

JEFFERSON CHALMERS

Neighborhood Framework

Planning and Development Department
City of Detroit

April 2019



FORWARD

THE JEFFERSON CHALMERS FRAMEWORK PLAN IS THE PRODUCT OF A TWELVE-MONTH, COMMUNITY-BASED PLANNING PROCESS THAT AIMED TO SET A CLEAR AND ACHIEVABLE PATH FOR TAKING ACTION TOWARD THE VISION: A HEALTHY AND BEAUTIFUL DETROIT BUILT ON INCLUSIONARY GROWTH, ECONOMIC OPPORTUNITY, AND AN ATMOSPHERE OF TRUST.

A COMMITTED, HIGHLY ENGAGED COMMUNITY OF RESIDENTS AND OTHER STAKEHOLDERS WORKED WITH THE CITY'S DEPARTMENT OF PLANNING AND DEVELOPMENT TO DEVELOP THE FINAL RECOMMENDATIONS DESCRIBED IN PAGES THAT FOLLOW. THESE RECOMMENDATIONS LAY OUT ACTIONABLE PROJECTS IN THREE AREAS: REJUVENATING RETAIL ON EAST JEFFERSON, STABILIZING NEIGHBORHOOD HOUSING, AND IMPROVING WALKABILITY AND SUSTAINABILITY.

THIS DOCUMENT TELLS THE STORY OF HOW THE JEFFERSON CHALMERS COMMUNITY AND THE CITY OF DETROIT ARRIVED AT THESE RECOMMENDATIONS. IT EXPLORES HISTORICAL INFLUENCES THAT ARE STILL FELT TO THIS DAY, SUCH AS THE DRAINING OF THE GRAND MARAIS (I.E. "GREAT MARSH"), THE AUTOMOBILE BOOM AND CORRELATED GREAT MIGRATION, AND THE LEGACY OF RACIST HOUSING POLICIES LIKE REDLINING. IT ALSO EXPLORES THE NON-TRADITIONAL COMMUNITY ENGAGEMENT METHODS THAT WERE EMPLOYED TO REACH BROADER AUDIENCES AND BUILD TRUST, SUCH AS: "CITIZEN'S GUIDE" BOOKLETS, LIVING ROOM CONVERSATIONS, AND A RESIDENT ADVISORY COMMITTEE.

THE CITY OF DETROIT THANKS THE MANY INDIVIDUALS--ONLY A FEW OF WHOM ARE ACKNOWLEDGED ON THE FOLLOWING PAGE--WHO SHOWED UP, RESPONDED TO SURVEYS, TOLD A NEIGHBOR, WORKED LATE, PASSED OUT FLIERS, AND CONTRIBUTED TO THIS PROJECT IN SO MANY OTHER WAYS. THE JEFFERSON CHALMERS NEIGHBORHOOD FRAMEWORK PLAN IS THE SUM OF THESE MANY CONTRIBUTIONS.

JEFFERSON CHALMERS

NEIGHBORHOOD FRAMEWORK PLAN

CITY OF DETROIT

MAYOR MICHAEL DUGGAN

PLANNING AND DEVELOPMENT DEPARTMENT

MAURICE COX, DIRECTOR

APRIL 2019

ACKNOWLEDGMENTS

THE CITY OF DETROIT JEFFERSON CHALMERS FRAMEWORK TEAM

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DEPARTMENT OF PUBLIC WORKS (DPW)

DETROIT BUILDING AUTHORITY (DBA)

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BIOHABITATS INC.

GARDINER & THEOBALD

ADVISORY PARTNERS

THE MANY COMMUNITY RESIDENTS AND NEIGHBORHOOD GROUPS THAT PROVIDED THEIR THOUGHTS AND FEEDBACK THROUGHOUT THIS PROCESS.

SPECIAL THANKS TO THE RESIDENTS IN ACTION COMMITTEE

ORLANDO BAILEY

DR. RITA BEALE

GAIL BEASLEY

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LINDA BOWIE

BLAIR BROWN

AUDREY CARTER

MYRTLE CURTIS-THOMPSON

MAGGIE DESANTIS

SANAA GREEN

SIOBHAN GREGORY

MARIO HARDY

JOCELYN HARRIS

JAY HENDERSON

MONIQUE HOLLIDAY

JAMES "JACK RABBIT" JACKSON

MICHELLE LEE

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MINNIE LESTER

ELEANOR MERCIER

EDNA NELSON

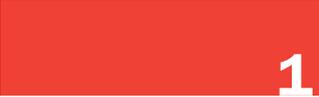
MARCIA RICE

JACQUELINE RICHMOND

CORNELIUS SIMS

OYIN "MS. O" ZURI.

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COMMUNITY-BASED PROCESS



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OVERVIEW

PLANNING DEPARTMENT MISSION

One City. For all of Us. We are pursuing an urban redevelopment strategy unlike any implemented in America.

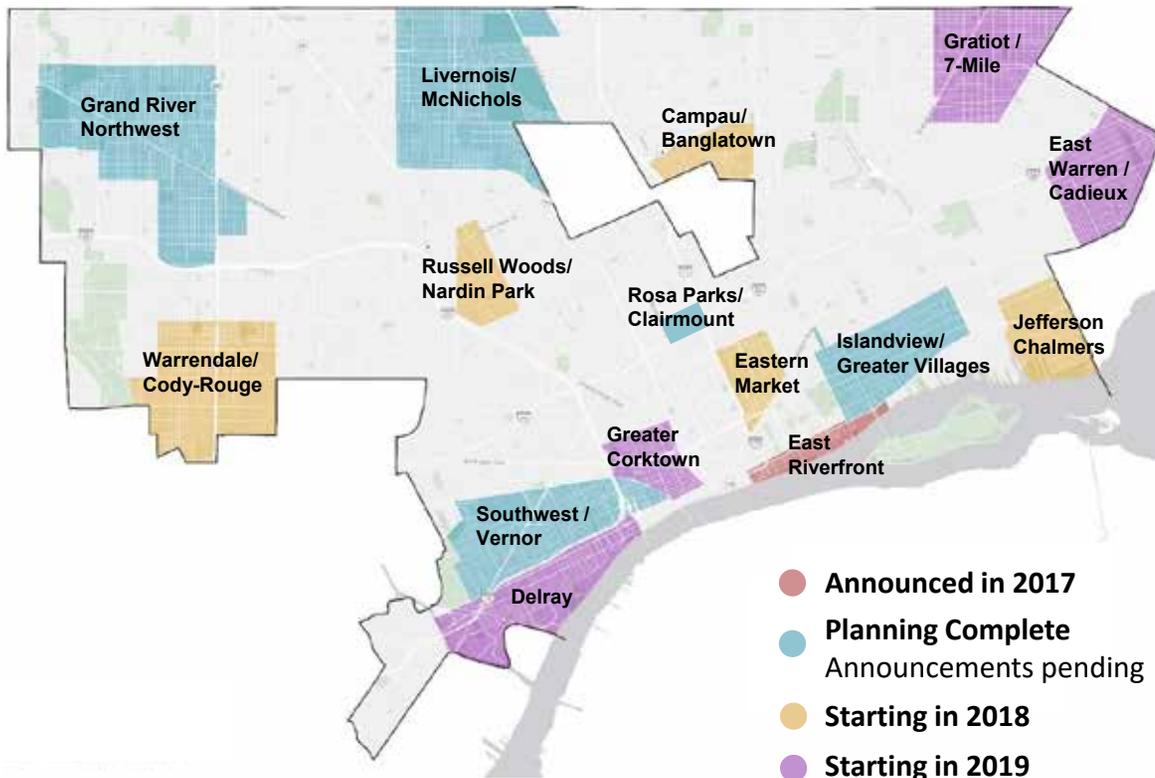
VISION

A healthy and beautiful Detroit built on inclusionary growth, economic opportunity and an atmosphere of trust.



The City of Detroit's Planning and Development Department (PDD) is in the process of strategic planning for 10 key areas, including Jefferson Chalmers. All of the neighborhood framework plans are guided by the principle: *One City, For All of Us*. The Jefferson Chalmers Neighborhood Framework Plan was co-crafted by residents and the City to guide future growth and investment. The Framework Plan will help determine neighborhood investment strategies to achieve a healthy and beautiful Detroit built on inclusionary growth, economic opportunity, and an atmosphere of trust. PDD worked together with Jefferson Chalmers residents to develop general goals for the neighborhood.

NEIGHBORHOOD PLANNING AREAS



PROJECT STUDY AREA



NEIGHBORHOOD STRENGTHS

According to a survey of Jefferson Chalmers residents



1

E. JEFFERSON AVENUE

WHAT DO YOU WANT FOR THE FUTURE OF THE NEIGHBORHOOD?

TOP ANSWER: VIBRANT BUSINESS DISTRICT



2

NEIGHBORHOOD FABRIC

DESCRIBE THE CHARACTER OF JEFFERSON CHALMERS:

“HISTORIC, CLASSIC, TRADITIONAL” **34%**
“DOWN TO EARTH, EASY GOING” **20%**
“CARING, GENEROUS, HELPFUL” **17%**



3

WATERFRONT

WHAT IS THE GREATEST ASSET OF JEFFERSON CHALMERS?

ACCESS TO THE DETROIT RIVER **72%**

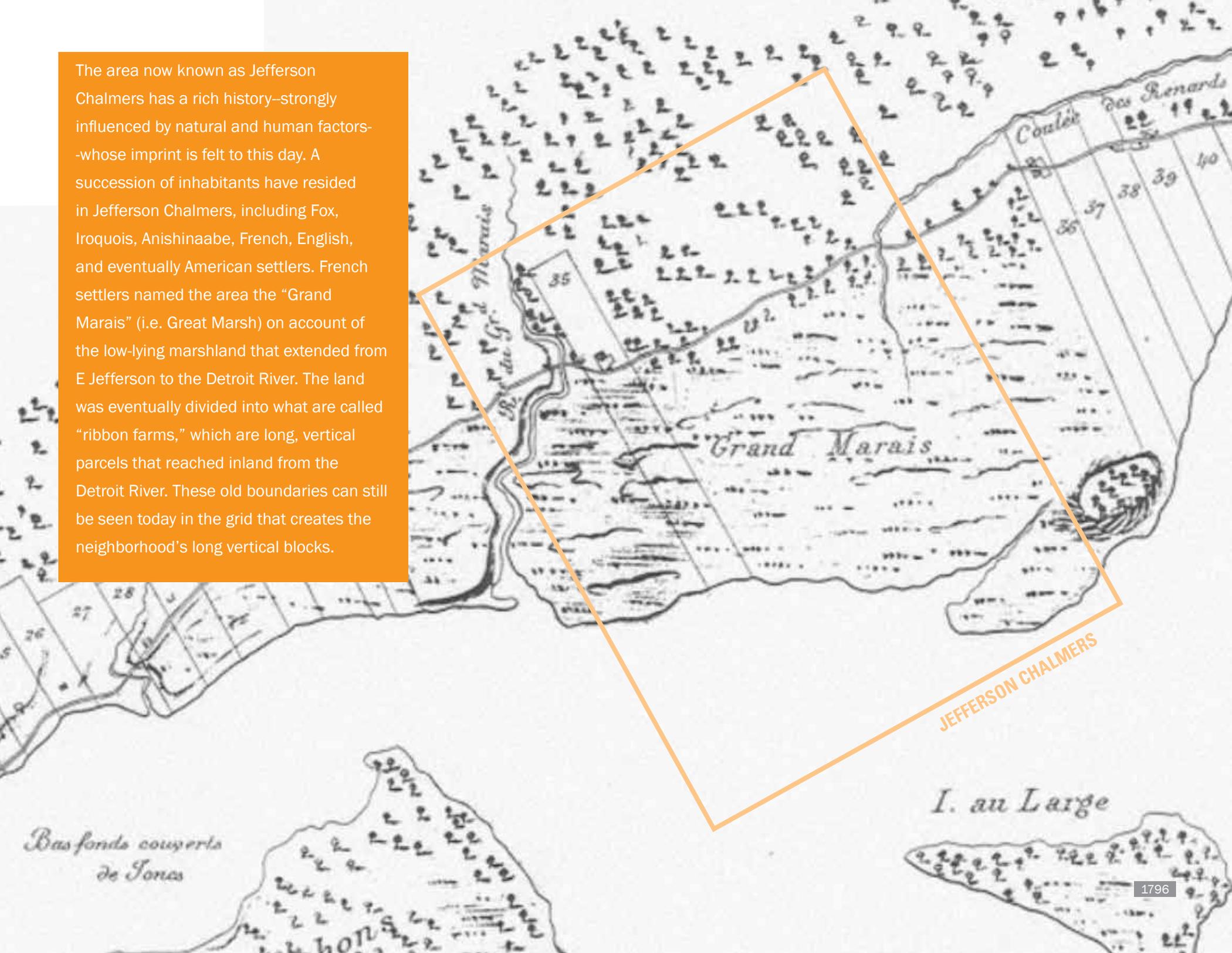
The Jefferson Chalmers Neighborhood Framework Plan is designed to leverage the strengths of the neighborhood identified through resident input. These strengths include: **The Historic Retail District on Jefferson Avenue, Jefferson Chalmers Neighborhood Fabric, and the Waterfront.**

These strengths directly correspond to the goals outlined in the Plan: Rejuvenating Jefferson Avenue and neighborhood retail, stabilizing neighborhoods, and creating a more walkable and sustainable community.

2

HISTORY AND EXISTING CONDITIONS

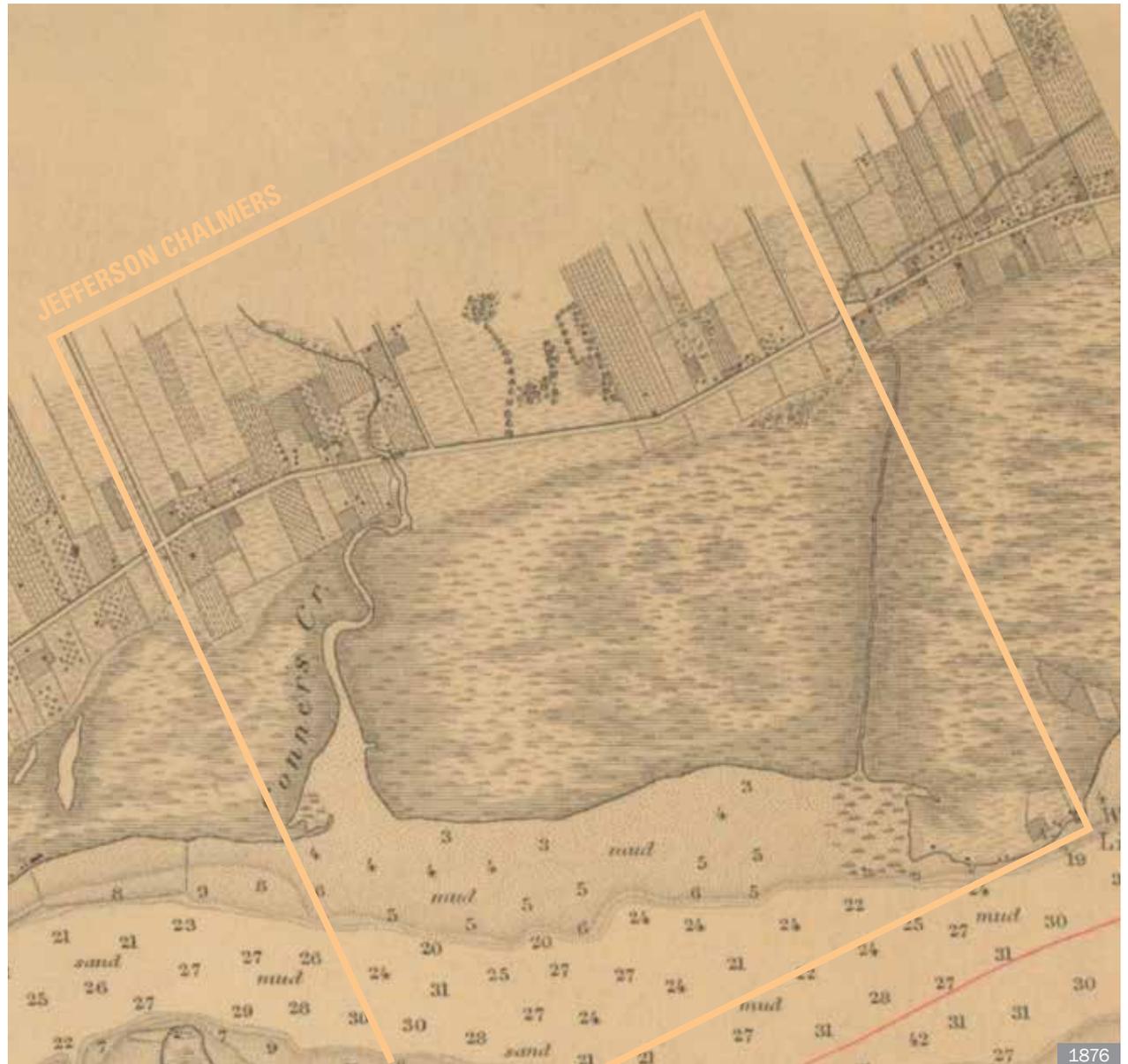
The area now known as Jefferson Chalmers has a rich history—strongly influenced by natural and human factors—whose imprint is felt to this day. A succession of inhabitants have resided in Jefferson Chalmers, including Fox, Iroquois, Anishinaabe, French, English, and eventually American settlers. French settlers named the area the “Grand Marais” (i.e. Great Marsh) on account of the low-lying marshland that extended from E Jefferson to the Detroit River. The land was eventually divided into what are called “ribbon farms,” which are long, vertical parcels that reached inland from the Detroit River. These old boundaries can still be seen today in the grid that creates the neighborhood’s long vertical blocks.



HISTORY

EARLY INHABITANTS

The Detroit River has long served as the primary corridor in the Detroit area. Jefferson-Chalmers had a thriving shoreline that hosted waves of successive inhabitants and visitors, from the Fox, Iroquois, and Anishinaabe; to the French and British; to the Americans. The marshland at the water's edge was used seasonally for fishing, trapping, hunting, and trade. In the mid- to late-nineteenth century, the river's edge began to develop for recreational uses, with taverns and resorts springing up along the shoreline to cater to visitors.



THE "GRAND MARAIS" OR GREAT MARSH



RIBBON FARMS

THE FARMING ERA

Early attempts to develop Jefferson-Chalmers' waterfront for farming were stymied by dense marshland. In the eighteenth century, the French subdivided the Grand Marais into narrow lots known as ribbon farms that extended from the river toward East Jefferson Avenue. Traces of this land division system remain in the alignment of some roads along the borders of lots.



19TH CENTURY ENTRANCE TO DETROIT DRIVING CLUB

SOURCE: DPL

RACE TRACKS

Although farming was concentrated along and north of E Jefferson, the first major development in this agrarian area occurred in the 1890s with construction of two horseracing tracks south of E Jefferson. The Detroit Driving Club and the Detroit Jockey Club Race Track operated for a little over ten years but have nevertheless left a lasting impact on the neighborhood and the broader history of Detroit. Physical traces of the track remain on Algonquin and Marlborough Streets while many streets are named after specific horses and individuals associated with the industry. It was also at the Detroit Driving Club that a then relatively little known Henry Ford raced his motor car against a famous competitor, impressing an investor who would back Ford's fledgling automobile company.

TWENTIETH CENTURY RESIDENTIAL NEIGHBORHOOD

As the Detroit metropolitan area grew in the early twentieth century and the land in Jefferson Chalmers was gradually reclaimed from the Grand Marias, a series of subdivisions was imposed over the older French ribbon farms. The neighborhood was part of Grosse Pointe Township until 1903, when it was briefly incorporated into the newly formed Village of Fairview, before being annexed into the burgeoning City of Detroit in 1907. The character of Jefferson Chalmers changed quickly after this with industrial development from the Conner Creek area spurring the construction of residences. These ranged from modest one-story frame housing for workers close to the factories, to middle-class houses in popular early twentieth century styles such as Arts and Crafts, Prairie, and Tudor Revival, to the large mansions owned by Lawrence Fisher and Gar Wood.

COMMUNITY

With residential development came churches, parks and schools such as Guyton built in 1927. E Jefferson was the principal business district, but smaller commercial corridors and nodes developed within the neighborhood such as along Freud and Essex Avenues. Industrial enterprises along Conner Creek drew a diverse workforce, predominantly from Eastern Europe, who settled in the neighborhood. Due to restrictive covenants the majority of African Americans who came to the city for industrial jobs were confined to segregated areas such as the Black Bottom and Paradise Valley neighborhoods, as well as the Clairpointe-Tennessee-Conner (CTC) area on the western edge of Jefferson Chalmers. Discrimination forced African Americans to open their own businesses which resulted in small commercial nodes at intersections such as Conner and Freud (above).



GUYTON ELEMENTARY KINDERGARTEN CLASS PHOTO, 1974-1975

SOURCE: CDAD



GUYTON ELEMENTARY, DATE UNKNOWN

SOURCE: DPL

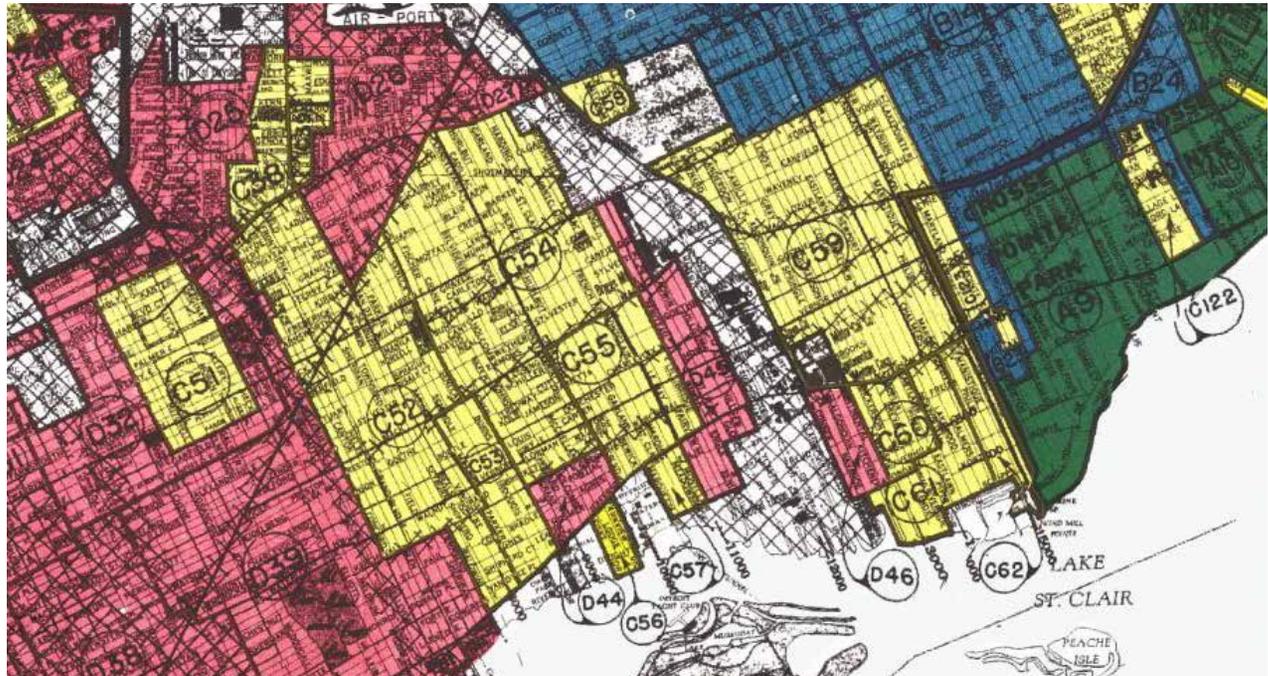


INTERSECTION OF FREUD AND CONNER. AN HISTORIC COMMERCIAL NODE WITHIN THE NEIGHBORHOOD

African Americans also created a lasting legacy of entertainment as venues like the Monticello and the Vanity Ballrooms featured black musicians such as Duke Ellington and the Billy Miner Melodians.

POST-WAR TO TODAY

Postwar Federal redlining policies, by which African Americans living in Jefferson Chalmers were denied access to mortgages and restricted from living east of Continental Street, continued despite the vast contribution they had made to the war effort. A series of recessions, mid-century white flight, administration mismanagement and disinvestment left the Jefferson Chalmers area in financial hardship and physical decline. The Great Recession of 2008 and the correlating foreclosure crisis further exacerbated these trends. Private attempts to revive the area with residential developments such as Victoria Park, Clairpointe and Grayhaven compartmentalized the neighborhood by closing portions of the street grid and severing the Essex Avenue commercial corridor. Moreover, these new developments blocked some streets from direct access to the river to the south and E Jefferson to the north. Despite enduring this history of injustice and hardship, the Jefferson Chalmers community remains strong. As the neighborhood enters the next chapter in its evolution, the people and places that have weathered this history stand to serve as a foundation upon which to grow the future of Jefferson Chalmers.



DETROIT REDLINING MAP, 1940

SOURCE: MAPPING INEQUALITY



STABLE RESIDENTIAL STREET



TYPICAL VACANT LOT

DEMOGRAPHICS

In 2016, census records indicated that the Jefferson Chalmers neighborhood had a population of 7,881.

POPULATION LOSS AND INCOME DISTRIBUTION

Although population loss and income levels closely match the city as a whole (Figure 1a and 1b), there are pockets of stable and high-income areas within the neighborhood, located along the waterfront and commercial core (Figure 2a and 2b).

FIGURE 1A
POPULATION DECLINE, 2010-2016

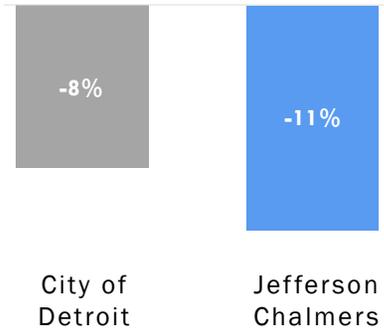


FIGURE 2A
POPULATION DECLINE, 2010-2016



FIGURE 1B
MEDIAN HOUSEHOLD INCOME, 2016

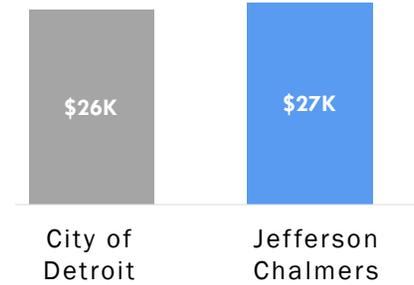


FIGURE 2B
MEDIAN HOUSE INCOME, 2016

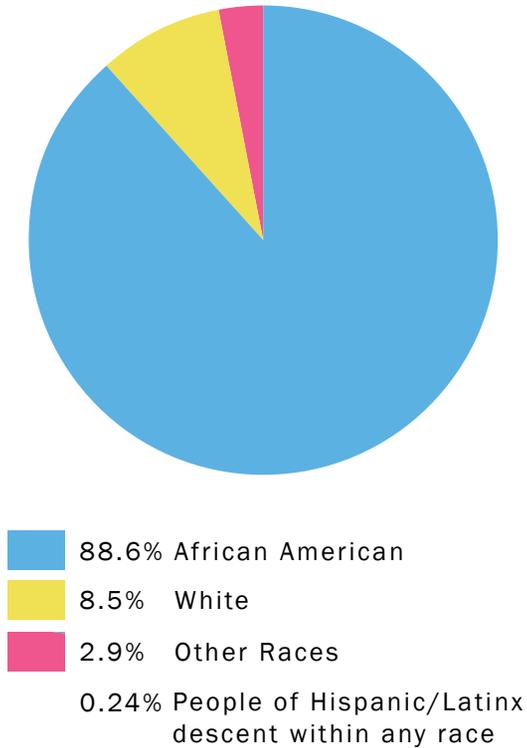


SOURCE: US CENSUS BUREAU

RACE AND ETHNICITY

Jefferson Chalmers is a predominantly African-American community, making up 88.6% of the neighborhood’s population. 8.5% of the residents are white, 2.9% are other races, and 0.24% of the neighborhood is of Hispanic/Latinx descent within any race.

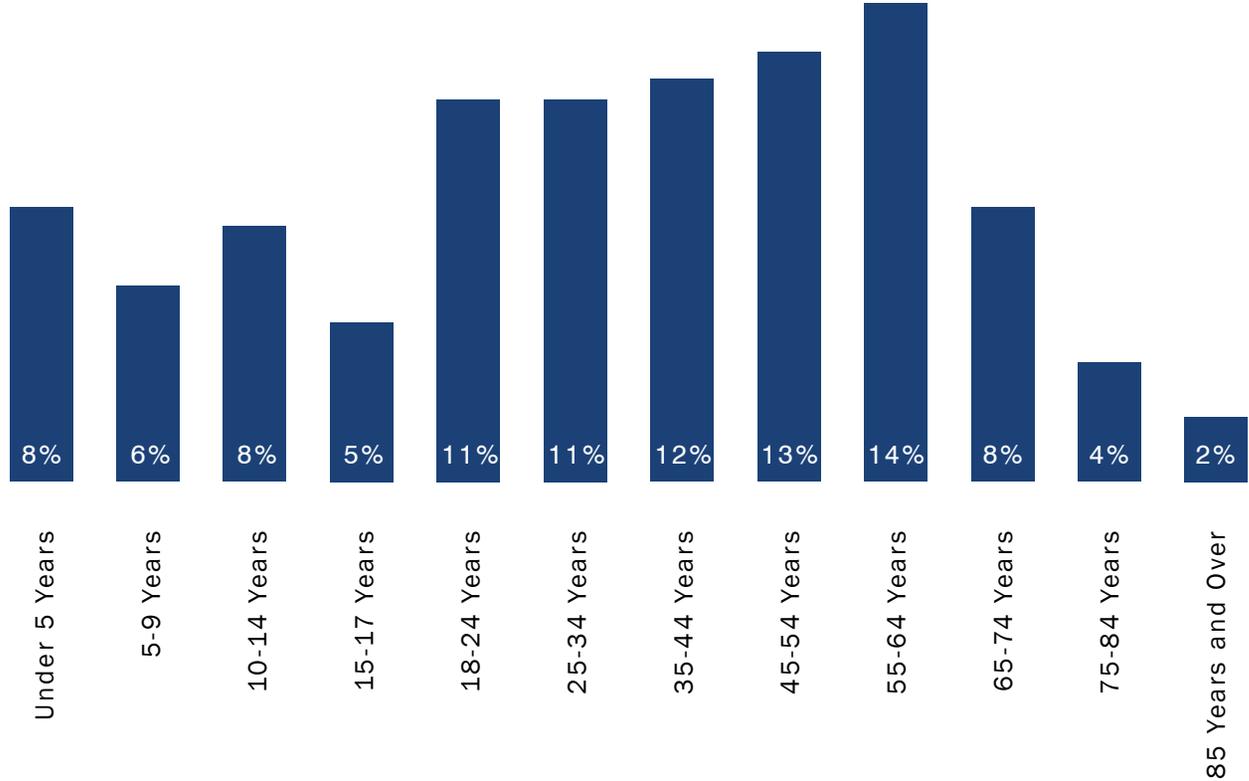
RACE AND ETHNICITY, 2016



AGE

The neighborhood is dominated by middle-aged residents in families. In coming years, many of these adults will enter their 60s and 70s, and many desire to age in place.

POPULATION BY AGE, 2016



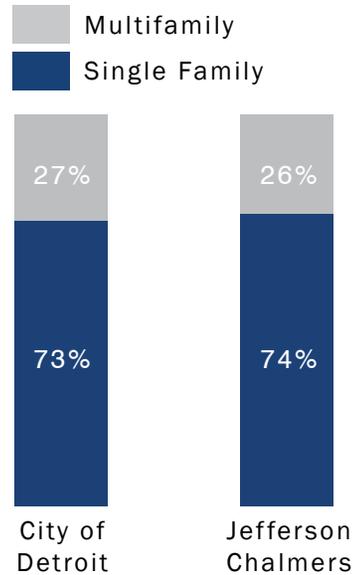
SOURCE: US CENSUS BUREAU

HOUSING ANALYSIS

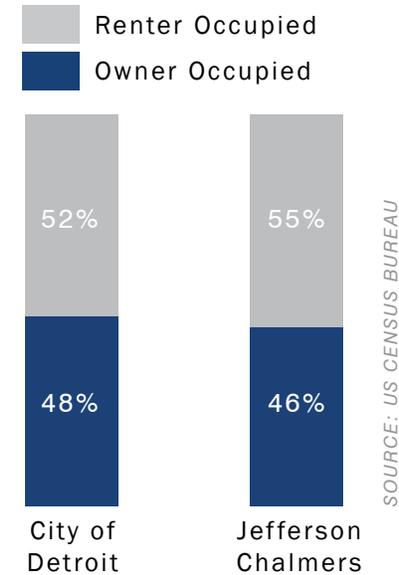
HOUSING STOCK

Jefferson Chalmers' housing stock resembles the city as a whole in that it is largely composed of single-family homes and equally tenanted by renters and owners.

HOUSING TYPE, 2016



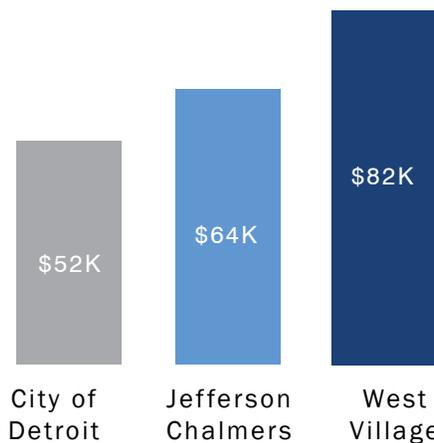
HOUSING TENURE, 2016



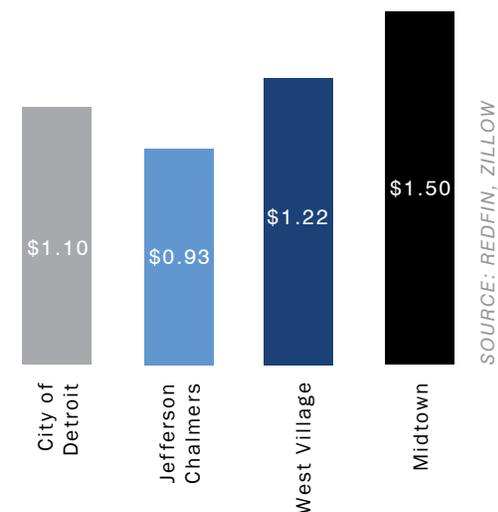
RESIDENTIAL MARKET

Of the neighborhood's 60-80 sales per year, sales prices have been above the Detroit average, but below nearby West Village. Rents within its ~15 multifamily buildings are below citywide levels, but far below the rapidly rising West Village and Midtown markets.

MEDIAN SINGLE FAMILY SALES PRICE, 2016



MEDIAN MULTIFAMILY ASKING RENT/SF, 2018



GENERAL RENTAL GAP

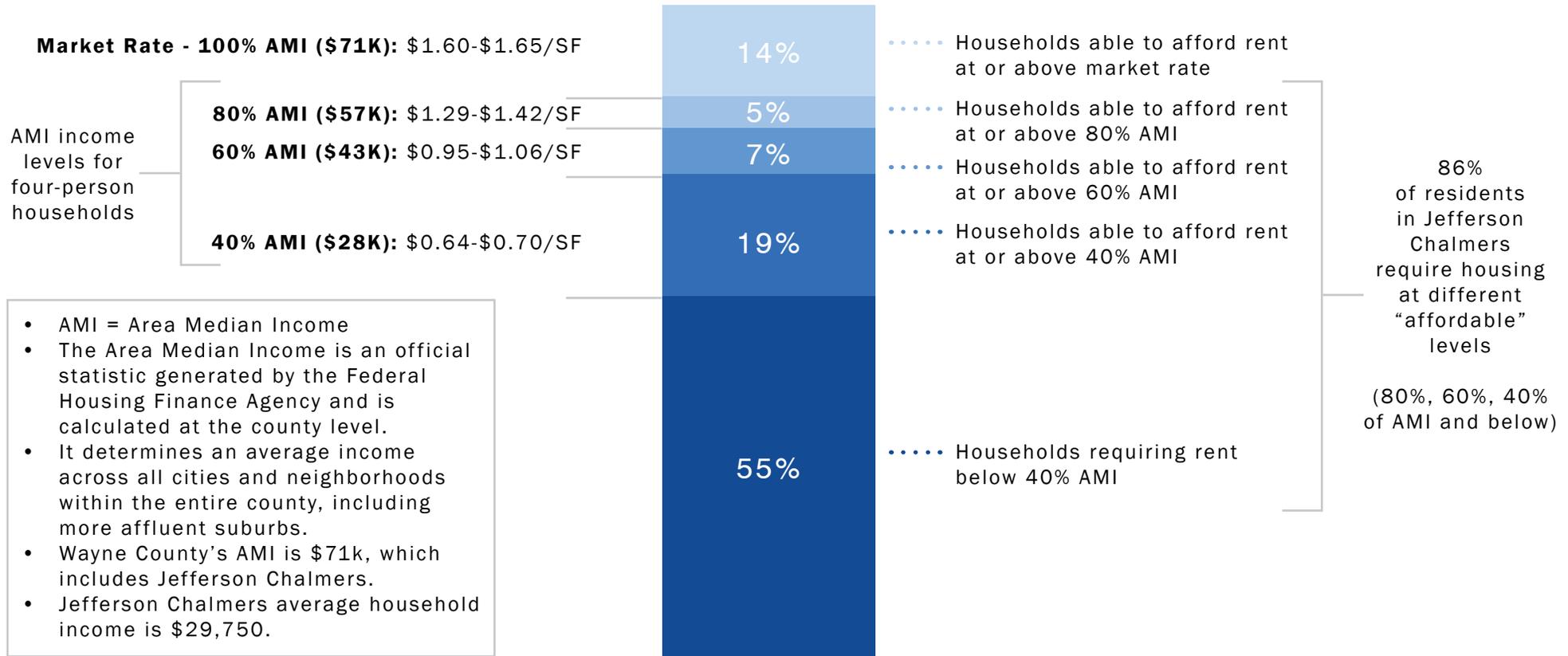
Although Jefferson Chalmers rents are rising, they are still below the level required for market-supported multifamily or single-family home development. This means that new housing, across housing types, require public subsidies to remain affordable to residents.



HOUSING DEMAND ANALYSIS

In addition, most renter households moving to or within Jefferson Chalmers (86%) require housing at below-market prices, or “affordable housing,” increasing the need for public subsidy.

HOUSEHOLDS MOVING WITHIN THE PAST YEAR (WITHIN STUDY AREA)
BY AFFORDABLE RENT LEVEL, 2016



SOURCE: US CENSUS BUREAU



FINDINGS AND RECOMMENDATIONS

While multifamily development remains challenging economically in Jefferson Chalmers, targeted investment could help grow the local market and activate key nodes, attracting investment and reducing required subsidy in the long term.

Investment that supports affordable housing development would enable the City to leverage Federal and State resources to meet the needs of residents at a variety of income levels. Projects that include mixed-income housing would diversity the local housing mix, drive absorption, and increase spending power to support neighborhood retail and services.

Recent migration patterns among renter households suggest that the Jefferson Chalmers market can support 80 to 150 new multifamily units over the next five years. Of the in-demand units, approximately 55-105 units could serve households with incomes at or below 60% of Area Median Income (AMI), and 35-45 could serve households able to afford market-rate units.

Migration patterns among homeowner households suggest that the Jefferson Chalmers market can support at least 20-35 new market rate single-family units over the next five years.

NATURAL FEATURES

ECOLOGY

Located at the nexus of the Detroit River and Lake Saint Claire, this area is recognized globally for its migratory birds and waterfowl, as well as native resident birds. Currently four parks line the river's edge in Jefferson Chalmers, with interconnecting canals of aquatic habitat. The General Services Department together with the US Environmental Protection Agency, is creating and restoring habitat as part of a larger project. The other parks are mainly lawn with groves of mature tree canopy, along a mostly hardened shoreline.



INTERSECTION OF TWO FLYWAYS



OVERLOOKING JEFFERSON CHALMERS AND THE DETROIT RIVER

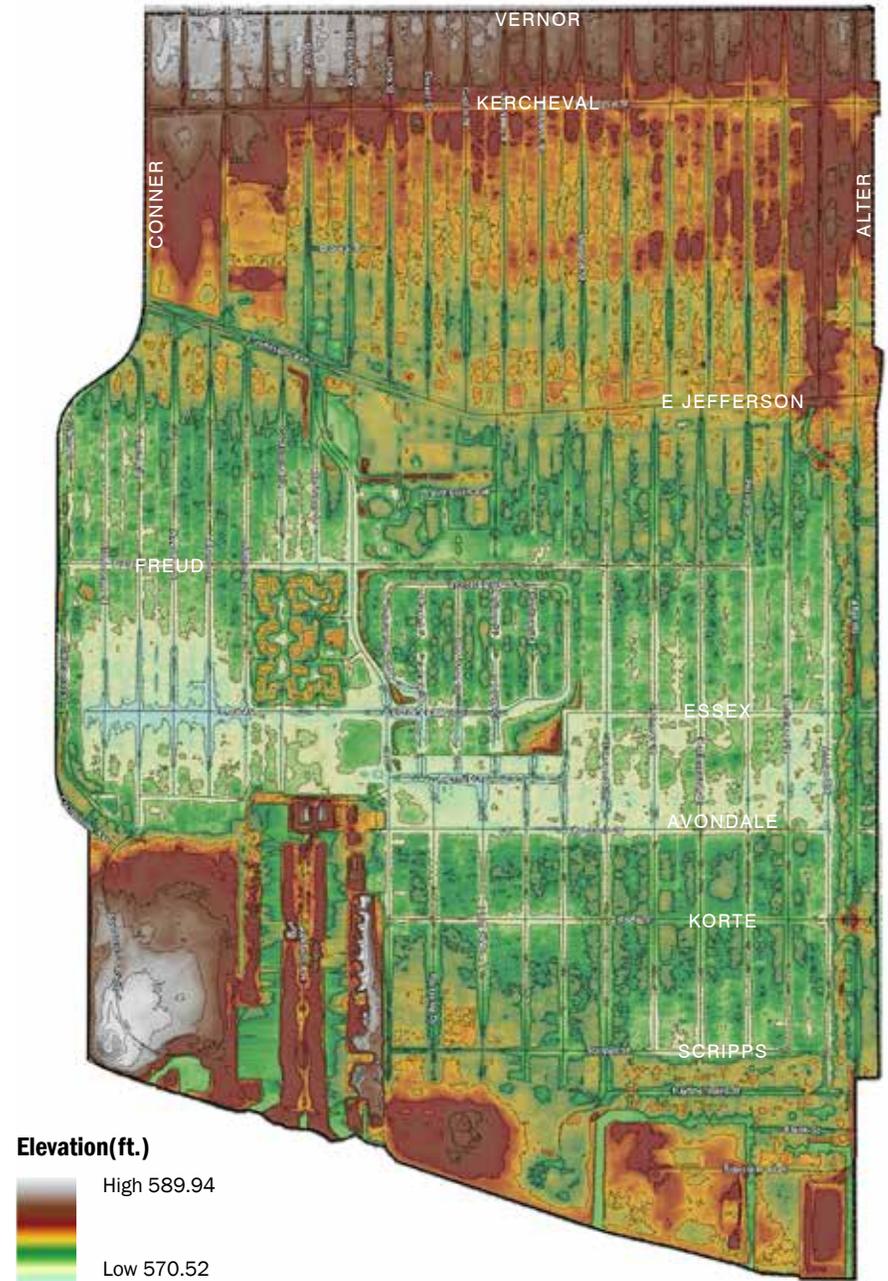


HARDENED SHORELINE AT CANALS

TOPOGRAPHY

The study area sits at the bottom of a watershed where Conner Creek and Fox Creek drain into the Detroit River, through both natural topographic and engineered systems. Its topography is like a bowl. Centuries of sediment deposits from the river have built up the riverbank as a natural levee to the same elevation as E Jefferson. The interior of the study area, along Essex Avenue, is the low point of the bowl. These hydrological conditions produced the wetland character of the former Grand Marais.

During the urbanization of the study area, the Grand Marais was drained and Conner Creek and Fox Creek were submerged into pipes. Thus, today we rely on engineered infrastructure to manage water. Heavy storms have challenged the capacity of the engineered infrastructure to move water away from the area effectively. The basement flooding suffered by Jefferson Chalmers residents in 2014 and 2016 are examples of this problem. To address these issues, the Detroit Water and Sewage Department (DWSD) and the Great Lakes Water Authority (GLWA) are currently making capital improvements to the Conner Creek Pumping Station and the underground drainage system.



TREE CANOPY

The neighborhood has an overall dense tree canopy but also varying degrees of health and quality of species. Native forest in this region would have included a variety of forest types, including beech-sugar maple, hardwood swamp, and oak forest. Nonnative invasive species observed include: Norway maple, tree of heaven, common buckthorn, callery pear, black locust, and multiflora rose. These should be replaced with local species where possible.



TYPICAL STREET TREE CONDITION

Street Tree Health

- Good
- Fair
- Poor
- Critical
- Dead
- N/A



3

**COMMUNITY-
BASED PROCESS**

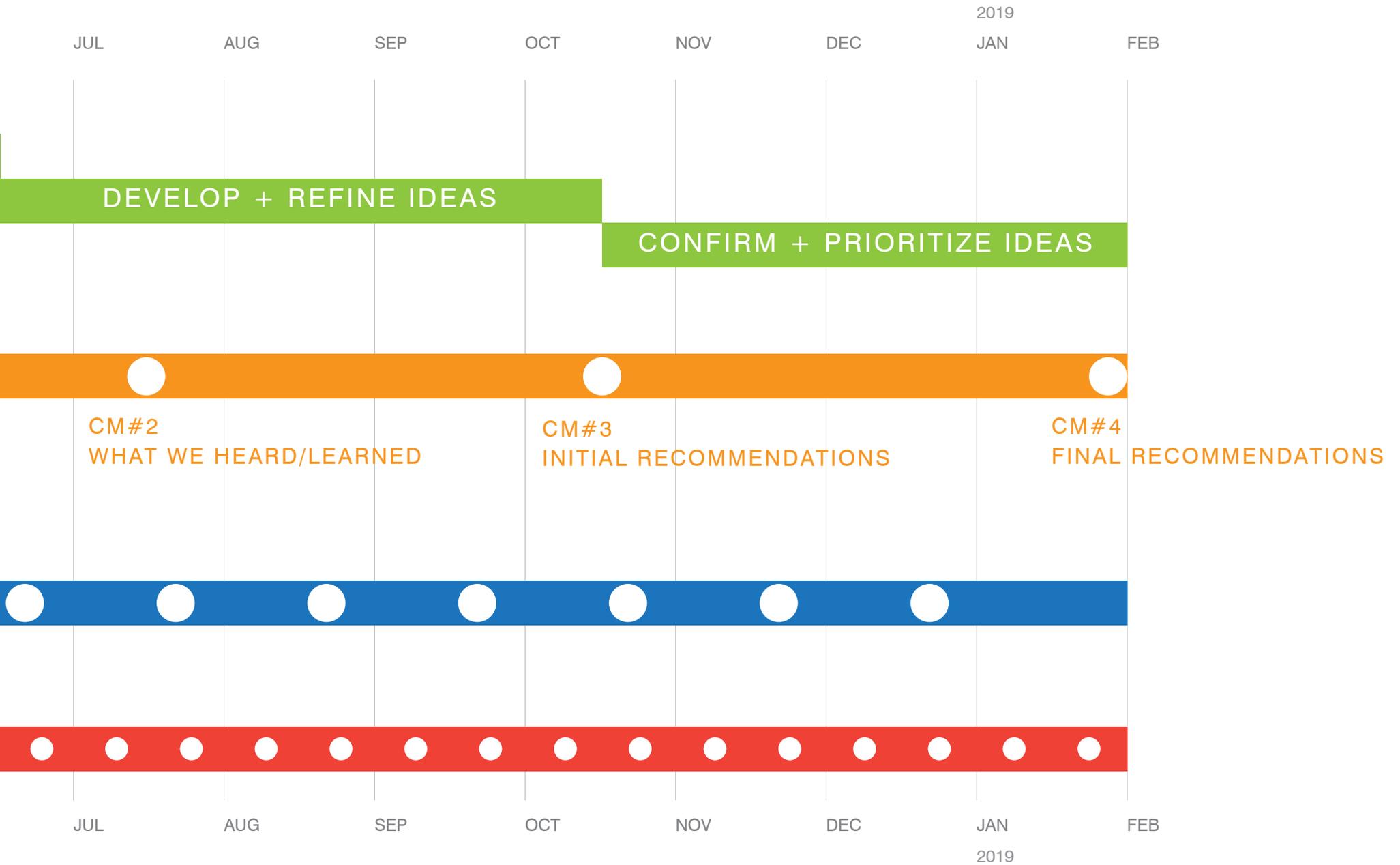
The Jefferson Chalmers Neighborhood Framework Plan centered on community engagement from its inception, and included large-scale, town-hall style meetings and door-to-door, one-on-one conversations as well as small focus groups. This section will elaborate on the entire engagement process, beginning in February 2018 and culminating in the final community meeting in February 2019. For individual town-hall community meetings, see the project website.



MULTI-FACETED APPROACH

The Planning and Development Department (PDD) worked to engage residents in a variety of ways. First, four formal, town-hall style, city-organized Community Meetings were held, each with over 100 people in attendance. Second, a Residents in Action (RIA) Committee of 26 individuals was formed to guide the process throughout, meeting monthly with PDD staff to review and discuss the process and presentations. Third, the City attended multiple informal field meetings, hosted office hours, and attended existing block club meetings. In addition, two thousand “Citizen’s Guides” were distributed and two surveys were conducted to record priorities and needs. All materials were also made available online at the project’s website, including the surveys.





CITY-ORGANIZED TOWN HALL COMMUNITY MEETINGS

The City Planning and Development Department hosted four formal large scale town hall meeting at the Salvation Army and Eastlake Baptist Church. Each meeting drew over 100 people. The format and engagement activities were adapted to fit the current phase of the project. For example, the first

meeting centered on listening and learning from residents, while the second shared research and analysis (or “What we Heard/Learned”). The last two meetings presented a draft for comment and prioritization, followed by final versions of the project recommendations.



COMMUNITY MEETINGS, 2018

SOURCE: CDAD

RESIDENTS IN ACTION (RIA) COMMITTEE

RIA Committee members served as project ambassadors in the neighborhood. Over the course of the year, the Committee met monthly at Faith Church to advise PDD on community engagement, as well as to critique developing project deliverables. There were 26 members in total and included: Orlando Bailey, Dr. Rita Beale, Gail Beasley, Nicola Binns, Tammy Black, Lina Bowie, Blair Brown, Audrey Carter, Myrtle Curtis-

Thompson, Maggie DeSantis, Sanaa Green, Siobhan Gregory, Mario Hardy, Jocelyn Harris, Jay Henderson, Monique Holliday, James “Jack Rabbit” Jackson, Michelle Lee, Eddie Lester, Minnie Lester, Eleanor Mercier, Edna Nelson, Marcia Rice, Jacqueline Richmond, Cornelius Sims, and Oyin “Ms. O” Zuri.

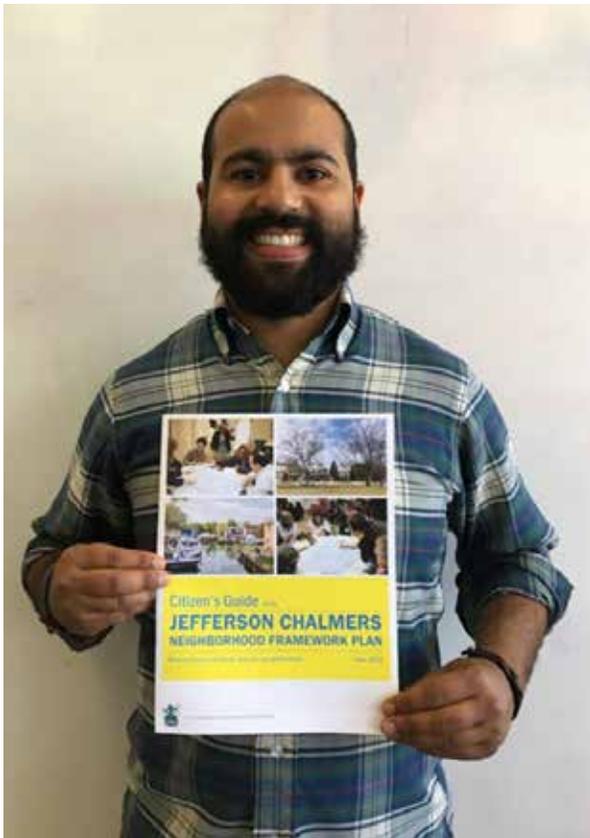


RESIDENTS IN ACTION COMMITTEE AT THEIR MONTHLY MEETING, 2018

CITIZEN'S GUIDE + QUESTIONNAIRE

In order to reach a larger audience beyond those able to physically attend meetings, a Citizen's Guide was distributed throughout the neighborhood through door-to-door visits, RIA Members, and via email, as well as at the community meetings. 2,000 booklets were distributed, which amounts to 1 booklet for every 2 households within Jefferson Chalmers. The Citizen's Guide also featured a questionnaire to which we received over 350 responses.

The City Planning and Development Department conducted two canvassing campaigns, paying canvassers to go door-to-door to distribute Citizen's Guides and chat with residents.



CITIZEN GUIDE AND QUESTIONNAIRE

COMMUNITY-ORGANIZED MEETINGS

Field meetings included focus groups with Jefferson Chalmers Youth Council, Riverbend Neighborhood Assoc., Clairepoint Homeowners Assoc., Detroit Abloom, Manistique Tree House, Newport Permaculture Garden, Freedom Freedom, Featherstone Garden, Belle-Chere Gardens, Lakewood Block Club, Curtis Enterprises, Jefferson East, Inc., Shelbourne Development, and attendance of neighborhood meetings and events.



JEFFERSON CHALMERS YOUTH COUNCIL, AUG 22, 2018



LAND-BASED VENTURES FOCUS-GROUP MEETING, AUG 10, 2018



MANISTIQUE TREE HOUSE COOKOUT, AUG 24, 2018

ORAL HISTORIES

The City conducted Oral Histories of residents who volunteered to tell their stories of Jefferson Chalmers. Around ten interviews captured resident stories, adding a storytelling approach to engagement that complemented more traditional methods. Interviews contributed an additional layer of

understanding of the richness of the community. They will be archived and available to the public on the city website.



SCREEN CAPTURE OF VIDEO RECORDED ORAL HISTORY

OFFICE HOURS

The City hosted weekly Office Hours every Monday evening during the months of September and October at the Monteith Library. This flexible style of meeting allowed for one-on-one conversations to develop between residents and the planning team. Members of the Planning and

Development Department, as well as the Housing and Redevelopment Department, engaged in a dialogue with residents who had questions about specific topics, or simply wanted clarity about the overall process.



OFFICE HOURS AT MONTIETH LIBRARY

STAKEHOLDER SCORECARD

In October 2018, at the third town hall meeting residents were given a physical scorecard to rank each proposed project from 1-5 (high to low) based on priority. Written comments were also collected. The scorecard

was made available online and the planning team organized a door-to-door campaign to collect more responses in December.



COMMUNITY MEETINGS, OCTOBER 2018

INITIAL RESULTS

After 162 responses were collected, the recommendations were ranked in order of prioritization. Almost all recommendations were ranked “High” (scored 1.0 to 1.5 out of 5), and only five were “Neutral” (scored 2.5 to 3.5 out of 5). None of the recommendations were ranked “Low” or “Very Low” in priority, which suggests the planning was in general alignment with community desires.



4

**FRAMEWORK +
ACTION PLAN**

The Jefferson Chalmers Neighborhood Framework Plan proposes improvements to public space and city-owned properties, including streetscapes, parks and openspace, Land-Bank owned homes, and potential development sites. Within that Framework, is a subset of projects identified for immediate action, called the Action Plan. These projects are community supported and have funding identified for implementation.



CONCEPTUAL RENDERING OF A NEW PEDESTRIAN ENTRYWAY INTO MAHERAS-GENTRY PARK

The Jefferson Chalmers Neighborhood Framework Plan developed from extensive community engagement, rigorous research and frequent collaboration and coordination with various city agencies.

The focus of the planning study was to identify opportunities and priorities for short-term investment in the neighborhood. All of the projects within the planning study are community-supported and feasible, however a select subset of the projects proposed will be prioritized for immediate implementation with designated funding. These projects comprise the Action Plan. Action Plan projects with a) received the most public support, and b) have funding sources identified for implementation. The other project proposals are captured in the “Framework.” These include longer-term strategies, projects that lack identified funding sources, and proposals that did not receive the highest community prioritization. The Framework will document these proposals should priorities shift and/or funding resources become available in the future.



JEFFERSON CHALMERS NEIGHBORHOOD FRAMEWORK PLAN

RECOMMENDATIONS BUILT ON STRENGTHS

1

STRENGTH: E. JEFFERSON AVENUE



**REJUVENATE
RETAIL ON EAST
JEFFERSON AVE.**

2

STRENGTH: NEIGHBORHOOD FABRIC



**STABILIZE
NEIGHBORHOOD
HOUSING**

3

STRENGTH: WATERFRONT



**IMPROVE
WALKABILITY +
SUSTAINABILITY**

SUMMARY OF FINAL RECOMMENDATIONS

1 REJUVENATE RETAIL ON EAST JEFFERSON AVE.

A



SUPPORT NEIGHBORHOOD-SERVING
RETAIL ON E JEFFERSON

B



BUILD A MIXED-USE DEVELOPMENT AT
E JEFFERSON AND PIPER

2 STABILIZE NEIGHBORHOOD HOUSING

D



REHAB LAND BANK-OWNED
VACANT HOUSES

E



REPURPOSE GUYTON AS COMMUNITY
SPACE AND AFFORDABLE HOUSING

3 IMPROVE WALKABILITY + SUSTAINABILITY

I



IMPROVE PUBLIC ACCESS
TO THE RIVERFRONT

J



IMPROVE PUBLIC ACCESS
TO THE CANALS

C



ENHANCE E JEFFERSON STREETScape

LEGEND

- ACTION PLAN (SHORT TERM)
The Action Plan will be implemented in the next 3-5 years. These projects are covered in detail in the following pages.
- FRAMEWORK (LONG TERM)

F



PRESERVE AND DEVELOP AFFORDABLE HOUSING

G



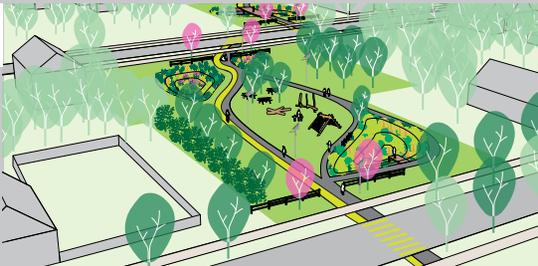
ESTABLISH A CONSERVATION OVERLAY DISTRICT

H



STABILIZE HIGH-VACANCY AREAS NORTH OF E JEFFERSON

K



IMPROVE PEDESTRIAN CONNECTIONS

J



IMPROVE STREETScapeS

M



REUSE VACANT LOTS

1 REJUVENATE RETAIL ON EAST JEFFERSON AVENUE

Running east-west parallel to the waterfront, E Jefferson connects Jefferson Chalmers to downtown and is an important and historical commercial corridor.

The Framework Plan recommendations for revitalizing the E Jefferson retail district include:

A

SUPPORT NEIGHBORHOOD-SERVING
RETAIL ON E JEFFERSON

B

BUILD A MIXED-USE DEVELOPMENT AT
E JEFFERSON AND PIPER

C

ENHANCE E JEFFERSON STREETSCAPE



VACANT HISTORIC BUILDINGS ON EAST JEFFERSON AVENUE

A SUPPORT NEIGHBORHOOD-SERVING RETAIL ON E JEFFERSON

The City will continue to forge partnerships with community-based developers to attract new shops, restaurants, and other retail establishments that cater to the neighborhood. Through its Motor City Match program, the City has already supported the opening of Norma G's, a Caribbean restaurant at the corner of E Jefferson and Manistique.

A few blocks west of Norma G's, in the vacant Kresge Building at E Jefferson and Lakewood, the City will partner with Jefferson East, Inc. to open a new Chinese/Mexican restaurant called Alma Kitchen. Across the street from Alma Kitchen, the City will again partner with Jefferson East, Inc. to renovate the vacant Vanity Ballroom.

Feedback From Prioritization Survey:

"I hear from people older than me how vibrant the Jefferson corridor, especially the Vanity Ballroom, was in the 1930's. A return to a thriving Jefferson Chalmers would be wonderful. Just don't push out the residents - some of whom are families who have been here for generations!"

Norma G's

- Motor City Match recipient
- First sit-down restaurant in 30 years
- Local, black-owned business
- Local hiring commitments
- Affordable menu pricing



Alma Kitchen

- Chinese/Mexican restaurant
- New office space





Vanity Ballroom

- Partner with Jefferson East, Inc. to renovate the Vanity Ballroom
- Neighborhood-based retail on the ground floor
- Public use on second floor
- Prioritize local hiring



EXISTING CONDITIONS OF THE VANITY BALLROOM (TOP LEFT) AND CONCEPTUAL RENDERING OF PROPOSED RENOVATION (ABOVE)

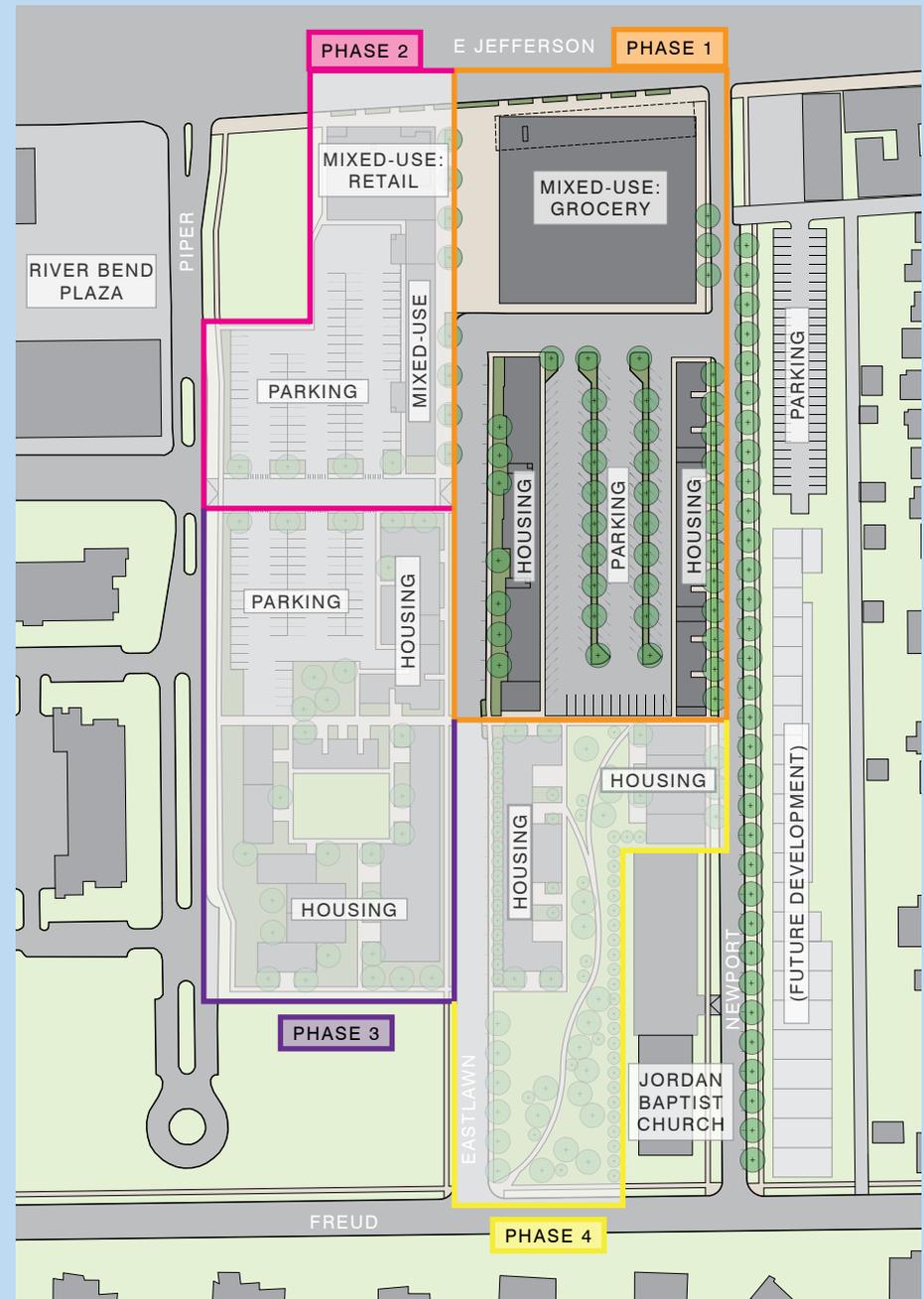
B BUILD A MIXED-USE DEVELOPMENT AT E JEFFERSON AND PIPER

The City will partner with a developer to redevelop the vacant tract of land bound by E Jefferson, Piper, Freud, and Newport according to the concept that emerged from the planning study. The concept calls for a full-service grocery store to anchor the development. New rental apartments would be built along E Jefferson, Piper, and Newport. Subsidies would be layered into the project to maximize the portion of units that can be reserved for low and moderate-income households at affordable rents (see Page 21 for definition of “affordable”).

Feedback From Prioritization Survey:

“Excellent idea - just make sure the grocery store is affordable and suitable for the neighborhood!”

“I feel like we should have a grocery store over here instead of going somewhere 20 or 30 minutes out to get some food.”



MIXED-USE DEVELOPMENT AT E JEFFERSON AND PIPER MASTERPLAN (ALL PHASES)



EXISTING CONDITIONS (TOP LEFT) AND CONCEPTUAL RENDERING OF PROPOSED DEVELOPMENT AT E JEFFERSON AND PIPER (ABOVE)

C ENHANCE E JEFFERSON STREETScape



GOOGLE STREET VIEW OF CURRENT E JEFFERSON STREETScape CONDITIONS

Improvements to E. Jefferson Avenue are necessary, as it is one of the main arterials leading downtown from Jefferson Chalmers and the suburbs. It is also an integral commercial corridor for the neighborhood, and contains a designated historic district, with significant architecture and a growing local business district. Jefferson's prominence in the neighborhood, as well as the city overall, called for a separate study to focus on its entire length. This study will begin in 2019 and will provide recommendations for improvements that will be implemented in the years following.

2 STABILIZE NEIGHBORHOOD HOUSING

South of E Jefferson, neighborhood housing is largely intact, with limited areas of cleared vacant land. North of E Jefferson, there is high vacancy, with pockets of stability.

The Framework Plan proposes to strengthen these areas through the following measures:

D



REHAB LAND BANK-OWNED VACANT HOUSES

E



REPURPOSE GUYTON AS COMMUNITY SPACE AND AFFORDABLE HOUSING

F



PRESERVE AND DEVELOP AFFORDABLE HOUSING

G



ESTABLISH A CONSERVATION OVERLAY DISTRICT

H



STABILIZE HIGH-VACANCY AREAS NORTH OF E JEFFERSON



TYPICAL STREET CONDITION ON A STABLE NEIGHBORHOOD STREET

D REHAB LAND BANK-OWNED VACANT HOUSES

The City will partner with the Detroit Land Bank Authority to renovate a 16-unit cluster of vacant houses and duplexes in the Clairpointe-Tennessee-Conner (CTC) area into for-sale properties that are targeted for low and moderate-income buyers. As discussed on Page 14, the CTC area was the section of Jefferson Chalmers that was “redlined,” leaving it hard-hit by decades of institutional disinvestment. Renovating these houses is intended to be a neighborhood stabilization catalyst that will spark new investment in the CTC area.

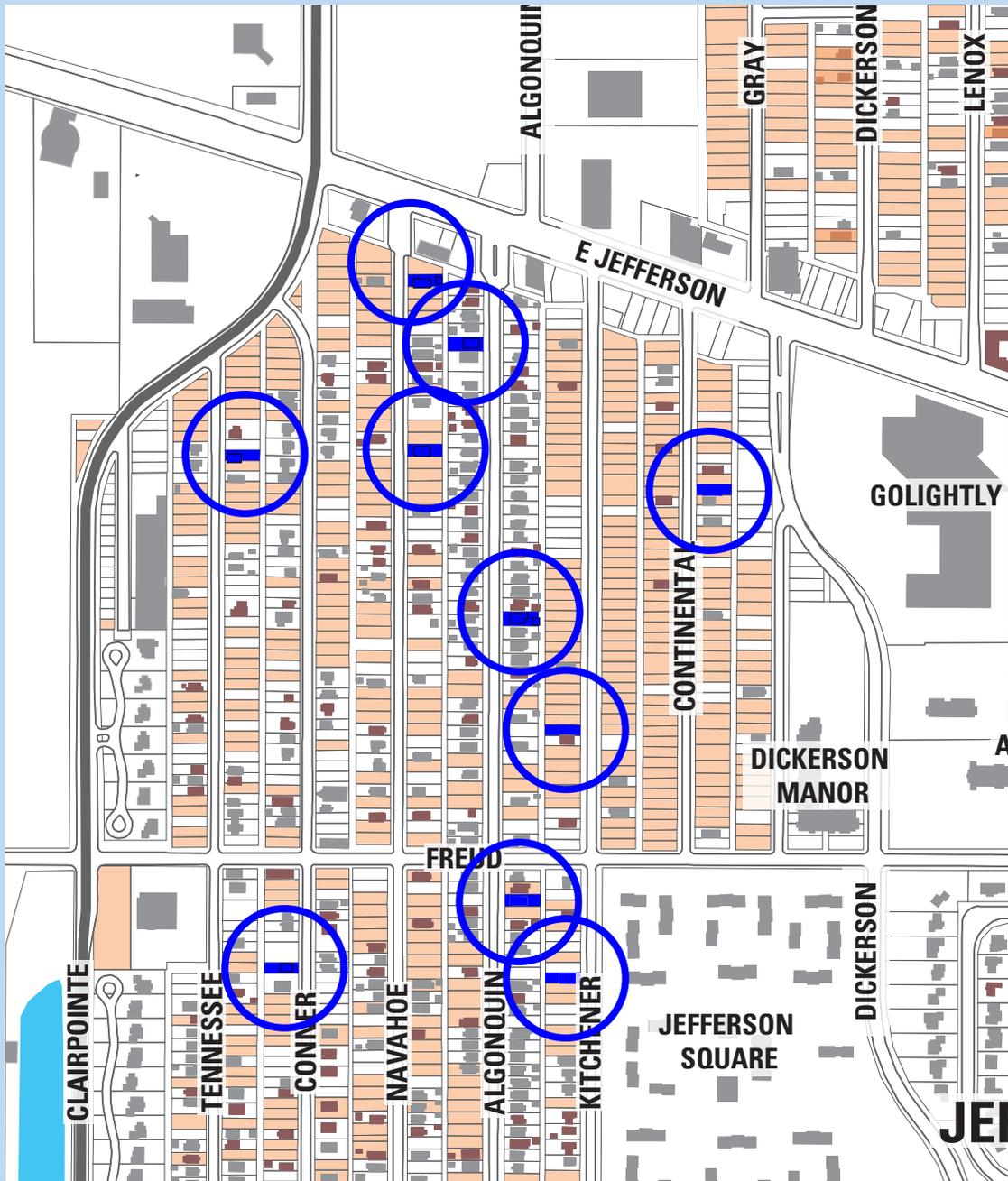
Feedback From Prioritization Survey:

“Rehabbing homes is important...Not only does it provide housing that will attract homeowners or long term tenants, it improves the quality of living for current residents.”

“Vacant buildings bring down the property value of the entire street... All of these buildings need to be repaired.”



3445 FISCHER BEFORE AND AFTER REHABILITATION



VACANT HOUSES PROPOSED FOR RENOVATION



E REPURPOSE GUYTON SCHOOL AS COMMUNITY SPACE AND AFFORDABLE HOUSING

The City will stabilize the building and partner with a developer to repurpose the building in accordance with the concept that emerged

from the planning study. The concept calls for the preferred uses of community space and approximately 40 affordable rental apartments.

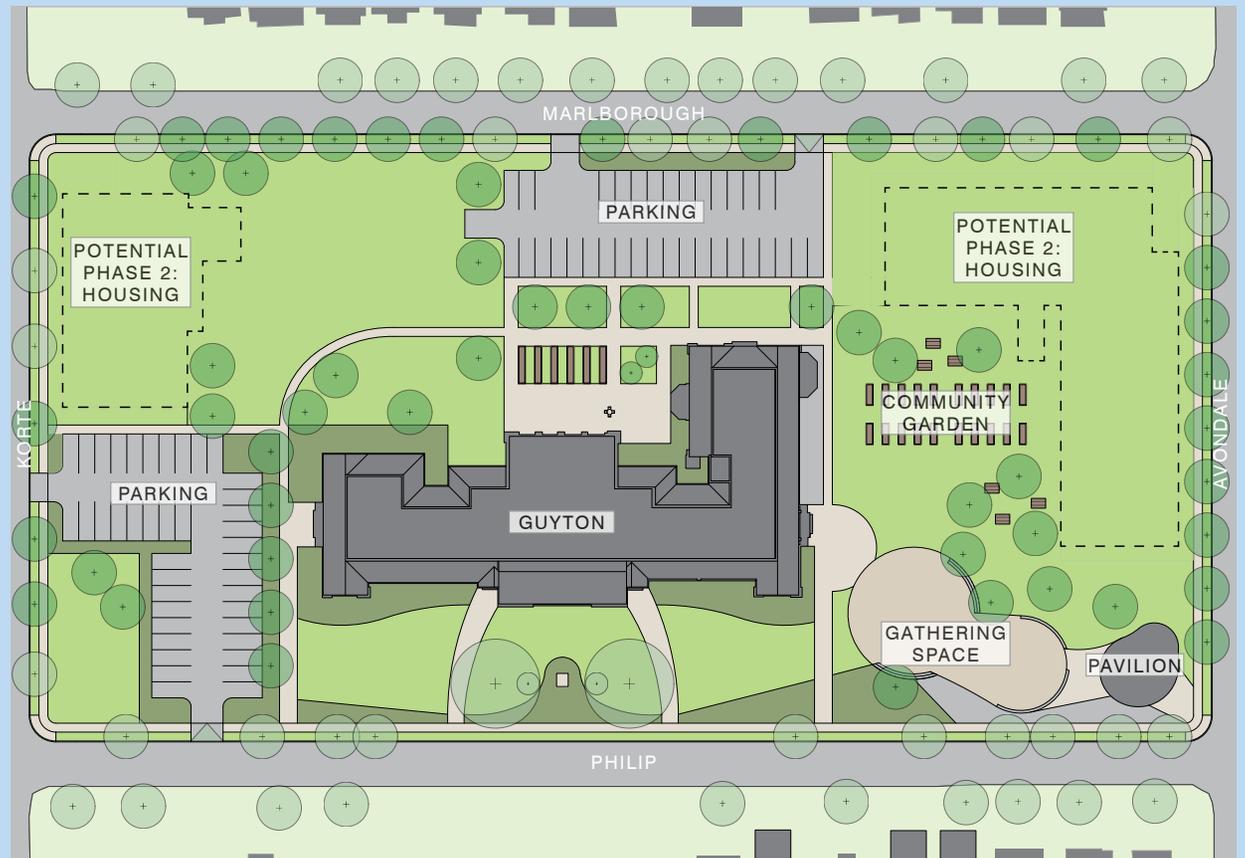


INSIDE THE GYMNASIUM

Feedback From Prioritization Survey:

“If this is not going to be a school, we should think of the best multi-use space for everyone.”

“It is a huge emotional eyesore, new life would be great.”



GUYTON SCHOOL REHABILITATION MASTER PLAN (PHASE I AND PHASE II)



CHALLENGES TO REOPENING GUYTON AS A SCHOOL:

- Detroit Public Schools Community District (DPSCD) faces \$500 million in deferred maintenance to its existing facilities
- There is already an operating DPSCD school in the neighborhood (Carstens Elementary/Middle at Remus Robinson)
- The deteriorating condition of the Guyton building necessitates urgent action to prevent deterioration beyond repair.

EXISTING CONDITIONS (TOP LEFT) AND CONCEPTUAL RENDERING OF PROPOSED REUSE OF THE GUYTON BUILDING (ABOVE)

F PRESERVE AND DEVELOP AFFORDABLE HOUSING

- Partner with private owner of Grayhaven Village to preserve the affordability of 39 apartments for another 30 years
- Partner with Jefferson East, Inc. and Shelbourne Development to restore the vacant Marlborough and IDAO Buildings into 23 units of mixed-income housing



MAP OF AFFORDABLE HOUSING IN JEFFERSON CHALMERS

PROPERTY	UNITS
1 GRAYHAVEN VILLAGE	39
2 MARLBOROUGH BUILDING	8
3 IDAO BUILDING	4
4 DLBA REHAB BUNDLE	16
5 GUYTON REHABILITATION	20-40
6 E JEFFERSON & PIPER	34-68
7 LAKEWOOD MANOR	30
8 PHILLIP SIMS	121
9 GRAY STREET PHASE 1	10
10 CREEKSIDE HOMES	45
11 JEFFERSON SQUARE	180
12 JEFFERSON MEADOWS	83
TOTAL	590+ AFFORDABLE UNITS

- LEGEND
- INCLUDED IN THE JEFFERSON CHALMERS NEIGHBORHOOD FRAMEWORK PLAN
 - EXISTING AFFORDABLE HOUSING



Feedback From Prioritization Survey:
 “We want development without displacement.”



AFFORDABLE UNITS AT IDAO BUILDING (CURRENTLY UNDER CONSTRUCTION)

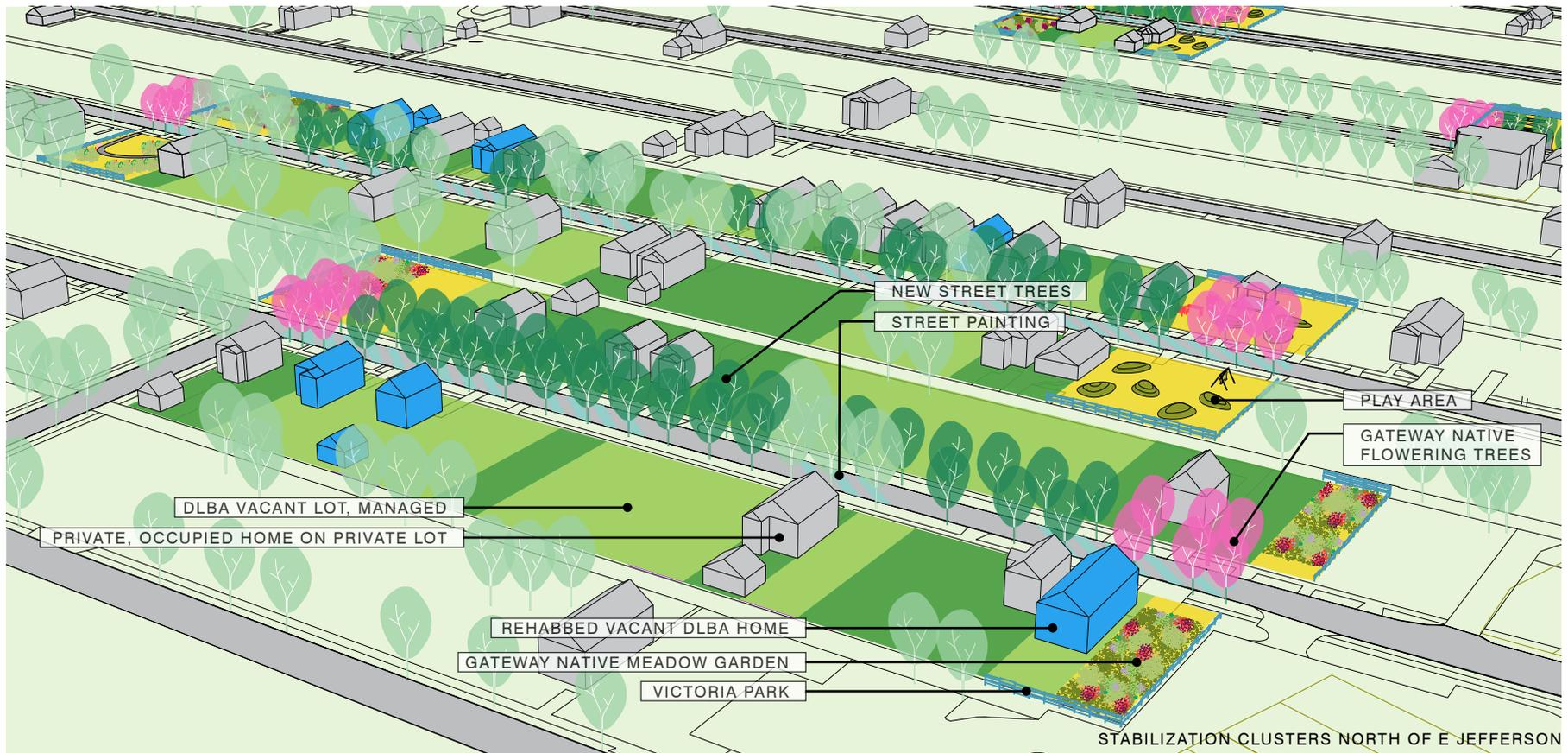
G ESTABLISH A CONSERVATION OVERLAY DISTRICT

Explore possible design guidelines to preserve the existing neighborhood character and protect against future insensitive development and identify appropriate form of review governance.



JEFFERSON CHALMERS CURRENT CONDITIONS, 2018

H STABILIZE HIGH-VACANCY AREAS NORTH OF E JEFFERSON



North of E Jefferson, vacant land predominates, although there are clusters of houses which have had a stabilizing effect. In order to support these occupied homes, the Framework Plan proposes the following:

- Cluster improvements which will increase identity, including improved sidewalks, gateways to the clusters with community space, street trees, and other amenities.
- Preserve affordability and create pathways to home-ownership through alternative land ownership models. These strategies will be further studied in the Community Land Trust Feasibility Study, currently underway.

3 CREATE A MORE WALKABLE + SUSTAINABLE COMMUNITY

Jefferson Chalmers is a collection of unique communities, united by historic streetscapes. Past development of private, gated housing, like Victoria Park and Riverbend Shopping Center, has disrupted the street pattern and limited pedestrian movement. Neighborhood connector trails, combined with a unified waterfront park system, will create a series of walkable loops through the neighborhood, better connecting the residents with nearby assets, and to each other. In addition to the work in the Framework Plan, the General Services Department will be implementing short-term improvements that result from their own engagement processes.

The projects and strategies recommended by the Framework Plan include:

I



IMPROVE PUBLIC ACCESS
TO THE RIVERFRONT

J



IMPROVE PUBLIC ACCESS
TO THE CANALS

K



IMPROVE PEDESTRIAN CONNECTIONS

J



IMPROVE STREETSCAPES

M



REUSE VACANT LOTS



WATERFRONT AT MAHERAS-GENTRY PARK

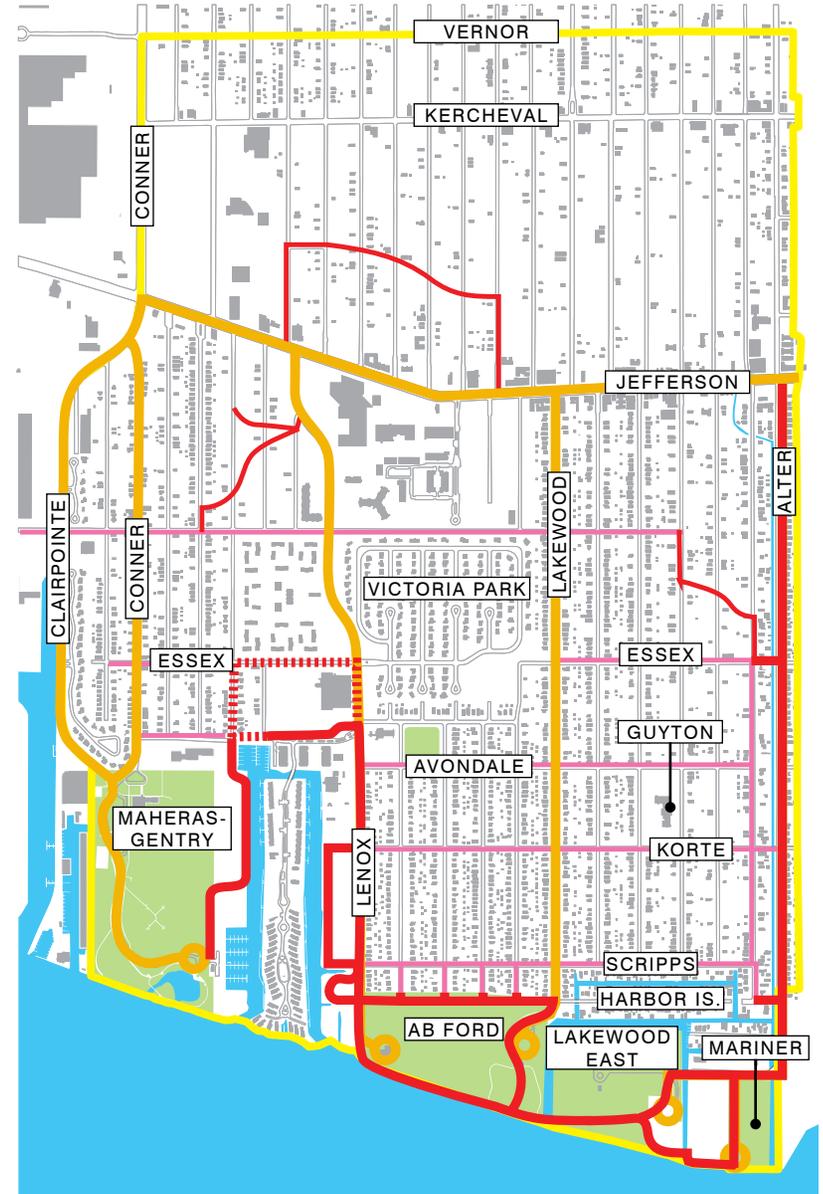
I IMPROVE PUBLIC ACCESS TO THE RIVERFRONT

Even though Jefferson Chalmers sits along the Detroit River, with four large city parks at its feet and canals leading up into the neighborhood, the parks and riverfront feel somewhat disconnected from residents, especially if traveling by foot. None of the four parks are connected to each other and are separated by private property, fences, vacant city property, and the canals, which restricts access. Even when there are access points into the riverfront parks, they are designed for vehicles and lead into parking lots, which is unfriendly to pedestrians.

A series of important connection points will facilitate access to the parks and canals. These work together to create a “waterfront loop,” consisting of existing sidewalks on streets and new connector pathways off street on publicly owned land. The access points and overall waterfront loop will improve public access to the riverfront for Jefferson Chalmers residents.

The switch in focus from people driving to the parks to people walking and biking to the parks will increase safety, promote physical and mental health, and reduce car emissions and noise pollution, all contributing to a happier, healthier neighborhood.

- LEGEND:**
-  VEHICULAR ROUTE (EXISTING)
 -  PEDESTRIAN ROUTE (PROPOSED)
 -  ALTERNATIVE PEDESTRIAN ROUTE (PROPOSED)
 -  MULTI-MODAL LOOP
 -  PEDESTRIAN CONNECTIONS (PROPOSED, SEE RECOMMENDATION K)



PROPOSED WATERFRONT LOOP



AB FORD PARK



RIVERFRONT-LAKEWOOD EAST PARK



MAHERAS-GENTRY PARK



MARINER PARK



PROPOSED ENTRY INTO AB FORD PARK AT PIPER BOULEVARD

AB FORD PARK ENTRIES

AB Ford is one of the most heavily used parks in Jefferson Chalmers and is centrally located within the neighborhood's riverfront park system. Currently, there are only two access points to the park, at Lakewood and at Lenox; however, the Lenox entrance is temporarily closed, due to the closure of the Lenox Community Center. These limited entrances restrict access from certain parts of the neighborhood and focus primarily on vehicular traffic, opening on large parking lots, which is not conducive to pedestrian traffic. However, there is great opportunity in improving pedestrian and non-

motorized access to AB Ford Park at the many streets that dead-end into the park, at Riverside, Piper, Eastlawn and Newport. The multiple entries will not only allow for improved access into the park, but will also allow for loops through the park and into the others, especially as future phases of the Framework Plan are developed. To meet residents' concerns over privacy, a replacement fence is located along the edge of the park where it abuts private property, the entrance itself is narrowed to only 15' wide (down from 25'+), and stone bollards restrict traffic to only non-motorized uses.



PROPOSED AB FORD PARK ENTRANCE AND MULTI-USE PATH

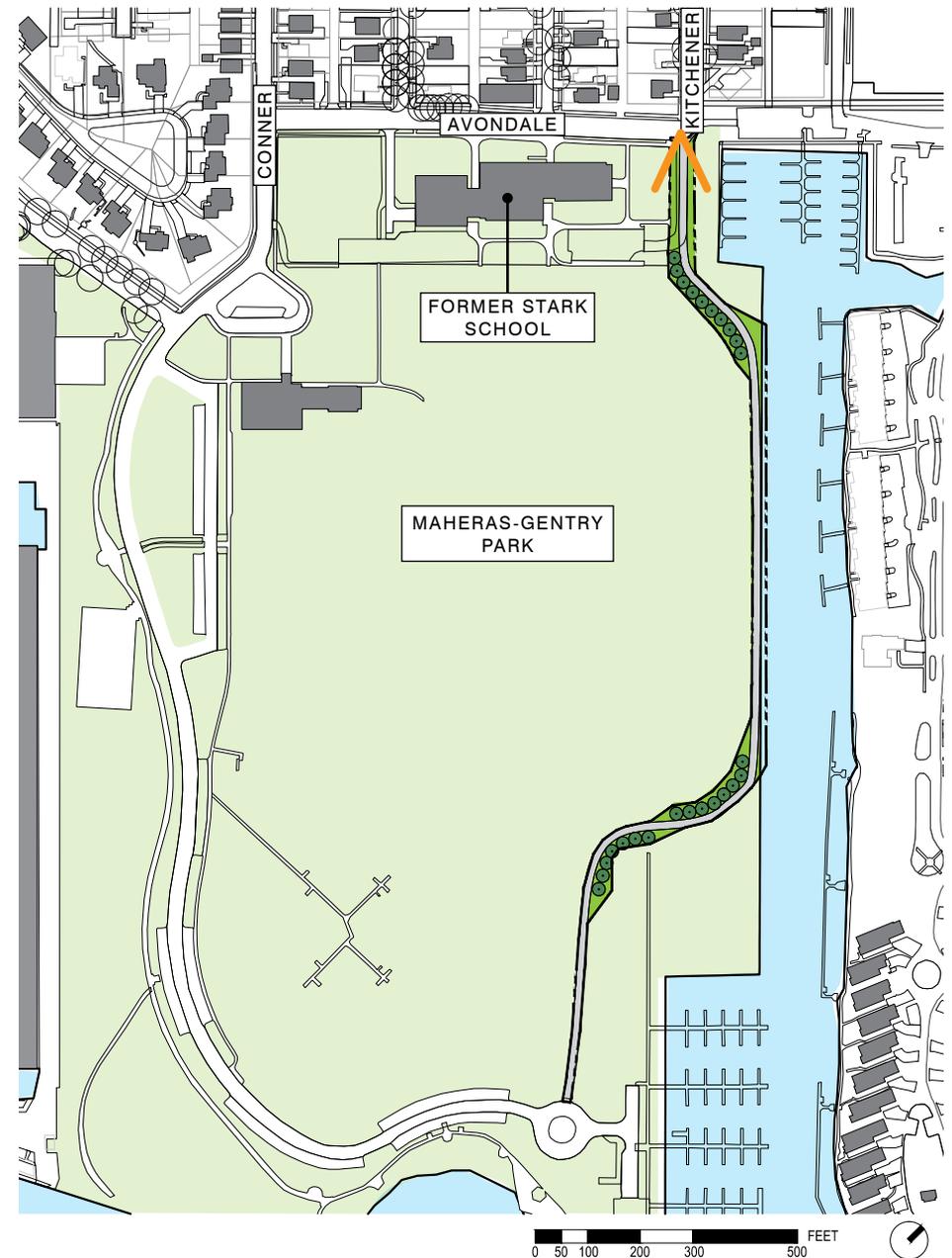
SCALE: 1" = 50'



MAHERAS-GENTRY PARK ENTRY

A series of important connection points will facilitate access to key neighborhood assets, like the canals and riverfront parks. These work together to create a “waterfront loop” including existing sidewalks on streets as well as new connector pathways off street on publicly owned land. The increase in people traveling to the riverfront parks and other neighborhood destinations by foot and bike will reduce car usage and have a beneficial impact on air quality as well as individual health.

To increase access to Maheras-Gentry Park, an entrance nestled between the canal and the park should be added to city-owned vacant land located at the end of Kitchener Street. The lot is currently overgrown and wooded, but a narrow strip along the canal could be cleared to allow for non-motorized use, connecting to the existing path system within the park, constituting a large portion of the waterfront loop.



PROPOSED ENTRY AND CANAL PATH AT MAHERAS-GENTRY PARK



PROPOSED ENTRY AND CANAL PATH AT MAHERAS-GENTRY PARK AT KITCHENER STREET



PROPOSED CANOPY BRIDGE AND WATERFRONT LOOP AT AB FORD PARK

AB FORD CANOPY BRIDGE AND WATERFRONT LOOP

A major barrier to connecting the entire park system is the canal between AB Ford Park and Lakewood East Park. If a connection was made across, not only would AB Ford and Lakewood East be connected, so would Mariner Park and Maheras-Gentry, with its new entry.

This canal serves as a major access route for larger boats, including sail boats. The Framework proposes a bridge that allows for this major use to uninterrupted, while connecting the waterfront parks to each other. In order to clear 30' for larger boats, the bridge reaches up into the canopies of

existing large trees, creating a unique experience as a centerpiece of the neighborhood and waterfront experience. One can imagine the views of the Detroit River, Canada across the way, Belle Isle in between, and downtown in the distance.

The impact of such a large bridge would be mitigated by berming up the landing of the bridge, adding topography in the park while retaining ADA compliance.



PROPOSED CANAL ENTRY PLAZA AT LENOX AND KORTE

LENOX AND KORTE INTERSECTION

Korte Street will be extended as a pedestrian link to the canal, opening it up visually and physically to the community. This link will connect to the new proposed walkway going south along the canal and connecting to AB Ford Park.

J IMPROVE PUBLIC ACCESS TO THE CANALS

LENOX SITE CANAL PATH

A new walkway along the canal at the undeveloped, city-owned Lenox site will provide waterfront access for residents that has not been possible in the recent past. A prior development planned for the site had led to regrading that resulted in a large berm that blocked views from residents along Lenox. Riverfront vegetation had also been cleared from the site, destroying tree canopy and habitat. Reopening the site to

the public would create an additional entry to the Lenox Center as well as functioning as an integrated part of the waterfront loop that connects the entire riverfront park system. In addition to the canal path, a living shoreline restoration is proposed along the water's edge, which will help provide habitat for birds and other native wildlife, and further filtration for water flowing into the canal.



PROPOSED CANAL PATH AT LENOX SITE WITH LIVING SHORELINE



PROPOSED LENOX CANAL PATH



PROPOSED PATH ON ALTER ROAD ON BERM ADJACENT TO CANAL

ALTER CANAL PATH

The only way to access two of the four riverfront parks in Jefferson Chalmers, Mariner and Lakewood East Parks, is through Alter Road. Unfortunately, Alter Road is cut off from a majority of the neighborhood by the adjacent Fox Creek Canal. There are only two places to access Alter Road: at E Jefferson and at Korte Avenue, which are very far away from each other. Because Alter Road is difficult to access, so are the parks. In addition, pedestrian circulation is limited along the road. Only one side of the street along Alter has a sidewalk, and it is the side that is across from the canal. If pedestrians are able to access E Jefferson or Korte, they must still cross Alter to get to the sidewalk. Lack of a sidewalk along the canal

also prevents full enjoyment of the scenic views. In fact, a berm is located directly adjacent to the canal, which blocks its view from the street or sidewalk completely.

The Framework proposes a Canal Path along Alter on the canal-side of the street: a simple sidewalk, wide enough to accommodate walkers, joggers, and runners, as well as families and the disabled. Bicyclists will have to remain on Alter on a shared-road with vehicles, as the berm is unsafe for that form of transportation. The street is too narrow to provide a protected bike lane.

CANAL CROSSINGS

Two non-motorized Canal Crossings are proposed at Essex and Harbor Island Street (at the end of Ashland), where they dead end at the Fox Creek Canal. Creating these crossings will allow easier access to Alter and, therefore, to Mariner and Lakewood East Parks. The Harbor Island Street end could become a shared-use space for the community, with its special location between two canals.

The street end of Harbor Island Street at its intersection with Ashland would benefit from amenities, including a graphic painted on the asphalt and amphitheater seating, which create a gathering place at a quiet corner of the neighborhood, while also alerting drivers that pedestrians and cyclists are sharing the space with them.



PROPOSED CANAL CROSSING WITH GATHERING SPACE



BEFORE



PROPOSED: SHARED SPACE WITH GRAPHIC PAVING DENOTES SAFE PEDESTRIAN AREA

K IMPROVE PEDESTRIAN CONNECTIONS

Jefferson, the waterfront, and other neighborhood destinations are at a distance which make walking between them difficult. For example, the waterfront is over one mile from East Jefferson Avenue, which is about a 20-25 minute walk. Long blocks make walking across the neighborhood even more challenging. The area north of Jefferson has the longest blocks, measuring over 2,000 feet. The CTC area and Philip, Manistique, and Ashland Streets south of Jefferson also have notably longer blocks than the rest of the neighborhood. Creating connections between destinations will improve pedestrian experience overall.



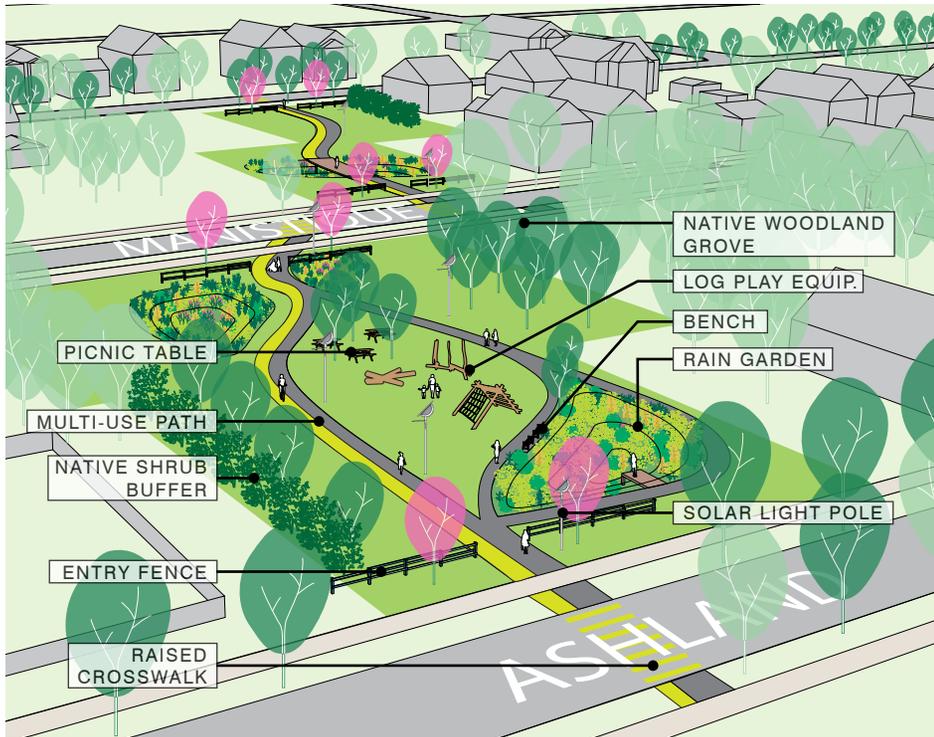
LONG BLOCKS PREVENT PEDESTRIAN ACCESS THROUGHOUT JEFFERSON CHALMERS

Connector trails on publicly-owned (DLBA and City-owned) land will create east-west, non-motorized connections across long north-south blocks. This will facilitate neighborhood movement to visit other neighbors, to get to neighborhood retail and schools, or to public assets, like the parks and canals. These connectors will formalize some of the existing informal paths that cut through vacant lots.

To address community concerns over privacy and safety, all of the paths are designed to maintain reasonable distances from existing housing, with at least one lot between the path and adjacent homes. They are also lined with solar-powered lighting, which increases safety, provides an amenity during the dark winter months, and remain off the grid, reducing the burden on the City's electrical grid, while creating a sustainable resource.

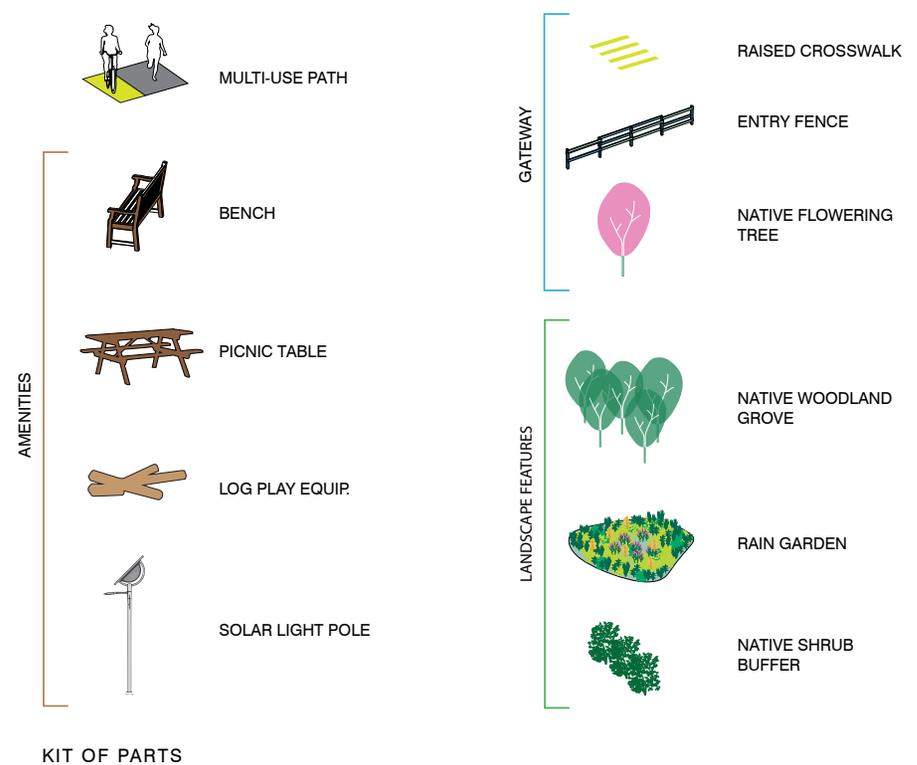


PROPOSED PEDESTRIAN CONNECTIONS BETWEEN LONGER BLOCKS



EXAMPLE OF A PROPOSED PEDESTRIAN CONNECTOR BETWEEN TWO LONGER BLOCKS

The connectors would all be created from a “kit of parts” so that these pathways are easily identifiable as community assets. The Gateway at the street would be marked by a special fence and native flowering trees. The Crossing will be a tabletop street crossing to connect Gateways at either side. This Crossing will act to calm traffic. The Pathway itself is a multi-use non-motorized trail, using both separated and connected modes ranging from 8 to 15 feet in width. Rain Gardens will be placed where appropriate in the topography. These areas will generally be meadows. Native woodland groves will be located at select locations along the path and favor native



trees while removing existing invasive trees and plants. Canopy trees and small understory trees and shrubs will be included. It will be minimally planted at first, and left to regenerate over time, as well as receiving trees annually from student and community groups. A maintenance regime will outline areas for mowing (along the pathway) and growing (woodland groves). Edges along the path will be mowed and then may have a bed planted with native perennials. This is a once in a generation chance to reclaim land for public use and enjoyment for the benefit of future generations.

The Framework proposes four community connectors for Jefferson Chalmers:

- The Riverbend Connector north of E Jefferson traces the former bed of the Conner Creek, connecting residents and providing much needed open space. Bringing back this natural community asset will be a long term benefit, providing much needed public open space north of E Jefferson long into the future. It also connects to the larger network of streets that run down south of E Jefferson, at Gray St/Dickerson Ave on one end and Eastlawn St on the other.
- The Kitchner/Continental Connector crosses the former Clairepoint-Tennessee-Conner (CTC) area and links nearby residents to schools and retail on E Jefferson, as well as to some community gardens along the way.
- The Freud/Ashland Connector is located near the Fox Creek Canal and breaks up two of the longest blocks in the neighborhood, facilitating access across the canal and to Alter Road.
- The fourth and final connector is a part of the proposed waterfront loop (shown in the earlier sections of the framework). It connects Maheras-Gentry Park and Lenox St through a vacant lot that is located between the Grayhaven Marina Village and the Carstens Academy at Remus Robinson.



RIVERBEND CONNECTOR



KITCHNER / CONTINENTAL CONNECTOR



FREUD/ASHLAND CONNECTOR

L IMPROVE STREETSCAPES

Particular streets have been identified for tree planting, traffic calming, and stormwater management (rain gardens).

Streets identified for tree planting were selected based on their current lack of healthy, diverse tree species. These streets include:

- Freud
- Korte
- Conner
- Lenox
- Eastlawn
- Newport
- Philip
- Ashland

Street tree planting will be led by the General Services Department through their 10,000 UP! tree planting program. Participation in the program is voluntary and requires resident consent.

Streets identified for stormwater management were located along flood-prone areas and where near-term utility work was likely to happen, based on DWSD's planned repairs. These streets include:

- Essex
- Averhill
- Avondale
- Algonquin
- Kitchener
- Lakewood
- Lenox
- Riverside
- Piper
- Eastlawn
- Newport
- Chalmers
- Marlborough
- Philip
- Manistique
- Ashland

Because multiple residents noted a need for traffic calming along Lakewood, due to excessive vehicular speeds heading down to the riverfront parks, the street has been identified for traffic calming measures, such as curb extensions.



EXISTING CONDITIONS



1- 3 YEARS



5+ YEARS

L REUSE VACANT LOTS

PILOT SOLAR PROJECTS

In an effort to provide amenities to Jefferson Chalmers, while supporting a more sustainable and equitable future for the neighborhood, vacant lots can be used to pilot solar-powered projects that address community needs. For example, an electric car-sharing station on E Jefferson, powered by a nearby ground-mounted solar array, would add a sustainable transportation alternative. Solar-powered WiFi hot-spots in public gathering spaces would enhance amenities.



EXAMPLES OF SOLAR PILOT PROJECTS



LAND-BASED VENTURES FOCUS GROUP MEETING, AUGUST 2018

EXPAND EXISTING FARMS AND GARDENS

There are many existing land-based ventures located within Jefferson Chalmers, from community gardens, to cut-flower businesses, to a community tree house. The Framework proposes that the City partner with existing neighborhood growers and non-profits to scale-up their operations.



PROPOSED RAIN GARDEN WITH EDUCATIONAL SIGNAGE

PLANT RAIN GARDENS

Many of the soils in Jefferson Chalmers are poor for infiltration. Stormwater management will focus more on storage and surface treatment opportunities. The low points in communities are natural areas of water collection. Essex Street will be a key area of stormwater management as

well as the Fox Creek Connector north of E Jefferson. Besides water collection, rain gardens are also visual amenities, beautifying the neighborhood through meadow and flower planting. They are also sites for environmental education, through added interpretive signage.



EXAMPLES OF FOREST GROVES AND OUTREACH PROGRAMS

ESTABLISH AND MANAGE NATIVE WOODLAND GROVES

In addition to being reused in immediate and long term ways to provide amenity, vacant lots can also contain seeds for the future, such as dynamic landscapes like native woodland groves and pollinator meadows. The longest term use is native woodland groves. Forests are important ecosystems that provide many benefits including clean air, shade and cooling, soaking up water, and releasing oxygen. Access to forest has been shown to promote health and wellbeing through boosting the immune system, lowering blood pressure, improving mood, increasing focus and energy levels, and improving sleep. These future pockets of native woodland with a diverse selection of canopy, understory and groundcover species

will become important areas for recreation and respite. In the short term, as seeds for the future, they will also provide opportunities for green jobs training through partnerships with Greening of Detroit and other non-profits who may help with maintenance and stewardship. Experiential learning through planting programs will engage school-age children as well as long-time residents of Jefferson Chalmers in further engagement with the local ecology. Annual Arbor Day, solstice, and equinox events in the community can be dedicated to adding native species of trees, shrubs and herbaceous plants to these growing forest patches. In this way the neighborhood will grow along with its woodlands.

IMPLEMENTATION

Although the planning for the Jefferson Chalmers Framework Plan has finished, the City Planning and Development Department now moves the into the implementation phase of the plan. The final recommendations included in the Action Plan will be implemented in the next 3-5 years. During this time, community engagement will continue as individual projects begin.

FINAL RECOMMENDATIONS INCLUDED IN THE ACTION PLAN:

A



SUPPORT NEIGHBORHOOD-SERVING
RETAIL ON E JEFFERSON

B



BUILD A MIXED-USE DEVELOPMENT AT
E JEFFERSON AND PIPER

C



ENHANCE E JEFFERSON STREETSCAPE

D



REHAB LAND BANK-OWNED
VACANT HOUSES

E



RE-PURPOSE GUYTON AS COMMUNITY
SPACE AND AFFORDABLE HOUSING

F



PRESERVE AND DEVELOP
AFFORDABLE HOUSING

SUMMARY OF FINAL RECOMMENDATIONS

1 REJUVENATE RETAIL ON EAST JEFFERSON AVE.

A



SUPPORT NEIGHBORHOOD-SERVING
RETAIL ON E JEFFERSON

B



BUILD A MIXED-USE DEVELOPMENT AT
E JEFFERSON AND PIPER

2 STABILIZE NEIGHBORHOOD HOUSING

D



REHAB LAND BANK-OWNED
VACANT HOUSES

E



REPURPOSE GUYTON AS COMMUNITY
SPACE AND AFFORDABLE HOUSING

3 IMPROVE WALKABILITY + SUSTAINABILITY

I



IMPROVE PUBLIC ACCESS
TO THE RIVERFRONT

J



IMPROVE PUBLIC ACCESS
TO THE CANALS

C



ENHANCE E JEFFERSON STREETScape

LEGEND

- ACTION PLAN (SHORT TERM)
The Action Plan will be implemented in the next 3-5 years.
- FRAMEWORK (LONG TERM)

F



PRESERVE AND DEVELOP AFFORDABLE HOUSING

G



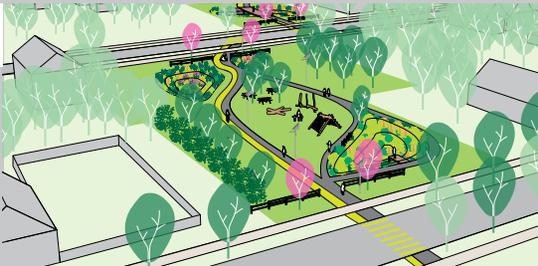
ESTABLISH A CONSERVATION OVERLAY DISTRICT

H



STABILIZE HIGH-VACANCY AREAS NORTH OF E JEFFERSON

K



IMPROVE PEDESTRIAN CONNECTIONS

J



IMPROVE STREETScapeS

M



REUSE VACANT LOTS



A healthy and beautiful Detroit,
built on inclusionary growth,
economic opportunity, and an
atmosphere of trust

CITY OF DETROIT
MAYOR MICHAEL DUGGAN

**PLANNING AND
DEVELOPMENT DEPARTMENT**
MAURICE COX, DIRECTOR

