL 4: Improve the appearance of commercial areas

Policy 4.1: Promote design guidelines for façade, streetscape and landscape improvements along Livernois.

□ **Industrial Centers**

Issues: Residential areas are poorly protected from the concentration of industrial uses along the southern and eastern boundaries of the community.

GOAL 5: Reduce conflicts between industrial and residential areas

Policy 5.1: Establish and enforce designated truck routes to and from the Lodge Freeway and Livernois.

Policy 5.2: Buffer the negative impacts of industrial land uses upon residential areas south of Fenkell.

□ **Parks, Recreation and Open Space**

Issues: There are few recreational opportunities for neighborhood residents.

GOAL 6: Increase open space and recreational opportunities

Policy 6.1: Strategically acquire property south of the Lodge Freeway to be utilized for the development of neighborhood parks or playlots.

Policy 6.2: Coordinate with the University of Detroit Mercy and other area institutions to provide recreation access and programs.

□ **Transportation and Mobility**

Issues: The traffic volumes along Livernois pose safety problems, especially for pedestrians.

GOAL 7: Improve vehicular and pedestrian safety

Policy 7.1: Introduce traffic calming features and other methods to alleviate congestion and increase safety along Livernois.

Palmer Park

Palmer Park is generally bounded by the Ferndale city limits to the north, McNichols to the south, Woodward to the east and Livernois to the west. This residential community is composed of several low-density, single family neighborhoods and the high density Palmer Park apartment district.

This neighborhood is among the most affluent in the City. More than one-third of the households earn at least \$75,000 each year, and nine of every ten homes in this community are valued at \$100,000 or more.

□ Neighborhoods and Housing

Issues: The historic neighborhoods of Palmer Park are stable and well maintained residential areas. The Palmer Park apartment area is showing signs of decline and deterioration. Some buildings are well maintained, while many others require varying degrees of renovation and repair.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Use code enforcement as a tool to maintain the historic neighborhoods.

GOAL 2: Revitalize neighborhoods with poor housing conditions

Policy 2.1: Facilitate façade improvement, security enhancement and building repair programs within the Palmer Park apartment community.

□ Retail and Local Services

Issues: The McNichols commercial strip is immediately accessible to residents of the Palmer Park apartment district, but crime and vandalism have severely impacted the businesses. The Livernois corridor, between McNichols and Seven Mile, has enjoyed some success with an established commercial identity. Other sections of Livernois suffer from a lack of maintenance and discordant signage. The open streetscape caters to automobile traffic. This increases the risk of accident and deters potential pedestrian shoppers.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Promote and support community policing along the McNichols commercial strip.

GOAL 4: Improve the appearance of commercial areas

Policy 4.1: Promote design guidelines for façade, streetscape and landscape improvements along Livernois and McNichols.

□ **Parks, Recreation and Open Space**

Issues: Residents of the area benefit from the proximity of Palmer Park. However, there is a lack of connections between the park and the community.

GOAL 5: Increase access to open space and recreational areas

Policy 5.1: Develop greenways connecting neighborhoods to Palmer Park.

□ **City Design**

Issues: Livernois and Woodward are gateways into Detroit. Woodward is a major thoroughfare connecting with other cities in the region. These thoroughfares lack distinctive or distinguishing features to welcome people as they travel through the region.

GOAL 6: Promote major thoroughfares as attractive gateways to the City

Policy 6.1: Incorporate streetscape, landscape and signage improvements at the Woodward and Eight Mile and Livernois and Eight Mile intersections.

Pembroke

Pembroke is generally bounded by the Oak Park, Royal Oak Township and Ferndale city limits to the north, Seven Mile to the south, Livernois to the east and the Lodge Freeway (M-10) to the west. Pembroke is a primarily low-density residential community.

Pembroke is a stable community. Despite a seven-percent population loss between 1990 and 2000, Pembroke is one of only six communities in the City to have a positive change in the total number of housing units. Additionally, Pembroke has the third highest rate of home ownership and the third lowest vacancy rate in the City. Senior citizens represent a large percentage of the population.

□ Neighborhoods and Housing

Issues: While no one area of the community shows significant signs of decline, individual properties and homes are in need of varying degrees of repair. Additionally, large populations of elderly or single parent households are often unable to keep pace with the need for home maintenance and repair.

GOAL 1: Reinforce sound neighborhoods

Policy 1.1: Maintain the stability of the area through home repair programs and scattered-site infill development of similar scale and character to the existing housing stock.

□ Retail and Local Services

Issues: While the Livernois corridor is rather stable, opportunities for commercial diversification, development and growth remain.

GOAL 2: Increase the vitality of commercial thoroughfares

Policy 2.1: Attract a larger diversity of retailers along Livernois, especially the area south of Eight Mile.

GOAL 3: Increase the vitality of neighborhood commercial areas

Policy 3.1: Target the Seven Mile corridor with business improvement and retention programs.

Policy 3.2: Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along the Seven Mile corridor.

Appendix A
Land Use and Transportation Definitions – Illustrated

RL

Low Density Residential

Low Density Residential areas should have an overall density of up to 8 dwelling units per net residential acre. The areas are often characterized by single family homes with front yard set backs and driveways with garage or off street parking.

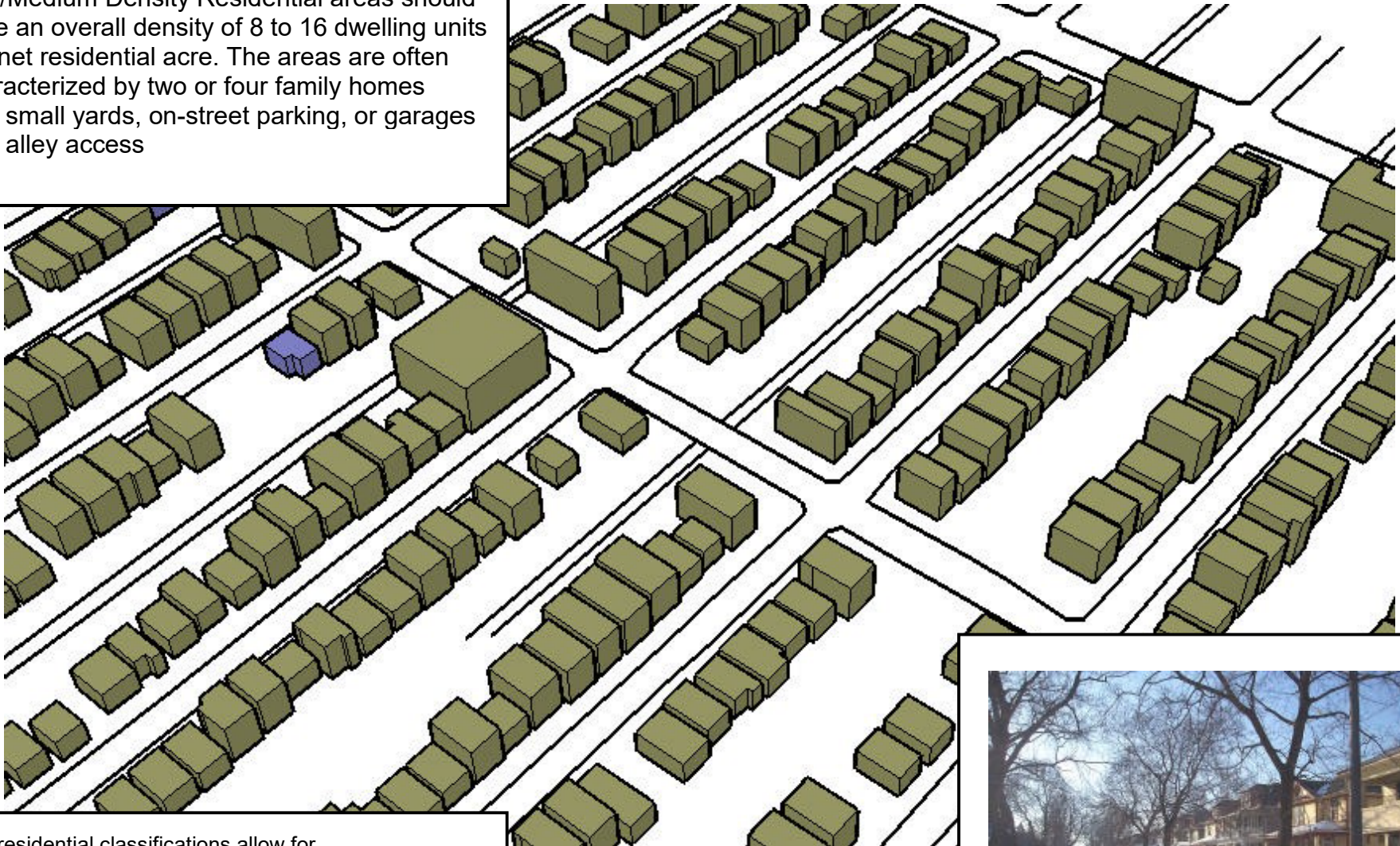


The residential classifications allow for neighborhood-scale commercial development. For instance, in a Low/Medium Density Residential area, small scale commerce (e.g. convenience stores) should exist to serve residents's day-to-day needs.

RLM

Low / Medium Density Residential

Low/Medium Density Residential areas should have an overall density of 8 to 16 dwelling units per net residential acre. The areas are often characterized by two or four family homes with small yards, on-street parking, or garages with alley access



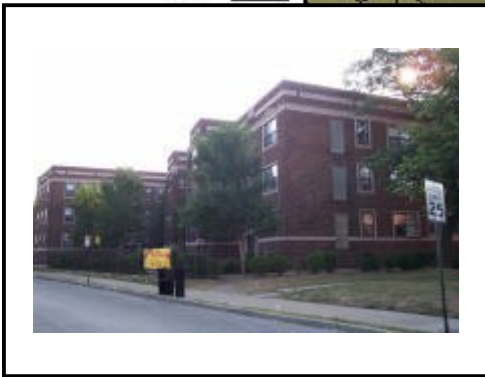
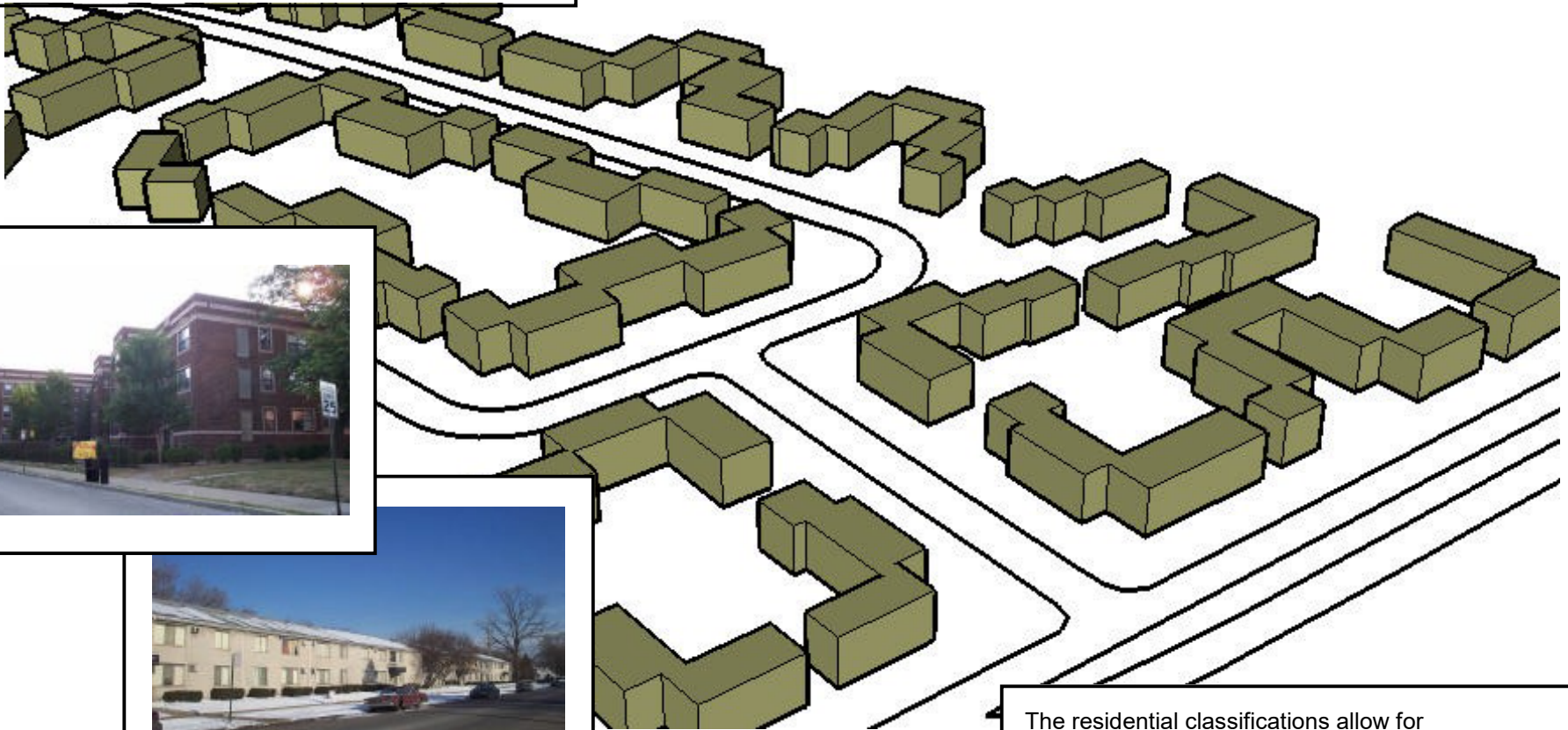
The residential classifications allow for neighborhood-scale commercial development. For instance, in a Low/Medium Density Residential area, small scale commerce (e.g. convenience stores) should exist to serve residents's day-to-day needs.



RM

Medium Density Residential

Medium Density Residential areas should have an overall density of 16 to 24 dwelling units per net residential acre. The areas are often characterized by multi-unit apartment buildings with a common entrance and shared parking.

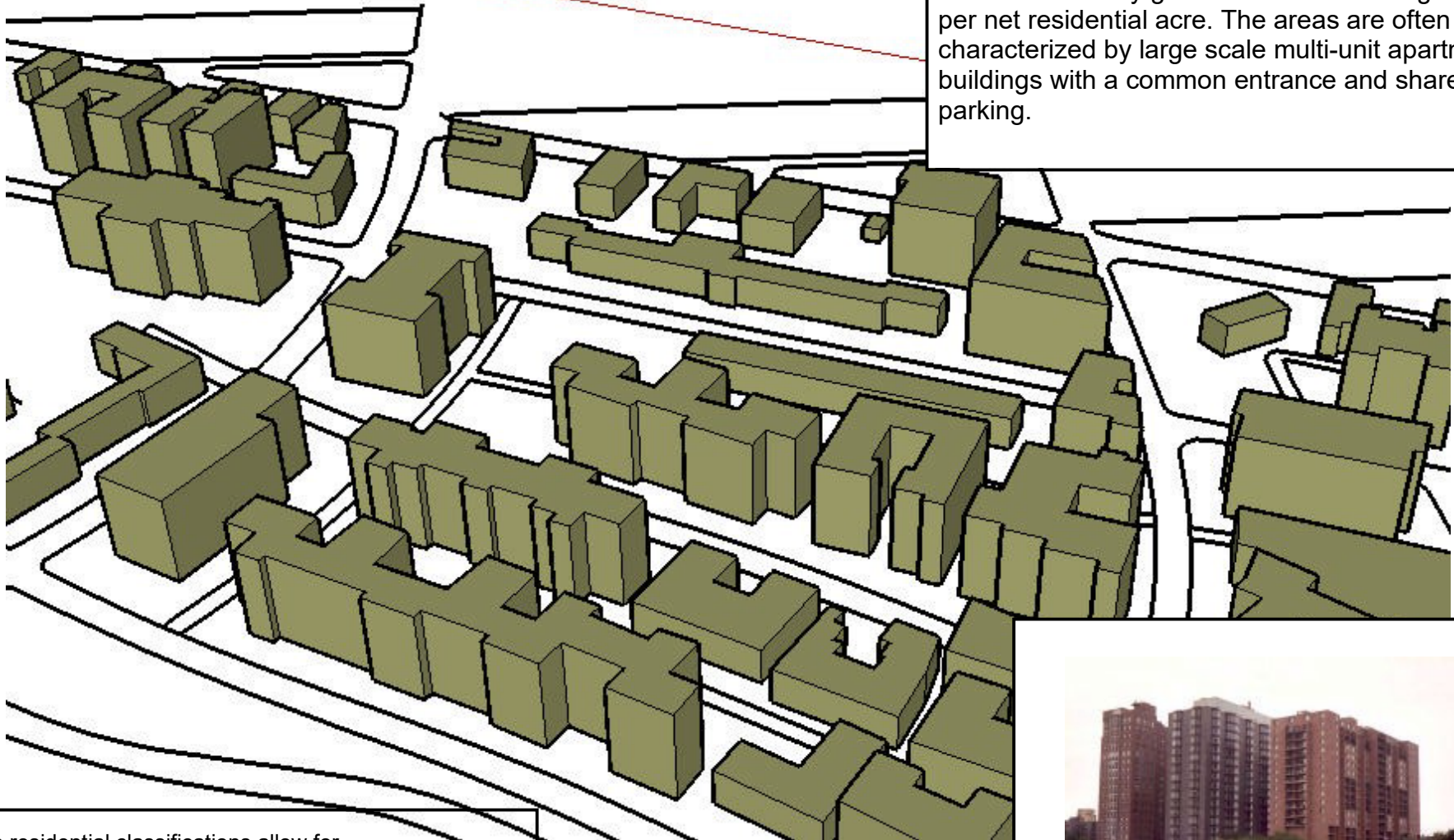


The residential classifications allow for neighborhood-scale commercial development. For instance, in a Low/Medium Density Residential area, small scale commerce (e.g. convenience stores) should exist to serve residents's day-to-day needs.

RH

High Density Residential

High Density Residential areas should have an overall density greater than 24 dwelling units per net residential acre. The areas are often characterized by large scale multi-unit apartment buildings with a common entrance and shared parking.



The residential classifications allow for neighborhood-scale commercial development. For instance, in a Low/Medium Density Residential area, small scale commerce (e.g. convenience stores) should exist to serve residents's day-to-day needs.

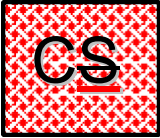




Major Commercial

Major Commercial areas are generally distinguished by high-density office buildings with ground floor retail. Included within these areas may be department stores, specialized shops and services catering to area office or residential land uses. Areas should be accessible to mass transit routes and automobile parking on the street or in structures. Ground level activity should be pedestrian oriented. Downtown and New Center are Detroit's major commercial areas.





Special Commercial

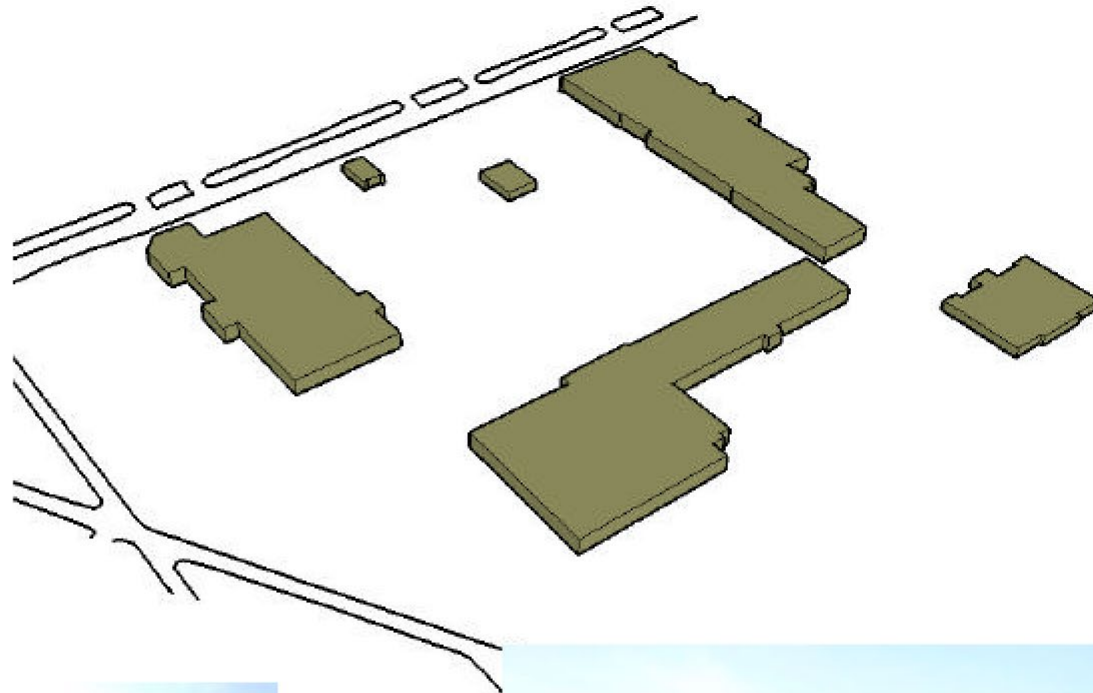
Special Commercial areas attract people from the City, region and State. These areas may include sport stadia, convention centers, casinos, or compatible uses such as theatres, nightclubs, bars and restaurants. Areas should be accessible to mass transit routes and automobile parking on the street or in structures. Ground level activity should be pedestrian oriented. Ancillary uses may include medium-rise offices, hotels, high density housing, and mixed-use development.





Retail Center

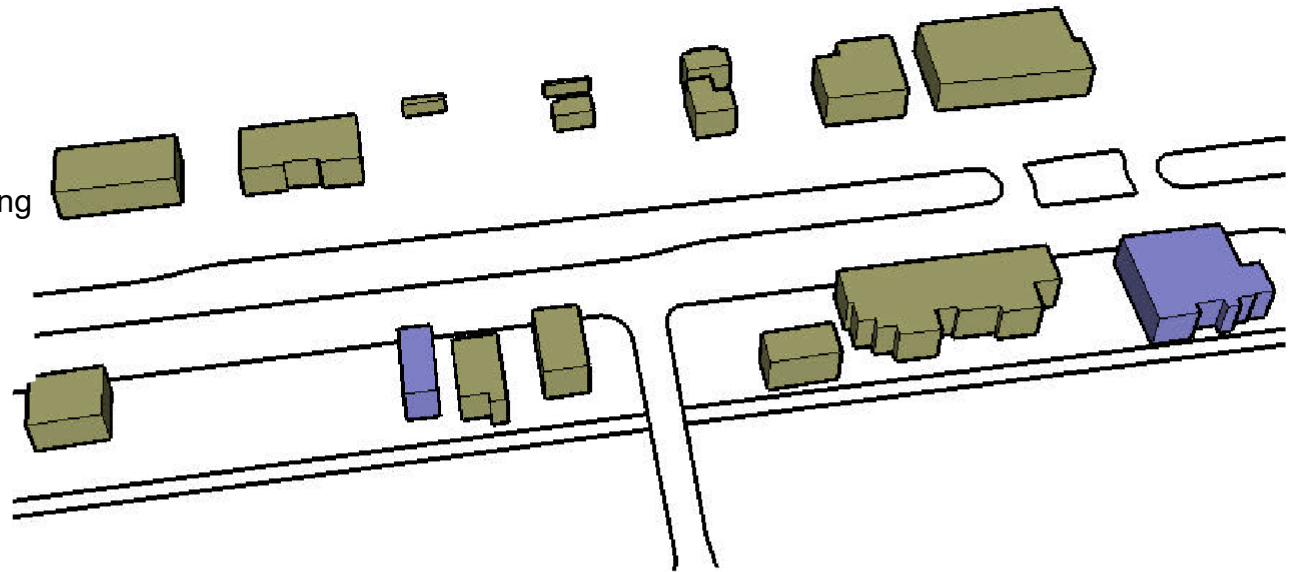
Auto-Oriented Retail Centers are commercial sites featuring a clustering of retail establishments adjacent to large parking areas. These centers are designed to be accessed primarily by automobiles. Provisions are to be made to accommodate access by pedestrians and transit such as walkways or bus bays. Auto-Oriented Retail Centers may include large retailers or supermarkets as anchor stores.





Thoroughfare Commercial

Thoroughfare Commercial areas are located along the major automobile thoroughfares of the City. The retail uses along these thoroughfares are generally oriented toward the passing automobile traffic. High traffic generating uses are generally permitted provided that they are properly buffered from residential and other uses that may be negatively impacted.

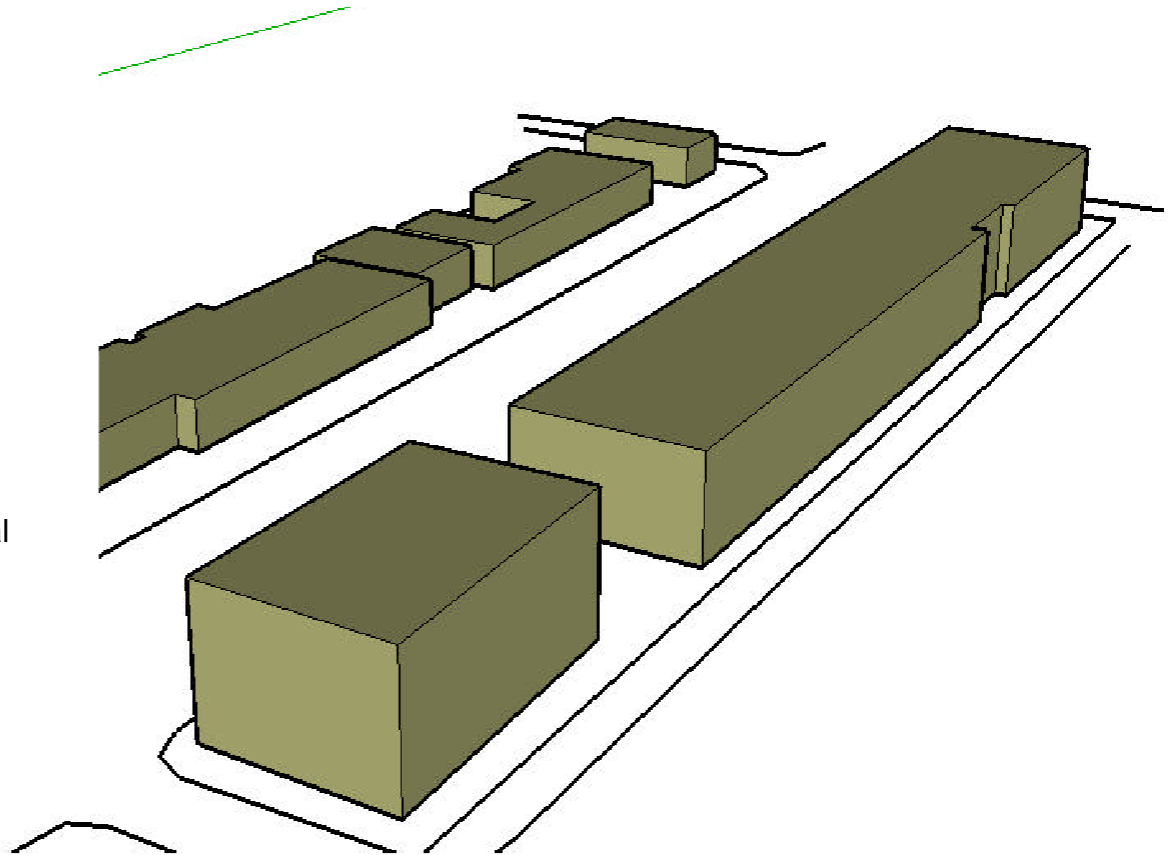


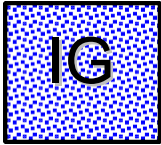


Neighborhood Commercial

Neighborhood Commercial Districts generally consist of a large collection of contiguous storefronts along a street or streets. This commercial type is pedestrian oriented with wide sidewalks and landscaping. Parking should be on the street, in structures (with ground floor retail), at the rear of commercial establishments or in concentrated nodes at the periphery of the area.

In addition to commercial uses, Neighborhood Commercial areas may also include institutional uses such as libraries and post offices.

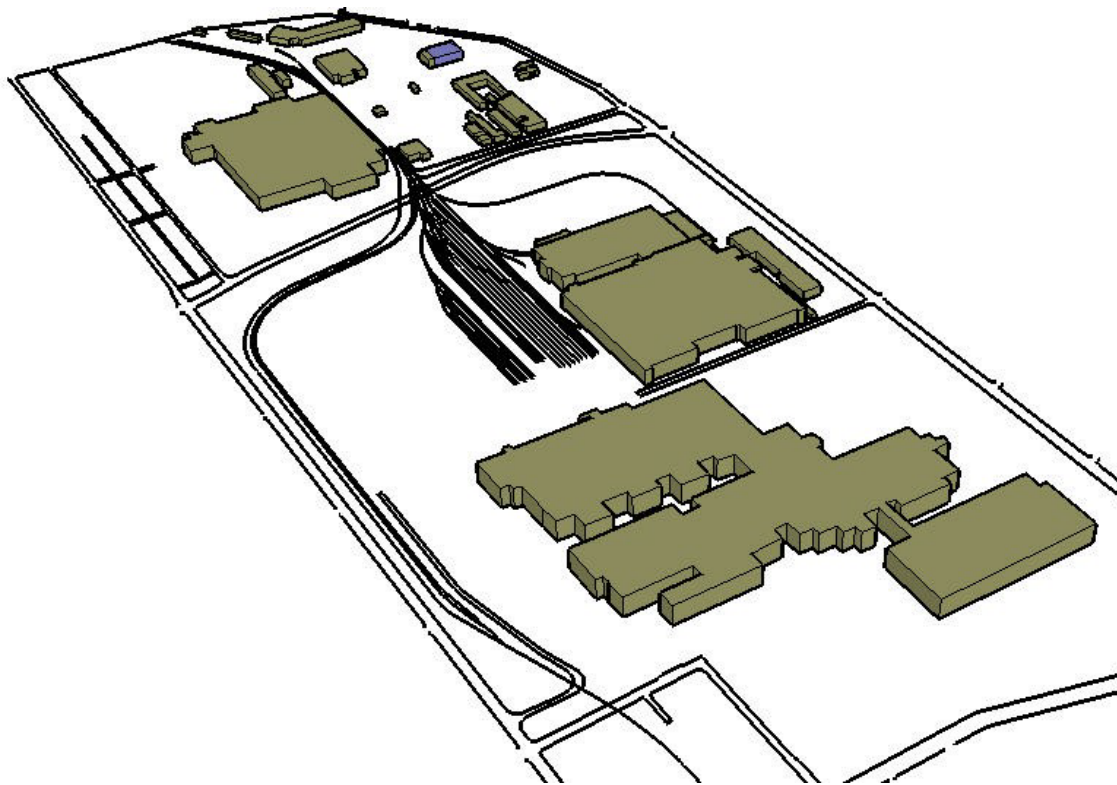


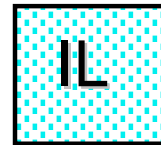


General Industrial

General Industrial areas should consist of areas for light and heavy industrial uses such as manufacturing, assembly or warehousing. General Industrial areas are characterized as large sites with considerable truck or rail traffic. General industrial areas should have freeway and rail access and be located along a major thoroughfare.

Large-scale industrial uses may include producing or assembling components, auto manufacturing, structural steel fabrication, chemical plants, power plants, etc.

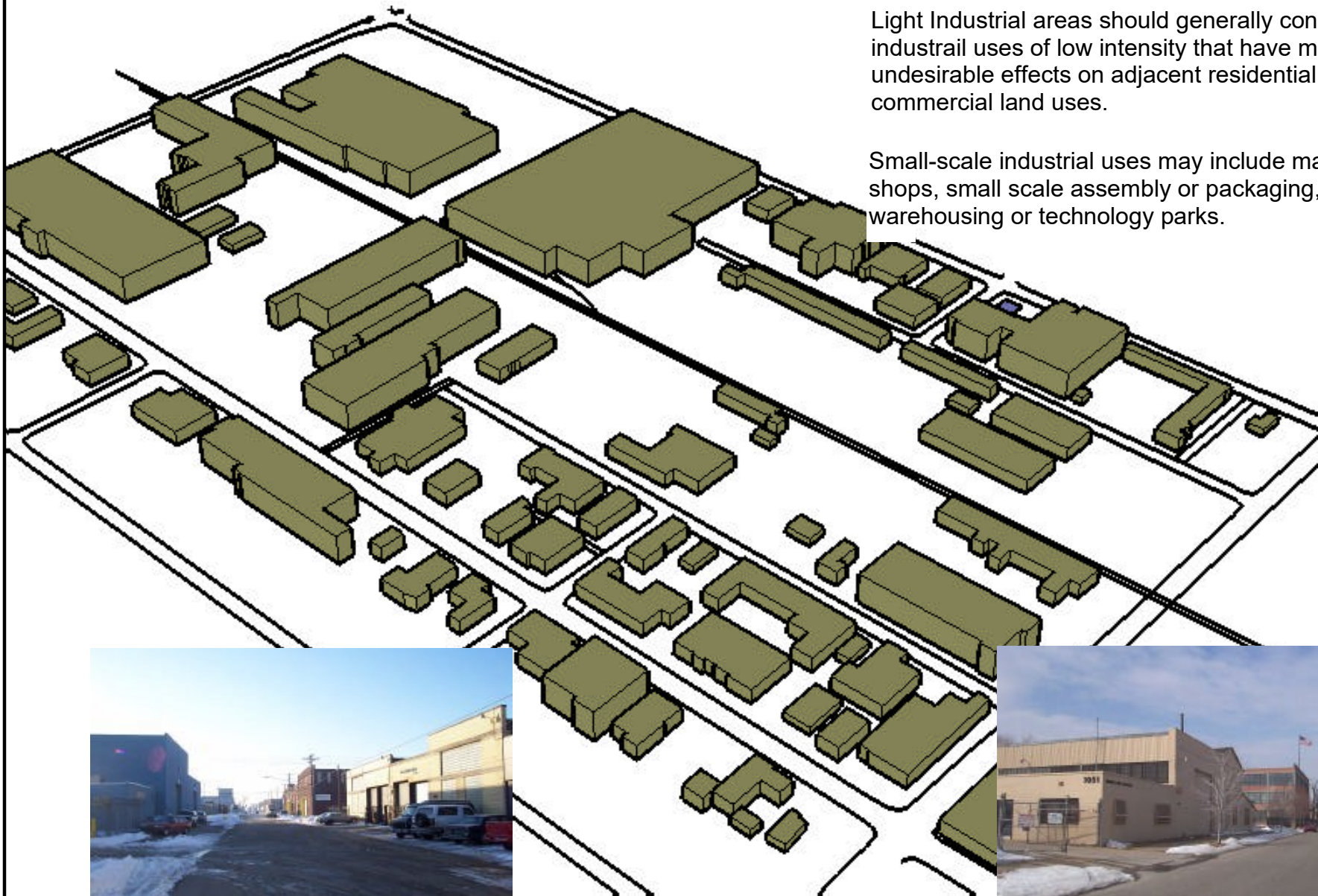


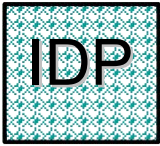


Light Industrial

Light Industrial areas should generally consist of industrial uses of low intensity that have minimum undesirable effects on adjacent residential or commercial land uses.

Small-scale industrial uses may include machine shops, small scale assembly or packaging, warehousing or technology parks.





Distribution / Port Industrial

Distribution / Port Industrial areas should generally consist of areas for uses concerned with the handling, storage, and movement of goods and materials. Goods distribution areas require access to freeways, rails, water (i.e. wharves, docks and piers) on major thoroughfares.

Typical uses are transportation terminals, wholesale and warehouse facilities, maintenance and service uses, goods packing and processing uses, and supporting office and service uses.





Mixed - Residential / Commercial

Mixed - Residential / Commercial areas consist primarily of high density housing developed compatibly with commercial and/or institutional uses. This classification is well suited to areas proximal to existing centers of major commercial activity major thoroughfares, transportation nodes or gateways into the City.





Mixed - Residential / Industrial

Mixed Residential - Industrial areas offer live-work opportunities for artists and trades people to create a lively mixture of residential, commercial, light industrial and/or entertainment opportunities. This designation is especially appropriate for historically industrial areas that may be suited to loft conversion.





Mixed - Town Center

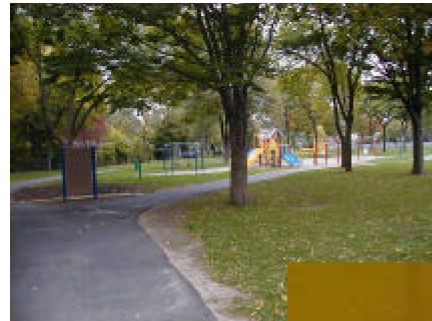
Mixed - Town Centers are activity centers for a Cluster. They are often located at the intersection of two major thoroughfares. Land uses include a commercial, entertainment and / or institutional anchor with a mix of support uses including or in close proximity to residential land uses. Town Centers are distinguished from other activity centers by an emphasis on pedestrian orientation with wide sidewalks, building facades built up to the lot line, street-front access to buildings and landscaping and street furniture (i.e. benches and planters). Town Centers require strict design guidelines to maintain and enhance their streetscapes, pedestrian orientation and overall character.

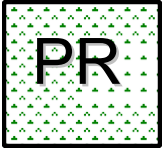




Recreation

Recreation areas are typically over 10 acres in size and serve both active and passive recreational functions (i.e. sports facilities, playfields, picnic grounds, nature trails, etc.). Recreation area status may also apply to certain waterfront areas suited to marine-oriented or general recreational facilities.

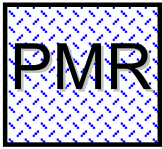




Regional Parks

Regional Parks are typically parks of regional or historical importance (i.e. Belle Isle, Rouge Park, Fort Wayne, etc.)

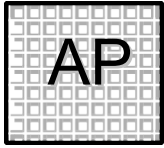




Private Marina

Private Marinas are areas with docks and marinas where small pleasure crafts or recreational watercraft are berthed, anchored, moored, loaded, stored or serviced. Uses may include: banquet or meeting facilities, storage facilities, lifts, floating docks, and other facilities for supplies or services.



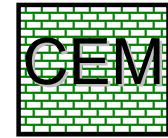


Airport

Airport status applies to landing areas, runways, or other facilities for the landing or taking off of aircraft.

Accessory uses may include all necessary taxiways, aircraft storage and tie-down areas, hangars, terminals and other necessary buildings and open spaces.





Cemetery

Cemetery status applies to burial areas (which may include mausoleums) of approximately 10 acres or more.





Institutional

Institutional status applies to areas of approximately 10 acres or more with educational, religious, health or public uses, including: churches, libraries, museums, public or private schools, hospitals, or government building, structure or land used for public purposes.



Freeways

Freeways are the highest capacity roads, designed especially for carrying an uninterrupted flow of through traffic. They are distinguished by limited access via a relatively small number of specially designed points of entry and exit; continuous physical separation of opposing directions of traffic; and separation of grades at all intersections.



Major Thoroughfares

Major Thoroughfares are the principal surface streets. Access is not limited, but high traffic volumes require special attention to the safe and expeditious movement of through traffic while minimizing land use and pedestrian conflicts. The network of major thoroughfares consists principally of radial routes and a gridiron system of roads.



Secondary Thoroughfares

Secondary Thoroughfares are shorter, narrower or less continuous surface streets than Major Thoroughfares. On Secondary Thoroughfares traffic must move safe and expeditiously, but often through residential areas. They are frequently routes for feeder transit lines.



Local Streets

Local Streets primarily serve to access neighborhoods and traffic within industrial areas. Speed limits and traffic volumes are lowest on local streets. The design of Local Streets should accommodate non-motorized means of transportation.





Passenger Railroads

Passenger Railroads are regulated directly by the Federal Government, with little oversight by local governments. The City should participate in efforts to provide and designate routes and station locations.



Mass Transit Routes

Mass Transit Routes represent preferred routes for high intensity transit connecting the City with the entire region. Implementation of Mass Transit Routes requires the City to work with its regional partners. Land use along these routes, especially at station locations, should be of a high density and mixture of land uses.





Truck Routes

The primary consideration in the designation of Truck Routes is to accommodate the movement of goods and services while minimizing the impact upon residential areas. In most cases, Truck Routes are to be limited to major thoroughfares and freeways. There may be instances when Secondary Thoroughfares are designated. Designation of Local Streets as Truck Routes will be limited to those streets within industrial areas or to Local Streets that provide exclusive access to industrial areas.





Non-Motorized Routes - Conceptual

Non-Motorized Route - Conceptual marks the general location of preferred corridors for non-motorized transportation routes, with an emphasis upon connecting residents with parks, commercial activity centers or other attractions. These routes are not intended to identify right-of-ways; right-of-ways will need to be acquired or dedicated.



Non-Motorized Routes - Dedicated

Non-Motorized Route - Dedicated indicates non-motorized transportation routes with dedicated right-of-ways and improvements to attract and accommodate travelers using non-motorized methods of transportation.



Appendix B
Record of Supplements and Amendments

Appendix B
Record of Supplements and Amendments

| Amend. Number | Amendment Title | Previous Future General Land Use | Amended Future General Land Use | Acres | Master Plan Neighborhood or Element | Master Plan Cluster or Page | Approval Date |
|---------------|-----------------------------|----------------------------------|---------------------------------|-------|-------------------------------------|-----------------------------|---------------|
| 1 | Tolan Playfield | PRC | INST | 7.6 | Lower Woodward | 4 | 11/10/2009 |
| 2 | Bonnie Brook | PRC | CRC | 8.0 | Redford | 8 | 6/23/2009 |
| 3 | Plymouth Educational Center | PRC | INST | 2.2 | Middle East Central | 4 | 6/16/2010 |
| 4 | DEPSA High School | IDP | INST | 14.3 | Middle East Central | 4 | 10/19/2010 |
| 5 | Wayne County Jail | CS | INST | 6.5 | Central Business District | 4 | 11/22/2011 |
| 6 | Brush Park | INST | RH | 5.2 | Lower Woodward | 4 | 10/14/2014 |
| | | INST | MRC | 7.9 | | | |
| | | RM | RH | 7.0 | | | |
| 8* | Henry Ford Health Systems | RLM | MRC | 24.1 | Rosa Parks | 6 | 11/25/2014 |
| | | IL | MRC | 8.7 | | | |
| | | RLM | IL | 8.9 | | | |
| 9 | Little Caesars Arena | MRC | CS | 20.0 | Lower Woodward | 4 | 1/23/2018 |
| 10 | Herman Kiefer | INST | MRC | 40.6 | Rosa Parks | 6 | 5/19/2015 |
| | | RLM | MRC | 51.6 | | | |
| 11 | Southwestern High School | INST | IL | 16.0 | West Riverfront | 5 | 10/17/2017 |
| 12 | Rock Ventures - Brush Park | INST | MRC | 1.0 | Lower Woodward | 4 | 3/29/2016 |
| | | RM | MRC | 37.9 | | | |
| 13 | Midtown | INST | MRC | 29.1 | Lower Woodward | 4 | 11/14/2017 |
| | | RH | MRC | 132.9 | | | |
| 14 | Agricultural Uses - TEXT | | | | Zoning Concepts | Pages 58 & 59 | 6/27/2017 |
| 15 | Zoning Table - TEXT | | | | Introduction | Page 7 | 3/21/2017 |
| 16 | Salt Company | CN | IL | 10.3 | Boyton | 5 | 10/3/2017 |
| | | RLM | IL | 6.5 | | | |
| 17 | Scrivener's Error | RL | CN | 1.0 | Harmony Village | 9 | 7/19/2016 |
| 18 | Forest Park | PRC | IL | 4.8 | Middle East Central | 4 | 6/13/2017 |
| | | INST | IL | 3.3 | | | |

* Amendment #7 (Lipke Playfield) withdrawn

Appendix C
Executive Summary



City of Detroit Master Plan of Policies Revision Executive Summary



The City of Detroit’s Charter mandates that:

The mayor shall propose and the city council shall approve, with the modifications it deems necessary, a master plan of policies for the social, economic and physical development and conservation of the city...

In accordance with the City Charter and State Legislation, the responsibility for preparing the Master Plan of Policies lies with the City’s Planning and Development Department.

The City’s current Master Plan of Policies was adopted in 1992. Since that time the document has been amended periodically to accommodate changing development priorities. The revised Master Plan of Policies updates the 1992 plan and the City’s planning process.

Considerations for the updated plan and process include:

- Recognition of recent development trends and priorities,
- Inclusion of recommendations from the 1997 Community Reinvestment Strategy,
- Encouraging community input and participation, and
- Adherence to the requirements of the City Charter and the State’s Municipal Planning Act.

Development Trends and Priorities

Since the adoption of the Master Plan of Policies in 1992, the document has been amended to accommodate changing land use policies such as the development of casinos, redevelopment of the riverfront, and retail development along the City’s major thoroughfares. Other recent trends had not resulted in amendments but still have an impact on the development priorities of the City. These trends include the revitalization of neighborhood commercial thoroughfares, redevelopment of residential areas and the pursuit of improvements to the City’s transportation system.

The revised Master Plan of Policies recognizes recent commercial and retail development trends with new commercial land use categories. The new categories include designations for pedestrian oriented commercial areas and “big-box” retail centers.



Land use categories were also expanded to include designation of mixed-use areas. These categories recognize the development patterns of older urban areas. The City’s older areas have not developed with strict development guidelines, often resulting in a mixture of land uses. The mix of land uses is also due to recent efforts to introduce residential lofts into the City’s Central Business District or obsolete industrial sites.

The introduction of new transportation categories recognizes the important relationship between transportation, the environment and land use. The plan designates routes for regional mass transit and non-motorized transportation routes.



The Community Reinvestment Strategy



Completed in 1997, the Community Reinvestment Strategy’s mission was to identify the assets, strengths, land uses and reinvestment opportunities for individual neighborhoods in Detroit. The Planning and Development Department incorporated CRS recommendations into the revised Master Plan of Policies.

Community Input and Participation

The community’s participation in the CRS process was the first step to incorporate community input into the revised Master Plan of Policies. In addition to consulting the CRS reports, Planning and Development Department staff conducted community workshops in the spring and summer of 2003. Staff also met with community organizations throughout the fall and winter of 2003. Drafts of future land use maps and staff recommendations were posted on the City’s Internet site.



The Master Plan of Policies has also been revised and re-organized to ease use of and reference to the plan. The revised plan is organized into 17 policy categories. The categories will make reference to recommendations regarding subjects such as parks and recreation or neighborhoods and housing easier.

The plan is also available on the City’s Internet site. To further ease use and understanding of the plan, the Internet site includes animated models of many of the land use categories.



A priority of the revised Master Plan of Policies is to continue and expand participation in the planning process. The revised plan contains policies that are intended to provide *general* guidance. Further strategies and implementation steps will be developed through supplements to the plan. The supplements will be developed through partnerships with City agencies and departments, other public and/or private partners, and community organizations.

City Charter and State Legislation

The City’s Charter and the State’s Municipal Planning Act outline the notification, public hearing and adoption requirements for the City Council and the City Planning

Commission. In addition to the Planning and Development Department’s community workshops, the City Planning Commission and City Council will hold public hearings and solicit input from adjacent communities. The Planning and Development Department will incorporate recommendations resulting from the public hearings, review by adjacent communities and recommendations from the City Planning Commission and the City Council.

Citywide Policies

The revised Master Plan of Policies is organized into 17 elements. The current plan is organized into 4 categories (physical development goals, economic goals, social goals, and intergovernmental relations). The organization into 17 elements is intended to ease use of the document. Specific policies are difficult to reference when organized into only 4 categories. With 17 elements, policies regarding parks and recreation, transportation, housing, etc. can be more easily referenced.

| | | | |
|--------------------------|----------------------------------|--------------------------------|-----------------------------|
| Citywide Policies | Public Protection | Parks, Recreation & Open Space | |
| | Economy | Neighborhoods & Housing | Industrial Centers |
| | Community Organizing | City Design | Environment & Energy |
| | Health & Social Services | Zoning Concepts | Arts & Culture |
| | Infrastructure | Education & Libraries | Transportation & Mobility |
| | History, Legacies & Preservation | Retail & Local Services | Intergovernmental Relations |

The goals and policies are intentionally general so as to provide the basis for developing implementation steps and strategies (through supplements) in coordination with various city agencies and community organizations.

Citywide policies establish the basis for insuring the efficient movement of goods, services, people and information in ways that maximizes benefits and minimizes costs. **Transportation and Mobility** policies set the basis for establishing regional mass transit and increasing the diversity of transportation options. Policies regarding the City’s **Infrastructure** focus on regional cooperation in regards to water and sewer facilities and providing the most current information technology to residents and businesses. **Environment and Energy** policies provide a framework to insure the health of the

region's ecosystem and to alleviate the impact of pollution upon the City's neighborhoods.

Citywide policies recognize the City's unique cultural and historic resources represented by both its built environment and its people. **History, Legacies and Preservation** policies establish a basis for preserving the City's historic sites and increasing awareness of the City's history. **Arts and Culture** policies set the basis for increasing the City's profile as a cultural destination and increasing the community's access to the arts. **City Design** policies recognize the city's unique urban qualities and provide a basic framework to insure a city with well-designed and interconnected neighborhoods, communities and districts.

The citywide policies establish a framework for coordination among various level of government as well as the efforts of grass root organizations.

Intergovernmental Relations policies focus upon the need for cooperation among the region's urban communities especially in relation to the development of State policies and programs. Citywide policies regarding **Community Organizations** recognize their evolving role in the development of the City and provision of services to City residents.

Policies regarding the City's **Economy** set a direction for attracting businesses to the City, support existing businesses, and insuring that residents have the skills necessary for gainful employment. Policies regarding the City's **Industrial Centers** provide the basis for improving the conditions and attractiveness of existing industrial areas.

The Master Plan of Policies recognizes the importance of services provided to the city's residents, especially youths and the elderly. The policies outlined in the **Education and Libraries** section provide the basis to insure that students are provided with the skills and opportunities to achieve personal success and that schools and libraries are viable community resources. **Health and Social Services** policies outline the necessity of providing support services to families, children, people with disabilities and low-income residents. Policies include provision of health care, childcare, emergency shelter and senior programs. **Parks, Recreation and Open Space** policies establish a framework for insuring the availability of programs for families, youth, and the elderly; providing adequate open space; and insuring access to recreational areas and the City's riverfront. **Public Safety** policies focus upon building community partnerships among residents, businesses and public safety agencies and insuring adequate preparation and response to natural or man-made emergency situations.

Citywide policies set the basis for attracting residents to the City by ensuring quality and affordable housing and access to goods and services. Policies regarding **Neighborhoods and Housing** set the basis for programs insuring the availability of affordable housing and

improving the City's existing housing stock. Citywide policies regarding **Retail and Local Services** set the basis for attracting retailers to the City and improving the vitality of the City's commercial corridors.

Zoning Concepts provide guidelines to develop land use ordinances that accomplish the goals and policies set forth in the City's Master Plan of Policies.

Neighborhood Cluster Policies

The geographic organization of the revised Master Plan of Policies is based on the ten clusters established as part of the Community Reinvestment Strategy. In part, these ten areas were established based on the City's 1990 population of one million. Each of the cluster reports outline policies focused on providing retail, housing improvements, transportation and other services to a population of 100,000 residents.

Within the ten clusters, smaller geographic neighborhoods are identified based on the sub-sectors of the current Master Plan of Policies. To a large extent, neighborhood boundaries recognize established community boundaries and service areas of various community organizations. Goals and policies are outlined for each of the neighborhood areas within the ten clusters.

The goals and policies outlined for each neighborhood area are organized by the 17 elements of the citywide policies. The goals and policies are intentionally general so as to provide the basis for developing implementation steps and strategies (through supplements) in coordination with various city agencies and community organizations.

The neighborhood area policies do not include each of the 17 elements. Some citywide policies are not specific to individual neighborhoods, but rather apply to the City as whole; examples include regional transportation policies, education and job training policies and health and social service policies.

In **Cluster 1**, population and housing unit loss has been high in the Airport and State Fair neighborhoods. The potential of these areas lie in redevelopment proposals for the State Fair Grounds and Detroit City Airport. Population increased in the Davison neighborhood due in most part to the increase in immigrant population. The continued growth of this population will provide the basis for redevelopment of the neighborhood. The Grant, Nolan and Pershing neighborhoods have rather stable residential areas and commercial corridors.

Cluster 2 is the only Cluster that gained population between 1990 and 2000. The percentage of youths is the highest in the City. Its growth is due to the affordability and attractiveness of its residential areas. Many of the

goals and policies for neighborhoods within Cluster 2 focus upon the need to provide adequate parks and recreational opportunities for the cluster's increasing youth population.

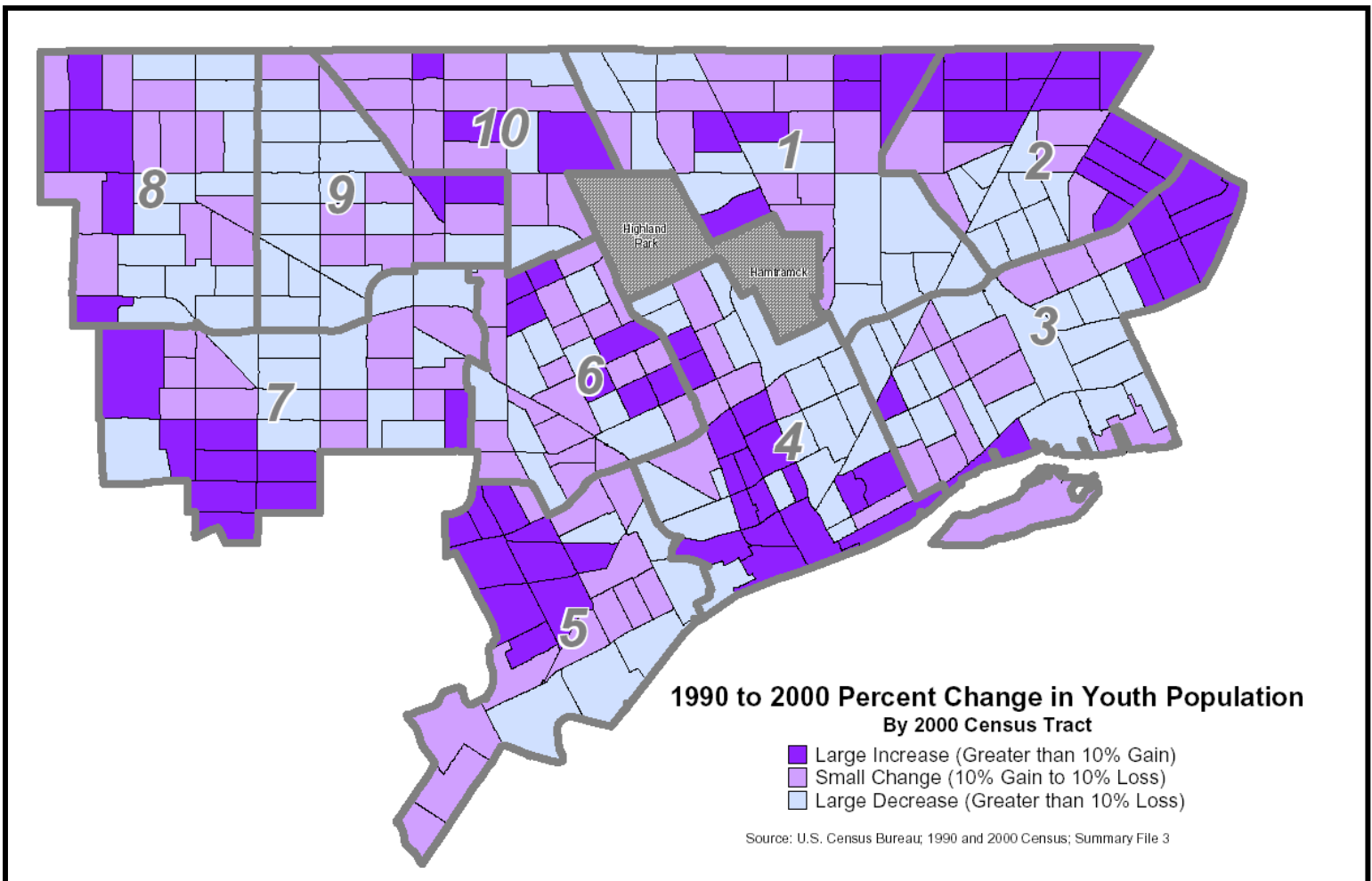
Cluster 3 is one of the largest clusters. On the far east side, the Finney neighborhood is one of the City's most stable residential areas. On the near east side, Kettering and Butzel have a mix of residential and industrial areas. Stable industrial areas hold potential for small scale industrial redevelopment. Obsolete industrial buildings provide the potential for loft conversion. The historic residential areas of the Indian Village neighborhood are among the City's most stable. The Jefferson/Mack neighborhood and the southern area of the Chandler Park neighborhood are undergoing substantial residential redevelopment. Residential redevelopment is also underway in the East Riverside neighborhood. All of these redevelopment initiatives provide the basis for the revitalization of the area's commercial corridors. In the center of the cluster, the St. Jean and Foch neighborhoods have pockets of blighted and vacant residential areas that should be targeted for scattered site infill and housing rehabilitation programs.

Cluster 4 is unique among all the clusters. Its character is defined not only by its residential areas, but also by its business and educational districts and the number of

visitors to the area's theatres, restaurants and entertainment venues. The Central Business District is the heart of the Detroit metropolitan region. Development is focused upon increasing the residential population and increasing attractions for residents and visitors. The Lower Woodward area continues to experience an increase in residential development. The area includes regional arts and cultural attractions. The Middle Woodward area includes the high density office buildings of the New Center area and stable residential areas further north.

The redevelopment and attractions of the cluster's central corridor increases the potential for redevelopment in the adjacent neighborhoods. Corktown remains an attractive area for residential infill development. And, redevelopment of the Tiger Stadium and Michigan Central Depot sites will result in regional attractions. In the Jeffries neighborhood, vacant areas adjacent to the Grand River corridor hold potential for residential redevelopment.

The General Motors facility and the convergence of various transportation nodes makes the Upper East Central area attractive for industrial development. The Middle East Central area has substantial vacant areas with potential for residential redevelopment extending south to the Gratiot corridor in the Lower East Central



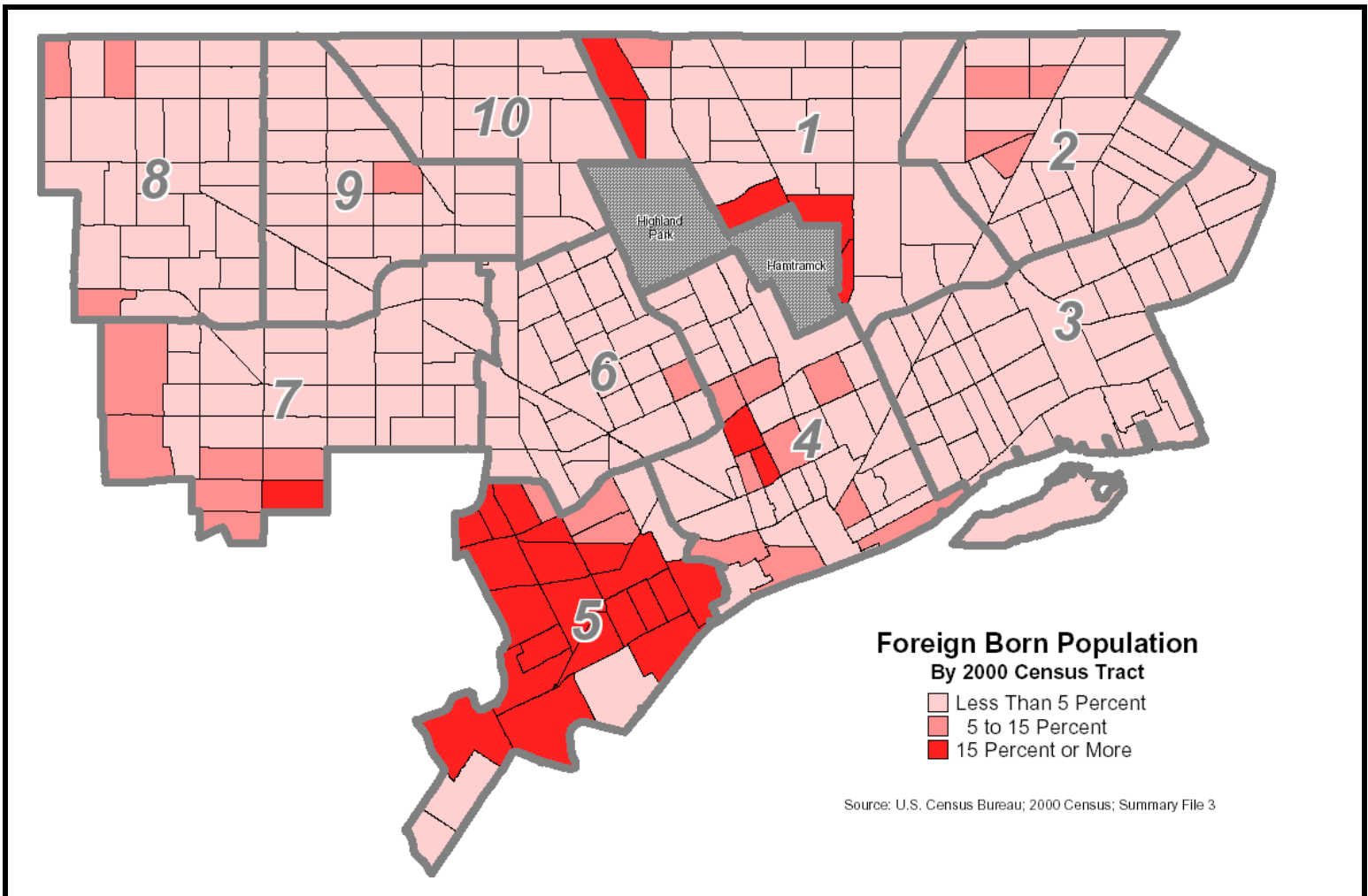
neighborhood. South of Vernor is some of the City's newest housing. The attractiveness of this area is enhanced by the redevelopment of the riverfront to the south. The redevelopment will include a mix of residential, commercial and entertainment venues with a large State park along the riverfront.

In **Cluster 5**, the Boynton neighborhood is a very stable and affordable residential area. Although the Cluster lost population overall, many of the neighborhoods within the cluster experienced substantial increases in population due to immigration. The increase in the Hispanic population was the basis for growth in the Chadsey (144%), Springwells (122%) and Vernor/Junction (61%) neighborhoods. And, although the Condon neighborhood had an overall decrease in population, the Hispanic population grew by 78%. The growing immigrant population in each of these areas provides the basis for residential development and rehabilitation, and revitalization of the area's commercial thoroughfares.

The Hubbard/Richard neighborhood is poised for redevelopment as a gateway and regional attraction. It is the site of the international border crossing between the United States and Canada. In addition to the truck traffic, the Mexican restaurants and other businesses attract visitors from throughout the region.

The riverfront location and concentration of rail and port facilities makes the West Riverfront an attractive area for various industries. But, some existing industries and the remnants of past industries have had a negative environmental impact upon the surrounding residential areas. Redevelopment efforts should focus on environmental remediation to improve the potential for industrial redevelopment and to alleviate the negative environmental impacts on the surrounding residential areas.

Cluster 6's redevelopment potential lies in its proximity to the New Center and Cultural Center areas, and its connection to the region via the many freeways that traverse the cluster. In the Durfee neighborhood, the Detroit Repertory Theatre provides an anchor for the redevelopment of the Woodrow Wilson corridor. Residential redevelopment in this area should be coordinated with the City of Highland Park immediately to the east. Henry Ford Hospital, on West Grand Boulevard, is in the southeast corner of the Rosa Parks neighborhood. Redevelopment efforts should focus upon increasing the density of development along West Grand Boulevard and infill residential development immediately north and south of the corridor. The Tireman and Winterhalter neighborhoods have pockets of vacant land appropriate for residential infill development.



The neighborhoods in the western half of **Cluster 7** include some of the City's most stable housing close to Rouge Park. Other than Rouge Park, the area lacks neighborhood playfields or play lots. Greenways should be developed to improve access for residents to Rouge Park. The Brooks and Mackenzie neighborhoods include pockets of vacant land and abandoned housing that would be appropriate for residential infill or rehabilitation. Redevelopment of the Herman Gardens site, on the west side of Brooks, will include institutional, commercial and low and medium density housing. The redevelopment of this site should increase the potential for revitalization of the surrounding commercial corridors.

The majority of the neighborhoods in **Cluster 8** contain very stable residential areas and vibrant commercial corridors along Grand River and Telegraph. A stable pedestrian oriented commercial node is the Old Redford area at the intersection of Grand River, McNichols and Lahser. Recent infill development has improved the housing stock in the Brightmoor neighborhood. Infill housing continues to be a priority in this area along with the revitalization of the Fenkell commercial corridor. The intersection of Evergreen and Schoolcraft, immediately north of the Jeffries Freeway, is an attractive site for a large retail center.

Cluster 9 is among the City's most stable residential areas. It has a very high percent of home owners and a low percent of vacant housing units. The commercial node at Greenfield and Grand River has the potential to become a very vibrant pedestrian oriented commercial node with redevelopment that should include medium density housing above locally serving, small scale businesses. The Harmony Village neighborhood has pockets of declining housing stock, especially along the Fenkell corridor. This area would be appropriate for infill and rehabilitation efforts. Increasing the stability of the residential areas along Fenkell will increase the potential for a commercial node at Livernois and Fenkell.

Cluster 10 has the highest owner occupancy rates and housing values in the City. The northern portion of the Palmer Park neighborhood is among the most affluent in the City. The apartment area to the south and the McNichols commercial corridor should be the focus for revitalization efforts.

Within and near the cluster are the campuses of the University of Detroit-Mercy and Marygrove College. The stability of the residential areas and the institutional anchors provide the basis for efforts to revitalize the Livernois and other commercial corridors.

Adoption

As per City Charter (Sec 8-101) the revised Master Plan of Policies was submitted to the City Planning Commission and City Council in October of 2004. City Planning Commission review and adoption are required by the State's Municipal Planning Act (PA 285). In November and December of 2005, the City Planning Commission held community meetings to provide the community with another opportunity for review and consideration. The Plan was revised by CPC based on the community input. In November of 2008, as per the State's Municipal Planning Act, the City Planning Commission held a public hearing. After further revision, the City Planning Commission approved the Plan and forwarded it to City Council for further review (as per City Charter). In April of 2009 the City Council held a public hearing. After further revision, the Plan was adopted by City Council in July of 2009.