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built on **inclusionary growth**,
economic opportunity, and an
atmosphere of trust

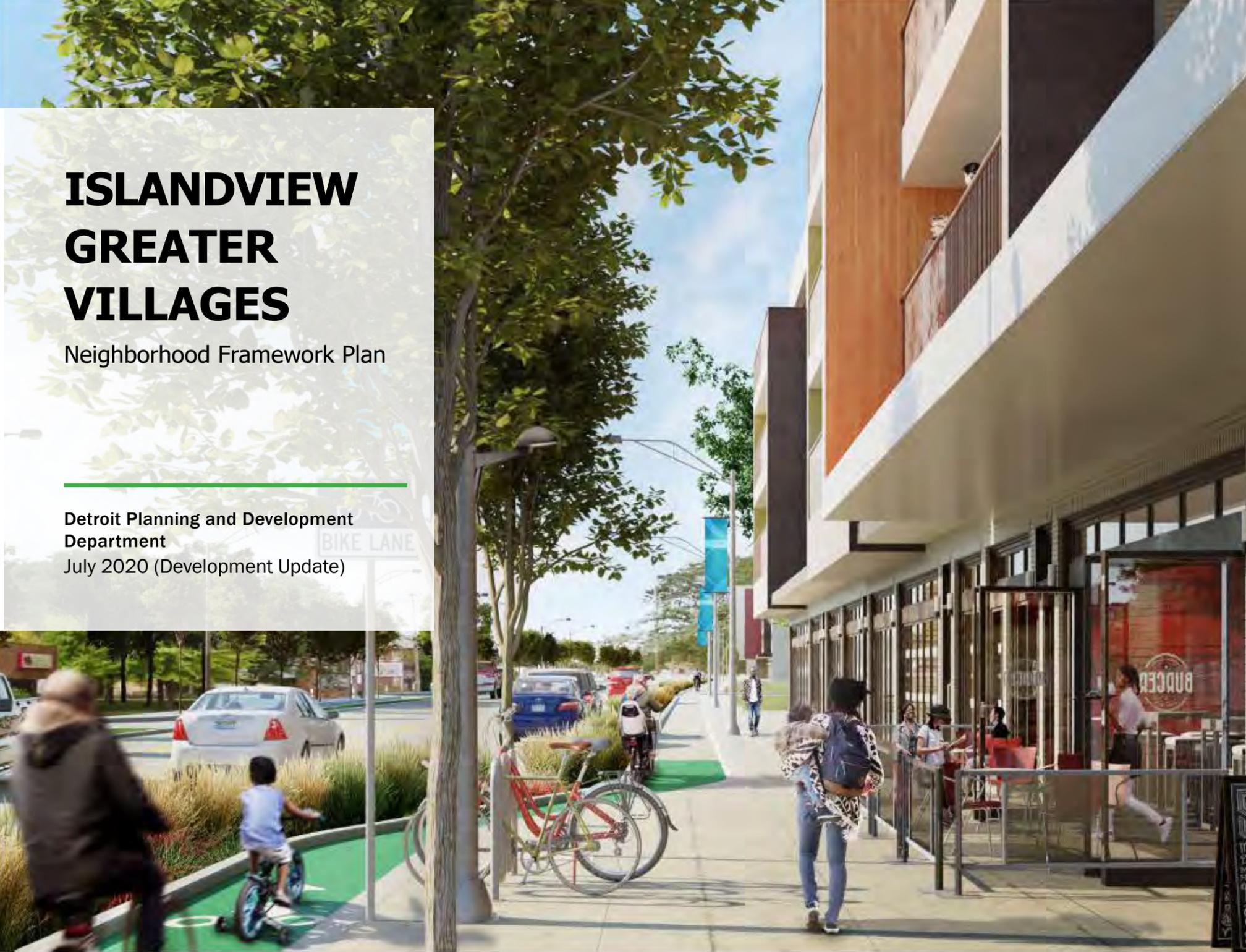
CITY OF DETROIT
MAYOR MICHAEL DUGGAN
**PLANNING AND
DEVELOPMENT DEPARTMENT**
KATHARINE TRUDEAU, DEPUTY DIRECTOR



ISLANDVIEW GREATER VILLAGES

Neighborhood Framework Plan

Detroit Planning and Development
Department
July 2020 (Development Update)



Neighborhood Framework Plan
ISLANDVIEW GREATER VILLAGES

**DETROIT PLANNING AND
DEVELOPMENT DEPARTMENT**

JULY 2020

ACKNOWLEDGEMENTS

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Planning and Development (PDD)

Housing and Revitalization Department (HRD)

Department of Neighborhoods (DON)

Jobs and Economy Team (JET)

Detroit Water and Sewerage Department (DWSD)

General Services Division (GSD)

Detroit Land Bank Authority (DLBA)

Department of Public Works (DPW)

Detroit Economic Growth Corporation (DEGC)

Invest Detroit

Historic District Commission (HDC)

Detroit Riverfront Conservancy (DRC)

Michigan Department of Natural Resources (MDNR)

Public Lighting Authority (PLA)

Support Agencies

Buildings, Safety, Environmental, Engineering (BSEED)

Detroit Buildings Authority (DBA)

Detroit Department of Transportation (DDOT)

Detroit Workforce Development

Detroit Employment Services Corporation (DESC)

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Copenhagenize – Transportation and Mobility

HR&A Advisors, Inc (HR&A) – Economic, Market, and Finance

Center for Community Progress (CCP) – Zoning and Finance



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Solanus Casey Center (Islandview)

Capuchin Soup Kitchen (Islandview)

Downtown Boxing Gym (Islandview)

Gleaners Community Food Bank (Islandview)

Mt. Elliott Business and Community Association (Islandview)

Church of the Messiah (Islandview)

Messiah Housing Development Corporation (Islandview)

Detroit Islandview Alliance (Islandview)

Genesis Hope (Islandview)

Grace Lutheran Church (Islandview)

Field Street Block Club (Islandview)

Butzel Family Recreation Center (Islandview)

Marcus Garvey Academy (Islandview)

Charlevoix Village Association (Islandview)

North Village Association (Islandview)

Parker Street Block Club (Islandview)

MACC Development (Serves Zip Code 48214)

Mack Avenue Community Church (Serves Zip Code 48214)

The Commons (Islandview)

West Village Association (West Village)

West Village Business Association (West Village)

West Village Eco-D (West Village)

Historic Indian Village Association (Indian Village)

Villages CDC (West Village/Indian Village/East Village)

Jefferson East Inc. (E. Jefferson Corridor)

E. Jefferson Development Corporation (E. Jefferson Corridor)

East Village Block Club Association (East Village)

Mack Alive Center (East Village)

Southeastern High School (East Village)

Hantz Farms (West Village/East Village)

FOREWORD

Often overlooked, the successful long-term recovery of post-industrial “legacy cities” is inextricably linked to thoughtful, engaging, and transformative design-driven initiatives informed by civic vision, community perspectives, and a range of strategic and tactical implementation efforts. Between 2017-2018, an 18-month planning process was conducted by the City of Detroit and an urban design consulting team, led by SmithGroupJJR, for the Islandview Greater Villages (IVGV) area on Detroit’s lower east side.

In the last two years since the planning study’s conclusion, the IVGV team took the opportunity to evaluate and learn from the progress of near-term projects the City committed to implementing in June 2018. Neighborhoods, populations, and the economic market are continuously evolving; concurrently, these forces are now significantly impacted by a global pandemic and substantial economic struggle. Inevitably, development priorities will continue to shift and the long-term trajectory of the neighborhood is subject to change.

As Detroit continues to navigate the significant social, economic, and public health impacts of COVID-19, this Neighborhood Framework for the Islandview Greater Villages (IVGV) seeks to 1) communicate current and near-term implementation initiatives and 2) outline long-term recommendations and guiding principles that can spur neighborhood growth over time as the City has resources to make this vision a reality.

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1 EXECUTIVE SUMMARY

WHY THE PLAN WAS DEVELOPED

PROVIDE DEVELOPMENT GUIDANCE

The City's Planning Study for the Islandview /Greater Villages area began in January 2017 and concluded in June 2018 examining the neighborhoods of Islandview, West Village, Indian Village, and East Village on Detroit's lower east side.

The Islandview/Greater Villages Neighborhood Plan evaluates core neighborhood components and identifies near-term and long-term recommendations that leverage the collective opportunities for landscape design, green stormwater infrastructure, streetscape and mobility interventions, housing and economic development, and zoning policy to support the growth and development. This IVGV Neighborhood Plan offers a common resource for City leaders, community members, institutions, and investors as they together anticipate, craft, and evolve the future of the area.

LEVERAGE FEDERAL FUNDING FOR PLANNING

In 2016 the City received Federal funds from the United States Department of Housing and Urban Development's Community Development Block Grant Declared Disaster Resilience Fund (HUD CDBG-DDR) program to support neighborhoods impacted by substantial flooding in 2014. These dollars were deployed to spur neighborhood and economic growth by exploring a potential network of placemaking and stormwater management recommendations to operate alongside future development initiatives.

LEVERAGE PUBLIC, PRIVATE, AND PHILANTHROPIC FUNDING FOR IMPLEMENTATION

In 2016, The City of Detroit formed a partnership with Invest Detroit to establish a Strategic Neighborhood Fund (SNF) to support the construction of equitable and inclusive revitalization projects in Detroit neighborhoods. Strategic Neighborhood Fund (SNF) investments targeted public infrastructure investments to create vibrant, walkable and inclusive neighborhoods for all Detroiters by stabilizing and reactivating key neighborhood commercial corridors, creating parks and greenways, and to grow networks of safe public spaces and improve infrastructure.

Additionally, available capital dollars from city agencies and annual federal resources were also earmarked to support development pipelines emerging from community discussions and planning studies.

TO SHAPE AN INCLUSIVE, RESILIENT, AND DYNAMIC DISTRICT FOR IVGV RESIDENTS

Cities are formed by shared experience and aspirations, as much as they are by individual perspectives and desires. The City, alongside feedback from residents of the IVGV planning area, sought to engage the area's most significant challenges and collectively voice its hope and aspirations for the community's future.

HOW THE PLAN WAS FORMED

INTERDISCIPLINARY. INTEGRATED INSIGHTS

Forged between community members – including residents, business owners, employees, and institutional participants – and the City’s planning team, support agencies, and the consultant planning team, the Islandview Greater Villages (IVGV) Neighborhood Plan is the result of shared aspiration and vision. It was created through an array of community conversations, work sessions, neighborhood engagement meetings, and intimate one on-one conversations.

3 PROJECT PHASES AND AN 18-MONTH TIMELINE (See pp15-35)

The IVGV Neighborhood Plan was formed over an approximate eighteen month period, defined by three main phases:

Understanding – An exhaustive and detailed analysis of the existing challenges and opportunities within the planning area. This included an initial engagement round to define community aspiration and concern.

Strategy Development – An overarching set of recommendations formed for the core tenets of the project, based on the prior insight gained, and driven to outline an initial framework to mobilize near-term implementation and actions.

Design and Delivery – A synthesis of initial project understanding and corresponding strategy development, the team produced a detailed and multi-faceted framework to guide near and long-term recommendations



18 MONTHS
1800+ POINTS OF FEEDBACK
7 NEIGHBORHOOD MEETINGS (NUMEROUS INFORMAL COMMUNITY CONVERSATIONS)

WHAT THE PLAN DESCRIBES

4 CORE CHAPTERS

8 CORE NEIGHBORHOOD COMPONENTS

COMMUNITY CONVERSATIONS

A high-level overview of community conversations during the 18-month planning process (Chapter 4)

EXISTING CONDITIONS

A snapshot of the planning area's neighborhood demographics, history and structural assets, and existing conditions of core neighborhood components the City wishes to strengthen (Chapter 5)

NEAR-TERM IMPLEMENTATION

An inventory of near-term and current implementation initiatives underway (Chapter 6)

LONG-TERM RECOMMENDATIONS

A series of high-level development recommendations that could be encouraged as seed implementations initiatives take root (Chapter 7)

1

APPENDIX OF ADDITIONAL DETAILS

Supplemental information associated to specific neighborhood components (Chapter 8)



VITAL NEIGHBORHOOD COMPONENTS TO REFRESH & REVIVE (See Chapter 6 & 7)

1

HOUSING STABILIZATION & PRESERVATION

Initiatives to ensure ongoing neighborhood stabilization continues and brings housing back into the market

5

OPEN SPACE & GREEN INFRASTRUCTURE

Exploratory ideas to mobilize land for placemaking, community gathering, and stormwater management practices by leveraging community assets and anticipated infrastructural improvements

2

HISTORIC PRESERVATION & ADAPTIVE REUSE

Inventory of opportunities to restore and adaptively-reuse existing neighborhood assets to support and strengthen redevelopment of area

6

STREETS & MOBILITY

Initiatives to provide greater mobility options for residents while improving street safety, quality, and activity

3

MULTI-FAMILY & MIXED-USE DEVELOPMENT

Initiatives to encourage additional density and development to residential areas and underutilized industrial districts to revive market and employment opportunities

7

RETAIL & SMALL BUSINESS

Guiding benchmarks to grow the number, quantity, and accessibility of retail and businesses to the area

4

NEIGHBORHOOD PARKS

Initiatives to improve existing neighborhood parks in the planning area

8

ZONING & POLICY

Brief snapshot of citywide zoning initiative to update existing zoning with new regulatory frameworks to yield the development aspirations of the city and its neighborhoods

WHAT ACTIVITIES WILL THE NEIGHBORHOOD SEE FIRST?

Engaging real challenges today is a priority and interventions need to be realized swiftly. The Islandview Greater Villages (IVGV) planning process absorbed insights from a range of voices, identified mutual aspirations, and encouraged bold yet practical change. There are 8 initiatives the City of Detroit deployed in 2018 that are currently underway to spur impactful improvements for the planning area. The City recognizes that Detroiters are ready for change and want to see visible evidence of its commitments. The City is directly addressing 5 of the 8 core neighborhood components in its pipeline of near-term implementation initiatives. (See Chapter 6)

5

NEIGHBORHOOD COMPONENTS ADDRESSED

8 PROJECTS

1

(Ongoing since 2018) – [Housing Preservation](#) – See p66-67
PROPERTY OWNERS ENCOURAGED TO PRESERVE EXISTING AFFORDABLE HOUSING

2

(Fall 2018) – [Housing Stabilization](#) – See pp68-69
REHABILITATION OF CITY-OWNED SINGLE-FAMILY HOUSES

3

(Winter 2019) – [Multi Family and Mixed Use Development](#)
CONSTRUCTION OF A NEW MULTI-FAMILY MIXED-USE DEVELOPMENT See p70-71

4

(Spring 2020) – [Streets and Mobility](#) – See pp72-73
STREETSCAPE ENHANCEMENTS & IMPROVEMENTS ALONG PRIMARY NEIGHBORHOOD CORRIDOR

5

(Spring 2020) – [Housing Stabilization](#) – See pp74-75
LOCAL DEVELOPERS REHABILITATING CITY-OWNED DUPLEXES

6

(Spring 2020) – [Multi-Family and Mixed-Use Development](#)
LOCAL DEVELOPERS SELECTED TO DESIGN MULTI-FAMILY HOUSING TO FILL GAPS OF LAND
 See pp76-77

7

(Spring 2020) – [Historic Preservation](#) – See pp78-79
DEVELOPMENT EFFORTS TO PRESERVE CIVIL RIGHTS HISTORY IN PLANNING AREA

8

(Summer 2020) – [Neighborhood Parks](#) – See pp80-81
IMPROVEMENTS AND UPGRADES TO A NEIGHBORHOOD PARK IN COMMUNITY CORE



WHAT IS THE LONG TERM TRAJECTORY FOR THE PLANNING AREA?

A general set of guiding development principles casts a long-term vision for each of the 8 core neighborhood components. These guiding principles provide a degree of flexibility to address and accommodate existing and evolving community interests, concerns, and the shifting conditions of the neighborhood. This Neighborhood Framework is intended to serve as a common playbook for everyone to engage. Moving forward, it will be critical to maintain an ongoing dialogue around these principles as the details of implementation will require an array of methodologies, private and public partnerships, financing strategies, and consistent community conversations and consensus.

05

NEIGHBORHOOD COMPONENTS IN DISCUSSION

06 FUTURE DISCUSSIONS

- 01 CONSTRUCTION OF NEW HOUSING & NEW BUSINESS SPACES**
Multi Family and Mixed Use Development – See pp88-91
Streets & Mobility– See pp92-93
- 02 TRAFFIC CALMING INTERVENTIONS AROUND THE “BUTZEL BLOCK”**
Historic Preservation /Adaptive Reuse/ Mixed Use – pp94-95
- 03 IMAGINING A REVIVED INDUSTRIAL CORRIDOR**
Streets & Mobility– See pp96-97
- 04 NEIGHBORHOOD CONNECTIONS TO THE RIVERFRONT**
Open Space & Green Infrastructure– See p98
- 05 DEVELOP VACANT LAND WHERE HOUSING DENSITY & POPULATION ARE EMERGING**
Open Space & Green Infrastructure– See pp99-101
- 06 SUPPORT VACANT LAND FOR LAND-BASED VENTURES, PLACEMAKING & STORMWATER**

WHAT ARE SOME GUIDING PRINCIPLES FOR FUTURE DEVELOPMENT?

HOUSING STABILIZATION & PRESERVATION

- Provide awareness and access to homeowner resources to repair and restore existing homes
- Coordinating resources to private property owners who currently manage multi-family regulated affordable housing to extend their affordability commitments
- Focus on single-family and multi-family renovations of city-owned property at key nodes to effectively utilize limited resources and establish a visible and tangible impact on the neighborhood

MULTI-FAMILY, MIXED-USE & ADAPTIVE REUSE DEVELOPMENT

- Focus on multi-family and mixed used new construction development at key neighborhood nodes to effectively utilize limited resources and establish a visible and tangible impact on the neighborhood
- Identify historic structures that can be transformed to support new opportunities for the community while maintaining its unique architectural heritage
- Transform the existing and underutilized Beltline industrial corridor for innovative business, employment, and housing options
- Identify existing structures that can be preserved and/or

PARKS, OPEN SPACE, & GREEN INFRASTRUCTURE

- Strengthen existing neighborhood and community anchors

- Explore adapting existing vacant and underutilized lots into assets for the communities
- Encourage innovative and multi-dimensional approaches to not only manage stormwater but to provide food, renewable energy, and to support the beautification of the neighborhood
- Expand stewardship and interim uses

HISTORIC & CULTURAL PRESERVATION

- Identify historic structures that can be preserved and/or transformed to honor Detroit history

STREETS & MOBILITY

- Provide greater mobility options for residents while improving street safety, quality, and public realm activity
- Reinforce connections throughout the planning area, as well as to downtown and the riverfront
- Embrace future transit connections that strengthen access to employment centers

RETAIL & SMALL BUSINESS

- Deliver neighborhood-centered services, amenities, and jobs within walkable distances of neighborhoods
- Promote local business expansion as part of a retail district

ZONING & POLICY

- Explore land use policies that preserve and promote vibrant neighborhoods and advance Detroit’s evolving and emerging development context

2

VISION & MISSION

VISION

Draw together city and community perspectives and objectives to help guide an inclusive, equitable, and innovative recovery within the planning area.

MISSION

Produce a robust set of near- and long-term recommendations to guide capital and neighborhood improvements within the Islandview, West Village, Indian Village, and East Village neighborhoods.



3

PLAN GOALS

PLAN GOALS

DELIVERABLE:

Produce a robust set of near- and long-term recommendations to guide capital and neighborhood improvements within the Islandview, West Village, Indian Village, and East Village neighborhoods.

GUIDE NEIGHBORHOOD GROWTH WITH INTEGRATED PLACEMAKING & STORMWATER STRATEGIES

In August 2015, the U.S. Department of Housing and Urban Development (HUD), Secretary Castro announced the allocation of \$8.9M in Community Development Block Grant – Declared Disaster Recovery (CDBG-DDR) funds to the City of Detroit to complete pre-development activities on place-making Green Stormwater Infrastructure (GSI) and clean power projects. The City views the 2014 disaster and subsequent recovery assistance funds as an opportunity for contract consultants to create landscape recommendations that improve the quality of life for existing residents through a commitment to high quality public spaces and significant green stormwater infrastructure investments.

- 1 Stabilize Housing**
Ensure ongoing neighborhood stabilization efforts are expanded to continue improving quality of life. Encourage partnerships between public and private stakeholders to yield transformative outcomes the bring housing into the market while expanding key facets of the area's recovery.
- 2 Activate and/or Maintain Unproductive Land**
Improve existing park spaces, establish neighborhood connections to the riverfront, and adapt existing vacant and underutilized lots into assets for their communities,
- 3 Strengthen Existing Community Assets & Encourage New Development**
Encourage mixed-use development in parallel to housing stabilization as an important dimension of recovery. Both as a tool to reinforce and augment existing development, as well as a catalytic tool to attract greater investment to areas otherwise overlooked, housing development will be critical to creating community and place.
- 4 Provide Greater Mobility & Improve Curb Appeal**
Provide greater mobility options for residents while improving street safety, quality, and activity.
- 5 Support Retail and Small Businesses**
Grow the number, quantity, and accessibility of retail and small businesses. Ensure more residents can get the services and amenities they need within the neighborhood, while also driving investment in businesses that yield opportunities for local employment and commercial enterprise.



GAINING AN UNDERSTANDING OF THE NEIGHBORHOOD

The Islandview Greater Villages Neighborhood Planning Area contains passionate residents, long-time business owners, a network of strong community advocates, and neighborhood organizations who have worked tirelessly to advocate and implement efforts to improve their neighborhood and quality of life. The City values and respects the deep knowledge, experiences, and insights of residents and community partners as it provides a genuine and honest understanding of community needs. For this reason, community engagement was at the forefront of the City's neighborhood planning processes. Hundreds of communication exchanges with residents, business owners, and at least 10 core community-consensus neighborhood organizations occurred during the planning process, in formal and/or informal settings. In recognition of the breadth and depth of community investment and commitment to the neighborhoods, the City was intentional to sit and listen to resident feedback as often as possible. Additionally, there were several universities who based their semester-long design curriculums within the same planning footprint as the Islandview/Greater Villages planning study and the City was intentional to participate in these conversations as well. The tremendous value of blunt honesty, critical feedback, and fresh insights were embraced to ensure final plan recommendations supported near- and long-term neighborhood objectives.

4

COMMUNITY CONVERSATIONS

HOW DID COMMUNITY CONVERSATIONS PROGRESS?

The IVGV Neighborhood Planning Project was an 18-month period of consistent community engagement. The City conducted community conversations before and throughout the planning process and is committed to continuing them during the implementation of project recommendations. The Islandview Greater Villages team, alongside the Department of Neighborhoods, participated in several pre-launch conversations through meetings with block clubs, neighborhood associations, Detroit-based advocacy groups, designers, developers, and landowners working in the IVGV area. IVGV project staff also reached out to academic and cultural Institutions working in the IVGV footprint and groups or individuals interested in PDD work in the area.

Pre-launch efforts dovetailed into a series of 3 kick-off meetings that occurred in March 2017 followed by an April meeting specific to the proposed Beltline Greenway, 3 formal update meetings in May and August 2017, and a final formal meeting in June 2018.





WEEKEND / WEEKDAY WALKS



PROCESS

HEAR

COMMUNITY THOUGHTS
FROM THEIR
POINT OF VIEW

NEIGHBORHOOD
TOURS WITH
COMMUNITY LEADERS





WEST VILLAGE & INDIAN VILLAGE SESSION



PROCESS

LISTEN
TO FIRST THOUGHTS
& REACTIONS TO THE
NEIGHBORHOOD
COMPONENTS BEING
EXPLORED BY THE
CITY



ROUND 1 OF MTGS

220+
PARTICIPANTS



ISLANDVIEW SESSION



PROCESS

ABSORB & REFLECT ON NEIGHBORHOOD CHALLENGES



ROUND 1 OF MTGS

220+
PARTICIPANTS



EAST VILLAGE SESSION



PROCESS



ENSURE
RESIDENTS
FROM ALL 4
NEIGHBORHOODS HAVE
ACCESS TO MEETING
LOCATIONS IN THEIR
NEIGHBORHOOD

ROUND 1 OF MTGS

220+
PARTICIPANTS



GLEANERS FOOD BANK

PROCESS

DISCUSS

CONCEPTS & EMERGING IDEAS FOR CORE NEIGHBORHOOD IMPROVEMENTS

ROUND 2 OF MTGS

170+
PARTICIPANTS



CAPUCHIN SOUP KITCHEN



PROCESS

WORKSHOP & BRAINSTORM COMMUNITY INSIGHTS TO GUIDE NEIGHBORHOOD DEVELOPMENT



ROUND 2 OF MTGS

170+ PARTICIPANTS



**BELTLINE GREENWAY
DISCUSSION ON DEQUINDRE CUT**

PROCESS

**CONDUCT
FOCUSED
CONVERSATIONS
IN LOCATIONS WHERE
SIMILAR PROJECTS
EXIST**



ROUND 2 OF MTGS

170+
PARTICIPANTS



SOLANUS CASEY CENTER

PROCESS

HEAR COMMUNITY THOUGHTS ABOUT DRAFT NEIGHBORHOOD IMPLEMENTATION RECOMMENDATIONS

ROUND 3 OF MTGS

120+ PARTICIPANTS



SOLANUS CASEY CENTER



LAUNCH
IMPLEMENTATION
INITIATIVES &
BEGIN NEW ROUND OF
ENGAGEMENT FOR
EACH IDENTIFIED
DEVELOPMENT
PROJECT

ROUND 3 OF MTGS

120+
PARTICIPANTS



12,600+
PEOPLE

04 NEIGHBORHOODS
PLACE

02 SQUARE MILES
SPACE 86
OPEN ACRES

300+years

HISTORICAL & LAND-USE
EVOLUTION

CONTEXT IS IMPORTANT

Recognizing the range of conditions across the Islandview Greater Villages (IVGV) areas – and the equally diverse needs and aspirations of IVGV community and stakeholders – the overall strategy for this Neighborhood Framework was generated from a base understanding of localized challenges, development needs, and neighborhood aspirations. In so doing, a common path is established for core neighborhood components. The result is an interlaced set of strategies providing specific near-term implementation (**Chapter 6**) and broader approaches for long-term implementation and initiatives (**Chapter 7**). The following pages outline an overview of context for the following topics:

- 1. Neighborhood Demographics**
- 2. Neighborhood Landscapes**
- 3. Heritage & Historic Preservation**
- 4. Housing Preservation & Stabilization**
- 5. Multi-Family and Mixed-Use Development**
- 6. Neighborhood Parks**
- 7. Open Space & Green Infrastructure**
- 8. Streets & Mobility**
- 9. Retail and Small Business**
- 10. Zoning & Policy**

12,600+ PEOPLE

ISLANDVIEW

RESIDENTIAL POPULATION

5,827

DAYTIME POPULATION:
3,822 RESIDENTS; 6,640 WORKERS

MEDIAN AGE - 45.3

45
YEARS OLD

MAJORITY RACE/ETHNICITY

89% NON-HISPANIC BLACK

(2% Non-Hispanic Multiple Race; 1% Hispanic; 5% Non-Hispanic White)

WEST VILLAGE

RESIDENTIAL POPULATION

1,319

DAYTIME POPULATION:
746 RESIDENTS; 570 WORKERS

MEDIAN AGE - 44

44
YEARS OLD

MAJORITY RACE/ETHNICITY

84% NON-HISPANIC BLACK

(2% Non-Hispanic Multiple Race; 1% Non-Hispanic Asian; 2% Hispanic Population; 12% Non-Hispanic White)

INDIAN VILLAGE

RESIDENTIAL POPULATION

1,220

DAYTIME POPULATION:
613 RESIDENTS; 468 WORKERS

MEDIAN AGE - 47.2

47
YEARS OLD

MAJORITY RACE/ETHNICITY

61% NON-HISPANIC BLACK

(32% Non-Hispanic White; 4% Non-Hispanic Multiple Race; 2% Hispanic; 1% Non-Hispanic American Indian; 1% Non-Hispanic Asian)

EAST VILLAGE

RESIDENTIAL POPULATION

4,322

DAYTIME POPULATION:
3,019 RESIDENTS; 1,397 WORKERS

MEDIAN AGE - 39.8

39
YEARS OLD

MAJORITY RACE/ETHNICITY

95% NON-HISPANIC BLACK

(2% Non-Hispanic Multiple Race; 2% Non-Hispanic White; 1% Hispanic Population)

WHO DOES THIS PLAN SERVE?

A DIVERSE RANGE OF PEOPLE WITH DIVERSE & DISTINCT BACKGROUNDS, LIFE EXPERIENCES, NEEDS, AND FINANCIAL CAPACITY

It is important to understand the diverse and eclectic community that composes those who live, work, and enjoy the area to understand the influences and impacts of development.

KEY HIGHLIGHTS:

1. There is a strong daytime and residential population that can benefit from a stronger network of neighborhood amenities
2. 50% of the residential population are over the age of 43; 50% of the residential population are under the age of 43. This will require a wide range of amenities for a diverse commercial and community interests and needs
3. 60% of area are able to be employed; however there are many who may need jobs
4. There is a need to target development to support an inclusive mixture of incomes

WORKING AGE POPULATION

3,409 OF AGE TO WORK

UNEMPLOYMENT RATE
6.9%
NOT EMPLOYED

MEDIAN HOUSEHOLD INCOME \$18,058
\$18K
(Half the income earning population makes above or below this amount)

INCOME DISTRIBUTION OF POPULATION (High to Low)

<\$15K	44.3%
\$15K - 24K	14.3%
\$35K - 49K	12.0%
\$50K - 74K	10.2%
\$25K - 34K	9.0%
\$100K - \$149K	5.10%
\$75K - 99K	4.2%
\$150K -199 K	0.70%
\$200K	0.10%

771 OF AGE TO WORK

UNEMPLOYMENT RATE
6.7%
NOT EMPLOYED

MEDIAN HOUSEHOLD INCOME \$32,741
\$32K
(Half the income earning population makes above or below this amount)

<\$15K	26.5%
\$100K - \$149K	16.7%
\$15K - 24K	13.90%
\$25K - 34K	11.70%
\$50K - 74K	11.70%
\$35K - 49K	8.70%
\$75K - 99K	5.50%
\$200K +	3.10%
\$150K -199 K	2.30%

768 OF AGE TO WORK

UNEMPLOYMENT RATE
2.8%
NOT EMPLOYED

MEDIAN HOUSEHOLD INCOME \$68,527
\$68K
(Half the income earning population makes above or below this amount)

\$50K - 74K	16.1%
\$75K - 99K	14.6%
\$100K - \$149K	14.6%
\$200K	11.60%
<\$15K	10.70%
\$15K - 24K	10.30%
\$25K - 34K	9.20%
\$35K - 49K	6.80%
\$150K -199 K	5.80%

2,642 OF AGE TO WORK

UNEMPLOYMENT RATE
9.2%
NOT EMPLOYED

MEDIAN HOUSEHOLD INCOME \$21,561
\$21K
(Half the income earning population makes above or below this amount)

<\$15K	38.1%
\$15K - 24K	16.0%
\$50K - 74K	14.0%
\$25K - 34K	13.20%
\$35K - 49K	10.50%
\$100K - \$149K	4.40%
\$75K - 99K	2.90%
\$200K	0.60%
\$150K -199K	0.30%

4 RESIDENTIAL NEIGHBORHOODS

ISLANDVIEW



Mixed-income residential neighborhood with pockets of stability amid high vacancy and sizable legacy industrial corridor

WEST VILLAGE



Up-and-coming residential neighborhood with successful multi-family and mixed-use rehabilitation and new construction

INDIAN VILLAGE



Established, historic residential neighborhood, home to stable population, high home values and an active neighborhood association

EAST VILLAGE



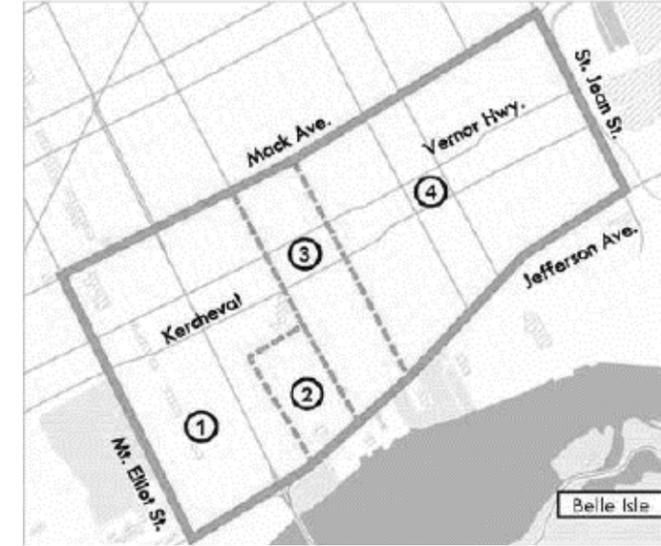
Neighborhood challenged by high levels of vacancy and a high quantity of available land

1 INDUSTRIAL CORRIDOR

BELTLINE CORRIDOR



A portion of the Islandview neighborhood contains a corridor of over 1.1 million square feet of underutilized industrial space



WHAT IS THE PHYSICAL LANDSCAPE OF THE PLANNING AREA LIKE?

A MIXTURE OF LAND AND NEIGHBORHOOD DENSITIES & 11 EXISTING ZONING DISTRICTS

65.6 PUBLICLY-OWNED VACANT ACRES

Majority of land zoned for RESIDENTIAL (R2)

66.3% of the land is zoned for two-family residential (R2)

6% of land is zoned for higher density residential (R4 & R5)
6.9% zoned for businesses
13.3% zoned for industrial (M3 & M4)

0.30 PUBLICLY-OWNED VACANT ACRES

Majority of land zoned for RESIDENTIAL (R1)

54.4% of the land is zoned for single-family residential (R1)

29.9% of land is zoned for two-family residential (R2)
15.7% zoned for higher-density residential (R5)

0.00 PUBLICLY-OWNED VACANT ACRES

Majority of land zoned for RESIDENTIAL (R1)

94.96% of the land is zoned for single-family residential (R1)

4.86% of land is zoned for local business and residential district (B2)
0.18% of land zoned for general business district (B4)

20.0 PUBLICLY-OWNED VACANT ACRES

Majority of land zoned for RESIDENTIAL (R2)

59.2% of the land is zoned for two-family residential (R2)

35.8% of land is zoned for businesses (B4)
5% of land is zoned for "other"

20.0 PUBLICLY-OWNED VACANT ACRES
*subset of Islandview acreage

Majority of land zoned for INDUSTRIAL (M4)

42.4% of land is zoned for intensive industrial (M4)

25.7% of land is zoned for other types of industrial; 18.35% for Planned Developments and Riverfront Mixed Use
12.6% residential and 0.85% for businesses

85.9 PUBLICLY-OWNED VACANT ACRES

WHAT HISTORIC DISTRICTS ARE IN THE PLANNING AREA?

EAST GRAND BLVD HISTORIC DISTRICT

East Grand Boulevard (Listed on the National Register in 1999) contains approximately 140 buildings, most of which were built as single and multi-family residences. Several buildings have been converted to institutional use, especially between Kercheval Avenue and E. Vernor Highway. East Grand Boulevard is the eastern-most stretch of the U-shaped Grand Boulevard which was developed out of the City Beautiful Movement that flourished in the late 1800's. Adherents of the City Beautiful Movement used urban design patterns, such as the grand boulevard, to address the effects of rapid industrialization. Detroit was one of the several US cities that subscribed to the belief that beautification could promote harmonious social order and create moral and civic virtue among its residents. The U-shaped Grand Boulevard was conceived as a landscaped transportation ring around the City's urban core. The picturesque thoroughfare attracted widespread investment in upper and middle class residential development and led to the platting of nearby West Village and Indian Village.

WEST VILLAGE HISTORIC DISTRICT

West Village (listed in the National Register in 1980), is predominantly a single and multi-family residential area with a few commercial buildings. West Village contains approximately 275 single and two-family houses, thirty apartments buildings, and twenty commercial structures. In 1846, West Village was purchased by James A. Van Dyke as part of the Van Dyke Farm. Van Dyke was well-known for his brief stint as Mayor of Detroit in 1846. After his death, the farm was divided into house lots. West Village was platted in 1876 and received its name in recognition of its location adjacent to the western edge of Indian Village. The difference between the two neighboring villages was primarily the size of their lots and the restrictive covenants that prevented all but the most exclusive families from moving into Indian Village. In stark contrast, West Village with its smaller lots and greater density attracted a variety of social classes ranging from factory workers and artisans, to the City's elite. The area contains a variety of housing types that were populated in the late 1800s to early 1900's.

INDIAN VILLAGE HISTORIC DISTRICT

Indian Village (listed in the National Register in 1972), is an upscale predominantly single-family residential neighborhood. It also includes the homes on the east side of Burns Avenue and the west side of Seminole. Indian Village was farm land before it was named and platted in 1895. Construction began in earnest and by 1922 Indian Village had close to 250 residential homes, with most homes sitting on two lots. Later development brought its total building stock up to 300 structures. While many Detroit neighborhoods were developed for workers and businessmen and their families, Indian Village was touted as a "first class residential district" and attracted some of the city's most affluent families. Indian Village provides what is probably the best collection of Georgian Revival homes in Michigan, with many of its residences designed by celebrated architects such as Albert Kahn, Louis Kamper, and William Stratton.

(See more Historic Details pp106 - 111)



WHAT

TYPES OF HISTORIC BUILDINGS ARE IN THE PLANNING AREA?

For National and Local Historic Register List see pp112-119

SINGLE-FAMILY HOUSING

Many of the residential homes in Islandview / Greater Villages neighborhood were constructed during the City's rapid expansion between 1900 and the 1940's. These homes reflect the prevailing forms and styles of the day, such as Georgian Revival homes, the Neo-Classical and Spanish Revival mansions, to the more modest houses including wood frame cottages, bungalows and ranches.

MULTI-FAMILY HOUSING

The forces of industrialization and urbanization made the concept of larger buildings that could house multiple families more and more necessary. Properties encompass simple frame dwellings converted to duplexes, terrace houses, garden apartments, low and high-rise apartment houses, to tall residential towers. As the City expanded, multi-family living eventually evolved from an upper-middle class alternative to a commonly accepted form of housing open to all populations across the city.

BRANCH BANK BUILDINGS

The construction of branch bank buildings at visually prominent locations along Detroit's major commercial and industrial corridors tracked the growth of Detroit as it evolved from a small city to the center of the world's automotive industry. Bank building's prominent locations on street corners represented stability and prosperity. Bank mergers and population decline left many buildings empty or demolished by 1980's but many in the planning area found new uses as libraries, shops, beauty parlors, and churches.

FIRE STATIONS

Detroit established its first Fire Department and the city's fire alarm telegraph system in 1867. By the early 1900's, dozens of fire stations were constructed to serve the newly developing areas. Most of the fire-stations were two-story, square shaped, brick buildings to store fire-fighting apparatus, a horse stable, and dormitory upstairs for the firemen. In 1910, the Detroit Fire Department acquired its first motorized fire vehicles and began retiring the horse-drawn engines. Many of the fire stations were remodeled to accommodate but retained their basic shape and form.

INDUSTRIAL

During the mid-to-late 1800's, the Detroit River played an increasing role in manufacturing and industrial development by providing direct access to trade routes, just as the train system began to bring Detroit's growth further inland. Detroit's early industries included: lumber, sawmills, sash factories, edge tool factories, iron and brass foundries, brickyards, breweries, and automobile manufacturing. In order to support these new businesses; factories and warehouses were constructed along the riverfront, railroad beltlines, and along the city's outer edges.

RELIGIOUS

The planning area grew from predominantly farmland to a dense residential district. The churches of various denominations were reflective of the city's ethnic immigrant populations and served as the focal point for their diverse communities.

MISCELLANEOUS

The planning area contains several buildings not in previous typologies but are worth nothing. They include the YMCA building which provided short and long-term housing to single men as well as other social services. There is also the Brodhead Naval Armory building, which served as a training facility for the Navy, Marine Corps, Coast Guard, and their reserve militia components.



WHAT IS IN ISLANDVIEW'S INDUSTRIAL CORE? (BELTLINE CORRIDOR)

(See Recommendations pp92-95; pp120-121)

Within the study area, there is a sizable industrial base – with over 1.1M square feet of space largely located within the Islandview neighborhood. Together, these spaces exhibit 6% vacancy rate, about the same as Detroit as a whole, and the quantity of space has remained stable over time, with no new large-scale deliveries or demolitions since 2000. Existing buildings tend to be class B and C in moderate to poor condition, with building heights from 10-12 feet, below modern industrial buildings.

REGIONAL MARKET

Within the Detroit Metropolitan Statistical Area (MSA), the recovery of the auto industry as well as the expansion of industries such as transportation and warehousing and automotive technology has spurred a recovery in the industrial market, with vacancy rates approaching lows of 3% and positive net absorption over eight of the past ten years. As the market nears saturation, regional asking rents are exceeding \$5 per square foot, though there is still limited development, with most deliveries built to suit.

LOCAL MARKET

In the study area as well, moderate ongoing absorption follow the recession has caused a decline in vacancy, which rose to a high of 29% in 2005 and now stands at 6%. However, rents here hover around \$2.90 per square foot, well below the regional aerate. Since 2000, no demolitions or new deliveries have occurred and leasing activity is limited. This is likely due to the aging quality of buildings, which tend to have low ceilings (at 10-12') far lower than the industry standard of 20-45'), aging loading infrastructure, and general poor built quality relative to newer suburban developments – together these factors present a challenge to marketing the area's spaces. Over the past ten years, existing tenants have stayed in place, likely due to local purchasing and siting requirements.



Brokers report industrial market would be enhanced by proximity of stronger workforce, greater neighborhood environs, and improved product, particularly with higher ceilings

WHAT CONDITION ARE SINGLE-FAMILY HOMES IN?

CONDITIONS & CHALLENGES

Physically, some of the most robust and well-maintained single-family residences exist within the planning area, while other areas are defined by long-term disinvestment, depopulation, aging housing, and physical decline. In many ways, the single family home is the baseline for establishing the recovery of the neighborhoods in the Islandview Greater Villages planning study and it should be seen as one of the most visible outward representations of stability. Portions of the planning region are also covered by the federal Neighborhood Stabilization Program and Neighborhood Enterprise Zones that offer support incentives for development and residential rehabilitation, particularly in areas that have suffered from foreclosures and abandonment.

NEEDS & ASPIRATIONS (See Progress: pp66-67)

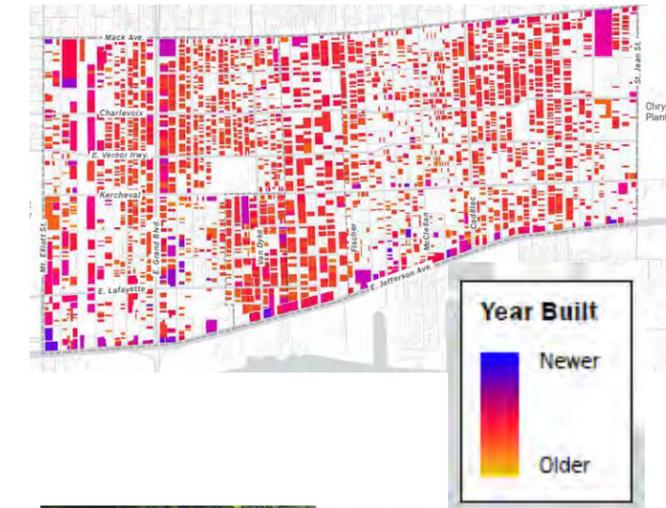
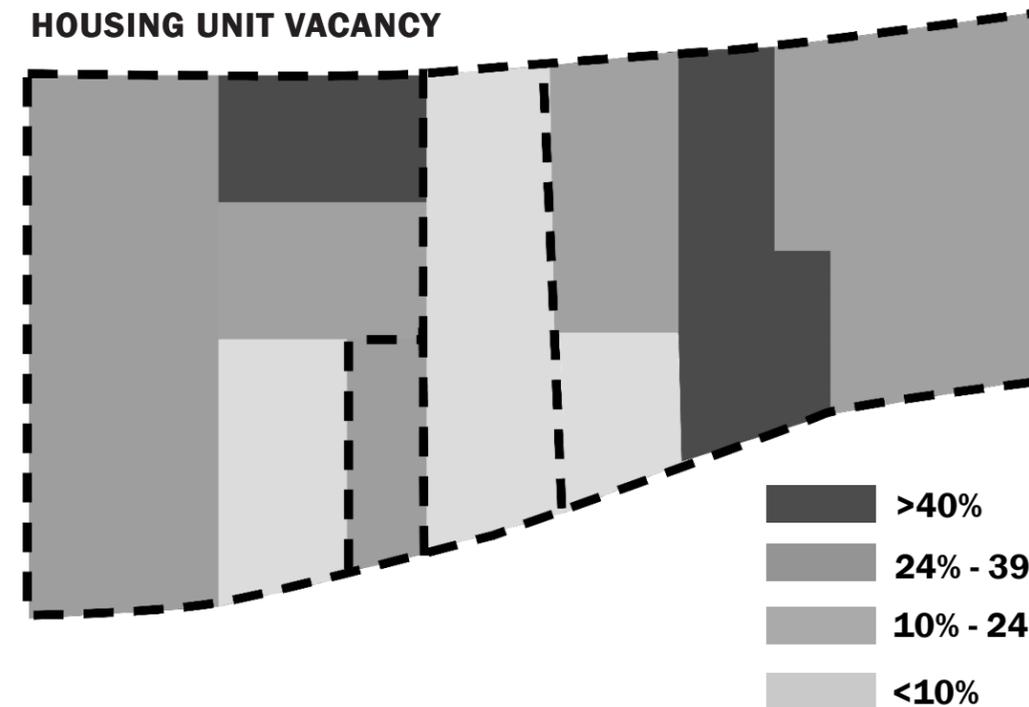
The rehabilitation of vacant single-family homes represents a promising method of restoring neighborhood character, stabilizing housing stock, strengthening neighborhood appeal, reviving and supplying much needed housing to the Islandview Greater Villages area.

Community comments advocate for swift property repair of vacant homes and rehabilitation to stabilize neighborhoods, procurement of local developers to support rehabilitation work, and (where possible) involving local residents in the redevelopment of the area.



HOUSING VACANCY REMAINS A CONSISTENT CHALLENGE, WITH LEVELS ON CERTAIN BLOCKS RISING ABOVE 40%

HOUSING UNIT VACANCY



WHAT AFFORDABLE HOUSING CURRENTLY EXISTS? (REGULATED AFFORDABLE HOUSING)

CONDITIONS & CHALLENGES

Investment that supports the preservation of regulated affordable housing and naturally-occurring affordability in the Islandview Greater Villages area enables the City to leverage public resources to meet the needs of residents at a variety of income levels. Many private building owners often require additional capital and resources to extend their affordability commitment beyond their initial contract terms.

NEEDS & ASPIRATIONS (See Progress (pp64-65))

The City's Housing & Revitalization Department (HRD) seeks to diligently pursue conversations with private building owners to solicit their capital needs and willingness to extend their affordability commitments. The aspiration is to pursue private owners and coordinate resources that can support their extension of rental rates to accommodate as many income levels at or below 60% area median income (AMI).

Community comments advocate for housing resources to maintain and broaden the range of rental affordability to support incomes of households earning between 20-60% AMI and maintain an equitable mixture of housing options in the planning area that can accommodate life style and life transitions.

IN THE ISLANDVIEW/GREATER VILLAGES PLANNING AREA

1,021

REGULATED AFFORDABLE HOUSING UNITS
IN OVER 17 DEVELOPMENTS



WHAT MULTI-FAMILY & MIXED-USE OPTIONS ARE IN THE AREA?

CONDITIONS & CHALLENGES

The Islandview Greater Villages area contains some of Detroit's most diverse housing types. From two, four, six, and eight unit walk-up "missing middle" buildings to mid-range apartment properties at three, four, and five stories, and several high-rises. Additionally, in recent years, Islandview Greater Villages planning area has expanded its collection of Detroit's most notable, granular, and integrated multi-family and retail developments. The West Village investments, as modest as they may seem, have not only reasserted confidence in the development market, but they have demonstrated how network investments from a few investors and developers can have a substantive impact.

NEEDS & ASPIRATIONS (See Progress pp68-69; 72-73 86-89)

Building on the momentum of recent development is central to the next stage of investments in the area. Identifying and supporting capable local developers in the rehabilitation and new construction of multi-family structures can restore neighborhood character, stabilize housing stock, strengthen neighborhood appeal, and diversify housing to the area.

Community comments advocate for the rehabilitation of existing multi-family unit building that are currently vacant and to provide additional mixed-use developments to the area while maintaining the character of the neighborhood.

WEST VILLAGE NEIGHBORHOOD INVESTMENTS REASSERTED CONFIDENCE IN THE DEVELOPMENT MARKET



WHAT NEIGHBORHOOD PARKS SERVE THE AREA?

CONDITIONS & CHALLENGES

There are currently 5 neighborhood parks that serve the Islandview Greater Villages (IVGV) Planning Area. Two of the parks, Kiwanis #1 and Mollicone, recently received improvements and upgrades in 2017 and 2020 respectively. Brinkett-Hibbard and Pennsylvania/St Paul are mini-parks and operate as a “community open space parks” typically programmed by residents and supported by the General Services Division (GSD) as needed. Public open space and access to recreation opportunities is critical to the health of a neighborhood. Open space acts as a central hub of the community by providing opportunities for community interactions and events, promotes healthy lifestyles, educational opportunities, green environmental benefits, catalysts for economic development, and stabilizes the community.

NEEDS & ASPIRATIONS (See Progress pp78-79)

The City is working on improving existing community assets. Community comments advocate for improvements at Butzel Family Park to reassert its prominence as a community hub. Additionally, during the planning process community expressed interest for additional play spaces for individuals of all ages, diverse landscapes for plantings and habitat, added topography, recreational amenities, and well-lit pathways for safe circulation. Resident desires for smaller parks will require community partnerships with City for either Brinkett-Hibbard or Pennsylvania/St. Paul Park.

5 NEIGHBORHOOD PARKS IN 2 SQUARE MILES



BUTZEL FAMILY PARK THE PLANNING AREA'S LARGEST NEIGHBORHOOD & COMMUNITY HUB

Butzel Family Park is within a 10-minute walk to the planning area's neighborhoods. However, it still remains an underutilized space with a remarkably intimidating architectural presence. Recommendations suggest a transformation of the park space to be a multifunctional recreation destination, and new mixed-use development to attract residents and visitors. It is important for the Butzel to be a place for connectivity and engagement.



HOW DOES THE STREET LOOK AND FEEL?

CONDITIONS & CHALLENGES

The public streetscapes and the aesthetics along key commercial corridors and thoroughfares are largely characterized by long stretches of open land, fenced in parking lots, a sprinkling of unconnected and scattered commercial businesses and unoccupied buildings, a few gas stations, and non-existent street life (excluding current isolated commercial revival points along Kercheval Avenue, Mack Avenue, Agnes Street, and the landscaped street segments traversing Indian Village). The inactive and empty stretches of land along commercial corridor do not encourage nor entice travelers to linger or stroll along these streets. Furthermore, the current streetscape appeal is often challenged to attract new residential and/or commercial tenants.

NEEDS & ASPIRATIONS (See Progress pp70-71)

The City recognizes these challenges and seeks to enhance and improve corridor travel experience, safety, and neighborhood destination appeal. Community comments advocate for better lighting, small-business design and technical assistance to rehabilitate property and their storefronts, improved open land maintenance, and general appreciation of landscape and plantings as a measure to beautify places and spaces.

WEAK CURB APPEAL



HOW EASILY & SAFELY CAN PEOPLE MOVE AROUND?

CONDITIONS & CHALLENGES

The Islandview Greater Villages (IVGV) planning area currently contains a variety of street types, motorized and un-motorized travel in an array of driving pavement conditions. The streets primarily serve motorized vehicles and offer very modest spaces and passageways, if any at all, for pedestrians and non-motorized travel. Additionally, there are 17 one-way streets that interrupt the neighborhood's typical two-direction vehicular circulation and neighborhood navigation. Furthermore, wide roads and low-density traffic support unsafe, high-speed vehicular behavior and compromise pedestrian and non-motorized travel safety. The planning area is served by 8 bus lines and houses 1 city bike-share (MoGo) docking station in the West Village neighborhood.

NEEDS & ASPIRATIONS (See Progress pp70-71)

The above-mentioned street factors compromise the navigational efficiency and safety for all visitors and residents who wish to commute and connect through the IVGV planning area. Community comments advocate for sidewalk and roadway repair, desire for street design and street marking improvements to increase pedestrian safety, and effective and consistent methods to integrate safe non-motorized travel lanes into the common street flow patterns. Additionally, residents desire education initiatives to teach people how to share streets with non-motorized travelers in which the community is not typically accustomed traveling alongside.

IN 2016, DETROIT WAS RANKED AS THE FIFTH MOST DANGEROUS CITY FOR PEDESTRIANS IN AMERICA

Wide Roads



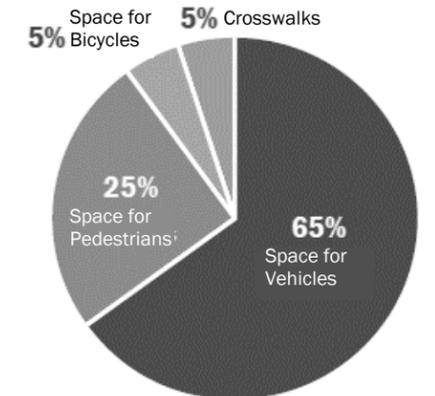
Missing Connections



Challenging Intersections



Arrogance of Space



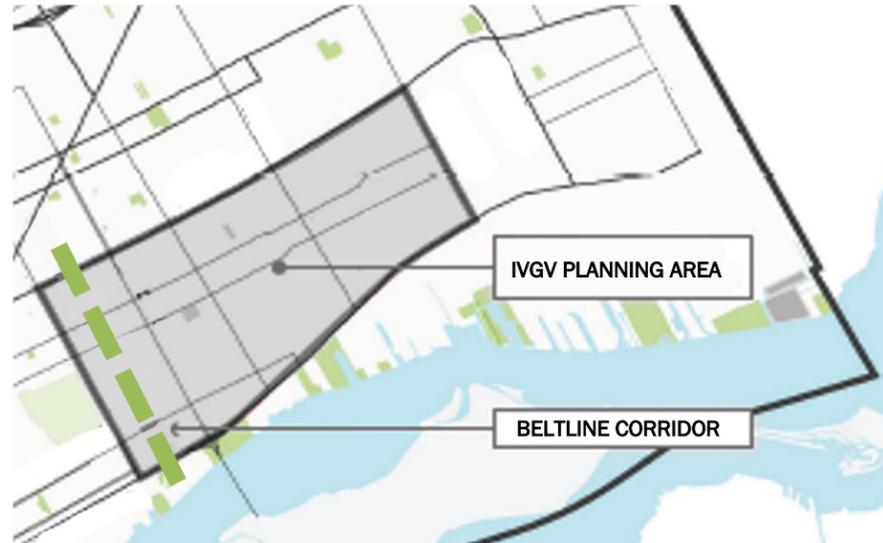
HOW ARE PEOPLE ACCESSING THE RIVERFRONT?

CONDITIONS & CHALLENGES

Currently, the City has two north-south oriented greenways connecting neighborhoods to the riverfront, the Dequindre Cut and the Jos Campau Greenway. Both of these greenways are located to the west of the Islandview Greater Villages (IVGV) planning area. In the IVGV planning area there is a decommissioned rail line running between Beaufait Street and Bellevue Street. While the Beltline corridor is no longer the industrial center it once was, its future may incorporate a range of innovative light industrial functions as well as mixed-use adaptive reuse developments. This potential provides a viable environment for employment as well as a city/community destination.

NEEDS & ASPIRATIONS (See Recommendation pp94-95)

The City is committed to provide greater access to the riverfront and is exploring developing a greenway along the decommissioned Beltline rail line into a safe and landscaped corridor as a direct non-motorized conduit to the Detroit River. In so doing, the City aspires to connect to the State's existing Iron Belle Trail and strengthen Michigan's network of regional trails and accessible community destinations. Community comments advocate for a safe and publicly accessible corridor with low-maintenance and beautiful landscapes that supports a range of plantings, wildlife habitat, and leisure amenities while also being thoughtful to its adjacent residential community.



1 DECOMMISSIONED RAILWAY LINE

(BELTLINE CORRIDOR)



Image: (Top) City of Detroit East Riverfront Planning Study

HOW MUCH LAND IS STILL OPEN AND UNPROGRAMMED?

CONDITIONS & CHALLENGES

The Islandview Greater Villages (IVGV) neighborhood planning area is incredibly land rich with an abundance of un-programmed vacant land; some of which contribute to blight and a lowering of quality of life. The City of Detroit has a larger volume of land holdings west of Fischer Street, while the majority of the land east of Fischer Street is in private ownership.

NEEDS & ASPIRATIONS (See Recommendations pp96-99)

This wealth of vacant and underutilized parcels provides a unique opportunity because it has the potential to accommodate large-scale land reutilization for development, offers the potential to leverage publicly-held land for open space systems, and explore centralized and shared facilities for green infrastructure and public infrastructure. Additional exploration and planning is needed to address open land positively and innovatively to eliminate the volume of unmaintained and open lots and seek ways to re-invigorate the neighborhood.

Community comments advocate open land have a purpose, while addressing continued concerns about safety, improved maintenance, and consider neighborhood partnerships and funding subsidies that will support residents with fuel and labor for regular maintenance activity. Additionally, many residents expressed interest in maintaining natural landscapes and preserving natural habitats.

85.9 ACRES OF OPEN LAND IN PLANNING AREA



WHAT ARE THE STORMWATER CHALLENGES ?

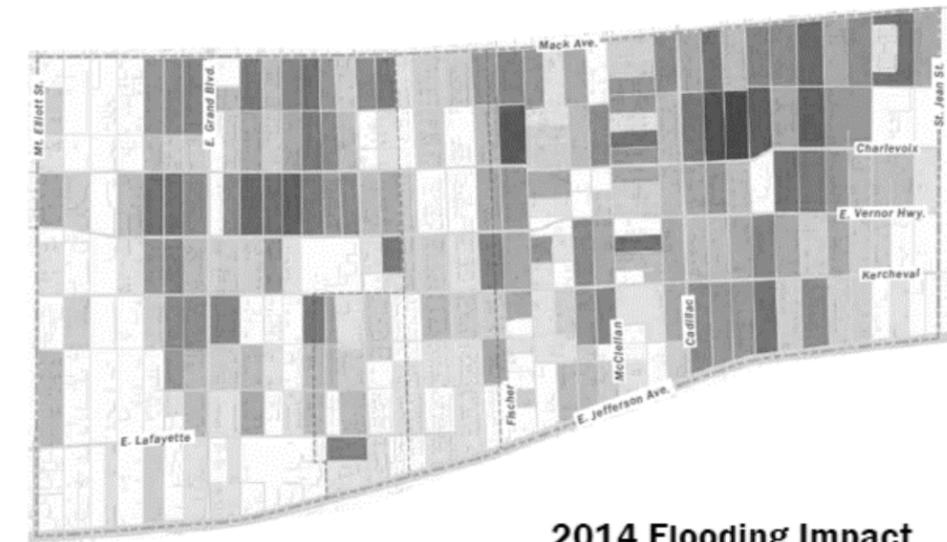
CONDITIONS & CHALLENGES

In August 2014, Detroit and its metro region suffered from severe flooding caused by a 200-year storm. The worst rainfall in 89 years flooded streets, submerged cars, filled below-grade freeways, and overwhelmed the combined sewer system to cause basement backups in thousands of homes and untreated discharges to the Detroit and Rouge Rivers. Today, Detroit's stormwater infrastructure continues age and the City continues to invest in infrastructure replacements.

NEEDS & ASPIRATIONS (See Recommendations pp96-99)

The current dependence on an aging and man-made stormwater management infrastructure system while low to medium density neighborhoods in the planning area contain a large inventory of unused open land and wide expanses of paved surfaces presents an incredible opportunity to manage stormwater through alternative strategies. These strategies should tailor to different soil conditions, land topographies, drainage needs, neighborhood densities while also creating beautiful landscaped open-space environments.

1,094 HOMES IMPACTED BY FLOODING IN 2014 IN THE PLANNING AREA



2014 Flooding Impact

- Greater Number of Homes Affected
- Fewer Homes Affected

WHAT BUSINESSES ARE NEEDED IN THE NEIGHBORHOOD?

CONDITIONS & CHALLENGES

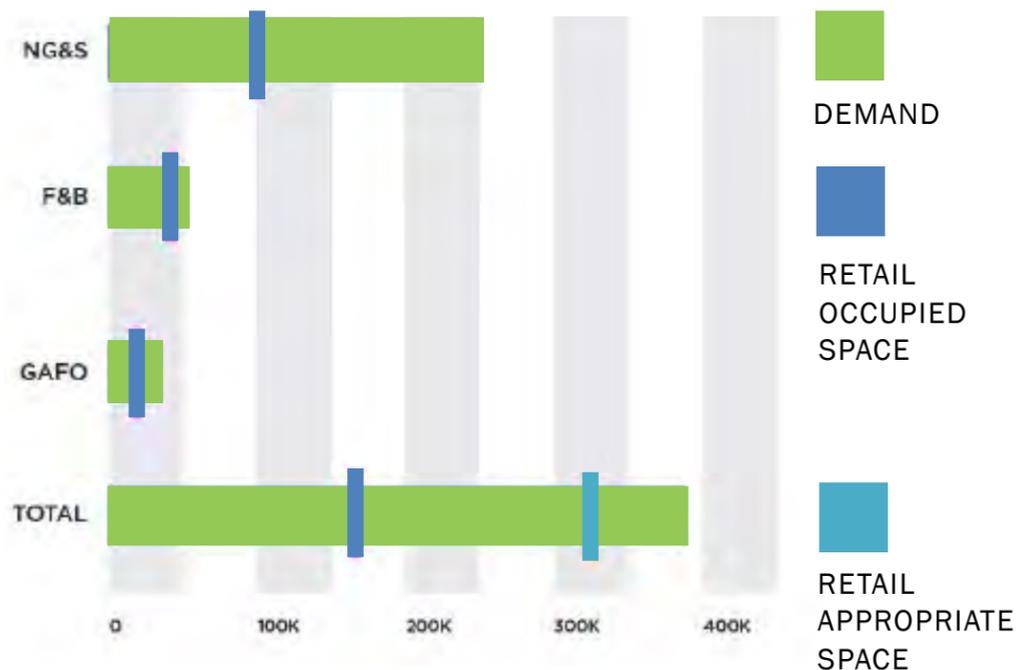
Throughout the study area, the vast majority of existing retail space lies along Mack Avenue and Jefferson Avenue. Though Mack Avenue was once a dense, traditional urban commercial corridor, over the past half century it has been challenged by rising vacancy, blight, and frequent demolitions. Along Jefferson Avenue, which is home to the neighborhood’s essential retailers including grocery stores, dry cleaners, and pharmacies, a higher level of through traffic has kept the corridor active, though most existing spaces take the form of auto-oriented strip developments. In key locations – Kercheval, Agnes and Van Dyke – locally-owned small businesses have become citywide destinations, helping to generate excitement and spur development at key nodes.

NEEDS & ASPIRATIONS (Read more details pp122-123)

Goods such as affordable fresh foods, personal care products, and other home care items are in demand in the planning area. Increasing the level of retail serving these needs will increase neighborhood livability and vibrancy. Community comments echo the need for affordable locally-serving businesses.

THERE IS 381,409 SQUARE FEET OF RETAIL DEMAND IN THE AREA

NEIGHBORHOOD GOODS & SERVICES:	277,000 SF
FOOD & BEVERAGE	69,000 SF
GENERAL MERCHANDISE, APPAREL/ACCESSORIES/FURNITURE AND OTHER SALES	34,000 SF



WHAT CURRENT ZONING DISTRICTS INDICATE ABOUT THE PLANNING AREA?

CONDITIONS & CHALLENGES

The Islandview Greater Villages (IVGV) planning area currently has 14 separate zoning districts – 5 residential, 2 business, 3 industrial, and 4 special purpose districts. The area is largely zoned as low density residential with business districts zoned along the major east-west corridors and an industrial area on the western edge of the planning study boundaries. Current zoning in IVGV, with isolated exceptions, is based on zoning for a fully-built-up neighborhood of single family or two-family houses, interspersed with long, commercial corridors along Jefferson, Mack, Kercheval, and Charlevoix, and an industrial corridor along the rail line on the west side. While the approach to zoning has remained constant through the years, Islandview / Greater Villages has changed dramatically. A vision for a denser and diverse neighborhood future for the Islandview Greater Villages area contains many features that are inconsistent with, and many cases incompatible with, the current zoning.

NEEDS & ASPIRATIONS (See Progress pp100-101)

Under American law, zoning is the legal instrument by which a community both defines and implements its vision for the future. Comprehensive zoning revisions will need to be explored to create a specific road map for either the municipality or private and nonprofit developers to follow to achieve the community’s collective vision for the neighborhood’s future. Community comments echo the need to revisit current zoning policies to support diversifying land uses for the planning area.

APPROACH TO ZONING HAS REMAINED CONSTANT BUT THE NEIGHBORHOODS HAVE CHANGED DRAMATICALLY



6

NEAR-TERM
ACTIONS AND
IMPLEMENTATIONWHAT
WILL THE
NEIGHBORHOODS
SEE FIRST?

The Islandview Greater Villages area is a remarkably rich collection of neighborhoods, corridors, open spaces, institutions, and commercial enterprises. The IVGV Neighborhood Plan puts forth an implementation vision to engage each of these facets, integrating challenges and opportunities to support physical, social, and economic benefits for the community.

Near-term implementation centers and radiates around Butzel Family Park/Recreation center, combining a set of implementation initiatives that collectively work together incrementally to strengthen the quality of life for the surrounding community.

This chapter highlights each of the near-term initiatives and concludes with an implementation matrix that outlines which City agency is responsible for its construction.





AFFORDABLE HOUSING PRESERVATION

3 PRIVATE PROPERTY OWNERS

148 AFFORDABLE HOUSING UNITS PRESERVED TO-DATE



PROPERTY OWNERS ENCOURAGED TO PRESERVE EXISTING AFFORDABLE HOUSING IN THE AREA

There are many private property owners who manage multi-family apartments that offer rental rates that serve residents earning 20%-60% of the area median income (AMI). These rental ranges are made possible through public subsidies. The City is committed to working with owners of high-risk properties to preserve low-to-moderate rental rates to ensure individuals that have limited incomes can retain affordable rents. Since 2018, the Housing and Revitalization Department (HRD) has supported the preservation of 148 units for low-to-moderate income households with an additional 275 units in their pipeline throughout the Islandview/Greater Villages Planning Area.

CURRENT PROGRESS: SINCE 2018

3 PROJECTS EXTENDED AFFORDABILITY COMMITMENTS **14 MORE PROPERTIES IN DISCUSSION**

REHABILITATION OF CITY-OWNED HOUSES

The Detroit Land Bank Authority (DLBA) has deployed their **REHABBED AND READY** program within the boundaries of Kercheval Avenue, Field Street, Mack Avenue, and Van Dyke Street to rehabilitate 16 single-family homes. This particular region contains a substantial volume of city-owned homes and as a commitment to stabilize neighborhoods, the City and DLBA are investing approximately \$2,560,000 dollars to bring these houses back to life and strengthen homeownership opportunities in the Islandview neighborhood. Additionally, it is the aspiration that these homes, which are in close proximity to a core neighborhood park and recreation center, active Detroit Public School, and an emerging business and retail corridor will begin to restore, support, and strengthen neighborhood vibrancy.

CURRENT PROGRESS: SINCE 2018

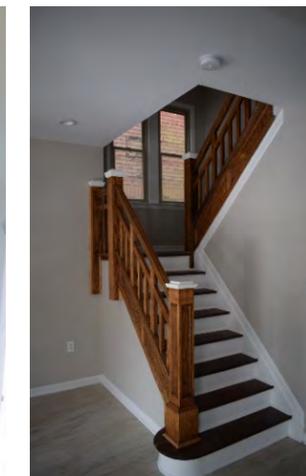
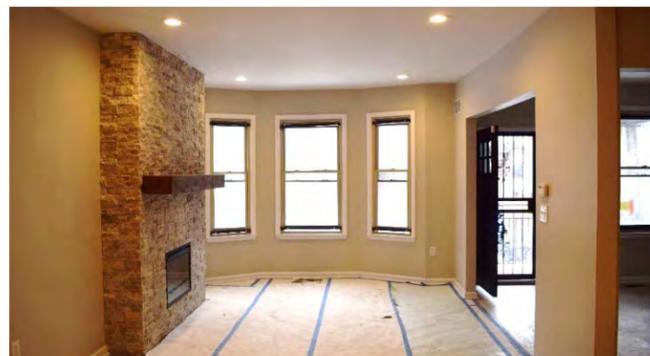
\$2.56M	16
REHAB COST INVESTMENTS	REHABS IN PROGRESS NOW

SINGLE-FAMILY HOUSING STABILIZATION

16 SF HOUSES
(Project Start: 2018)

03 MARKETED
SPRING 2020

13 IN-PROGRESS



To read more about DLBA Rehabbed and Ready Program: <https://buildingdetroit.org/rehabbed-ready/>

CONSTRUCTION OF NEW HOUSING & NEW BUSINESS SPACES

The **PARKER DURAND** Development, a project partnership between Invest Detroit and the Roxbury Group is positioned at the northeast corner of Kercheval Avenue and Van Dyke Street, a node of commercial and community destinations, between the Islandview and West Village neighborhoods. The project brings a 4-story structure for residential apartments and ground-floor retail. The project is financed through several local, state, national, and philanthropic sources and offers a wide rental range for a variety of household incomes.



CURRENT PROGRESS: SINCE 2019

\$22.5M **2021**
DEVELOPMENT INVESTMENT ANTICIPATED COMPLETION

MULTI-FAMILY/ MIXED USED DEVELOPMENT

92 HOUSING AFFORDABILITY
50% AMI . 18 UNITS . 30 Years
80% AMI . 28 UNITS . 10 Years
HOUSING UNITS 120% AMI . 46 UNITS . 10 Years

DETROIT-WARREN-LIVONIA METROPOLITAN STATISTICAL AREA (MSA) FAMILY AVERAGE

2020 MAXIMUM MONTHLY RENT BY AVERAGE MEDIAN INCOME (AMI)

Bedrooms	1	2
50% AMI	\$ 736	\$ 883
80% AMI	\$ 1,178	\$ 1,414
120% AMI	\$ 1,767	\$ 2,121



STREETS & MOBILITY



STREETSCAPE ENHANCEMENTS ALONG NEIGHBORHOOD CORRIDOR

The **KERCHEVAL AVENUE STREETSCAPE** project, spanning between Mount Elliott Street and St Jean will bring resurfacing and/or reconstruction to a prominent east-west neighborhood and retail corridor in the Islandview Greater Villages Planning area. The streetscape project will include improved sidewalks, lighting, landscaping, traffic-calming measures, pavement markings, and signage. This project seeks to increase pedestrian safety, beautify the street, slow down traffic and speeding cars, and improve ways for multi-modal travel to co-exist in the neighborhood. Targeted investments will be mobilized between E. Grand Boulevard, just west of Butzel Family Recreation Center, and continue to Parker Street that sits at the confluence of Islandview, West Village, and Indian Village neighborhood boundaries.

CURRENT PROGRESS: SINCE 2020

\$7.5M
DEVELOPMENT
INVESTMENT

2020
ANTICIPATED
COMPLETION

Image Credit (Left Rendering): Spackman Mossop and Michaels

LOCAL DEVELOPERS REHABILITATING CITY-OWNED DUPLEXES

In tandem with the Detroit Land Bank Authority (DLBA) “Rehabbed and Ready” program, a series of 18 Duplexes within the boundaries of Kercheval Avenue, Field Street, Mack Avenue, and Van Dyke Street will be rehabilitated to offer 36 housing units to this Islandview neighborhood. This particular region contains a substantial volume of city-owned property and in the City’s continued commitment to stabilize neighborhoods, the City is investing approximately \$2,000,000 dollars to bring these multi-family houses back to life. Similarly to single-family stabilization initiatives occurring in the same boundary, it is the aspiration that these homes, which are in close proximity to a core neighborhood park and recreation center, active Detroit Public School, and an emerging business and retail corridor will work together to restore, support, and strengthen neighborhood vibrancy.

CURRENT STATUS: SINCE 2018

\$2.5M INVESTMENT ANTICIPATED

RFP IN PROGRESS

MULTI-FAMILY HOUSING STABILIZATION

18 08 36

TOTAL DUPLEXES

DUPLEXES IN PHASE 1

HSNG UNITS TOTAL

60% AMI . 18 UNITS MARKET . 18 UNITS

DETROIT-WARREN-LIVONIA METROPOLITAN STATISTICAL AREA (MSA) FAMILY AVERAGE

2020 MAXIMUM MONTHLY RENT BY AVERAGE MEDIAN INCOME (AMI)

Bedrooms	2	3
60% AMI	\$ 942	\$ 1,060



NOTE: Phase 2 Duplex Rehabilitation will occur north of Charlevoix Street to Mack Avenue

PHASE 1: DUPLEX REHABILITATIONS (SOUTH OF CHARLEVOIX STREET)



IVGV Targeted Neighborhood Stabilization Area: Bounded by Field Street, Mack Avenue, Van Dyke Street, and Kercheval Avenue, The duplex renovation sites are located two (2) blocks directly north of these investments and are expected to create approximately 36 mixed-income housing opportunities.

LOCAL DEVELOPERS TO BE SELECTED TO DESIGN NEW MULTI-FAMILY HOUSING TO INFILL GAPS IN NEIGHBORHOOD BLOCKS

The TOWNSEND MULTI-FAMILY INFILL

Development is located directly adjacent to the cluster of investments at Butzel Family Park and Kercheval Avenue. The site consists of an assemblage of 11 vacant Detroit Land Bank Authority (DLBA) owned parcels front Townsend Street and two (2) vacant parcels fronting Sheridan Street. The assemblage of vacant land is end-capped on both the north and south side by vacant DLBA owned two-family duplexes. This area has seen a dramatic rise in rental rates, so the City is currently seeking to diversify Islandview’s housing stock with townhome style infill or multi-family structures with mixture of rental rates.

CURRENT STATUS: SINCE 2018

RFP
IN REVIEW

2020
DEVELOPER TO BE SELECTED

MULTI-FAMILY/ MIXED USED DEVELOPMENT

ANTICIPATED:

44 HOUSING UNITS | **80% AMI MARKET** | **09 UNITS 35 UNITS**

2020 MAXIMUM MONTHLY RENT BY AVERAGE MEDIAN INCOME (AMI)

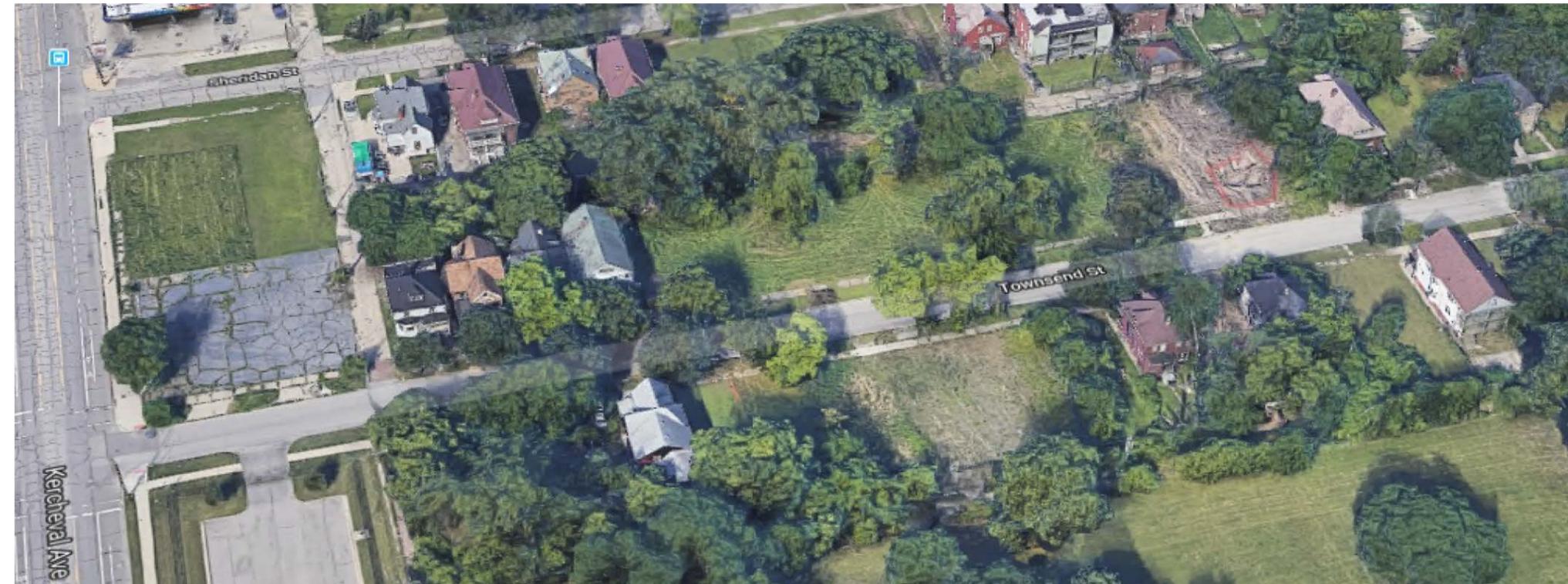
DETROIT-WARREN-LIVONIA METROPOLITAN STATISTICAL AREA (MSA) FAMILY AVERAGE

Bedrooms	1	2	3
80% AMI	\$ 1,100	\$ 1,256	\$ 1,414



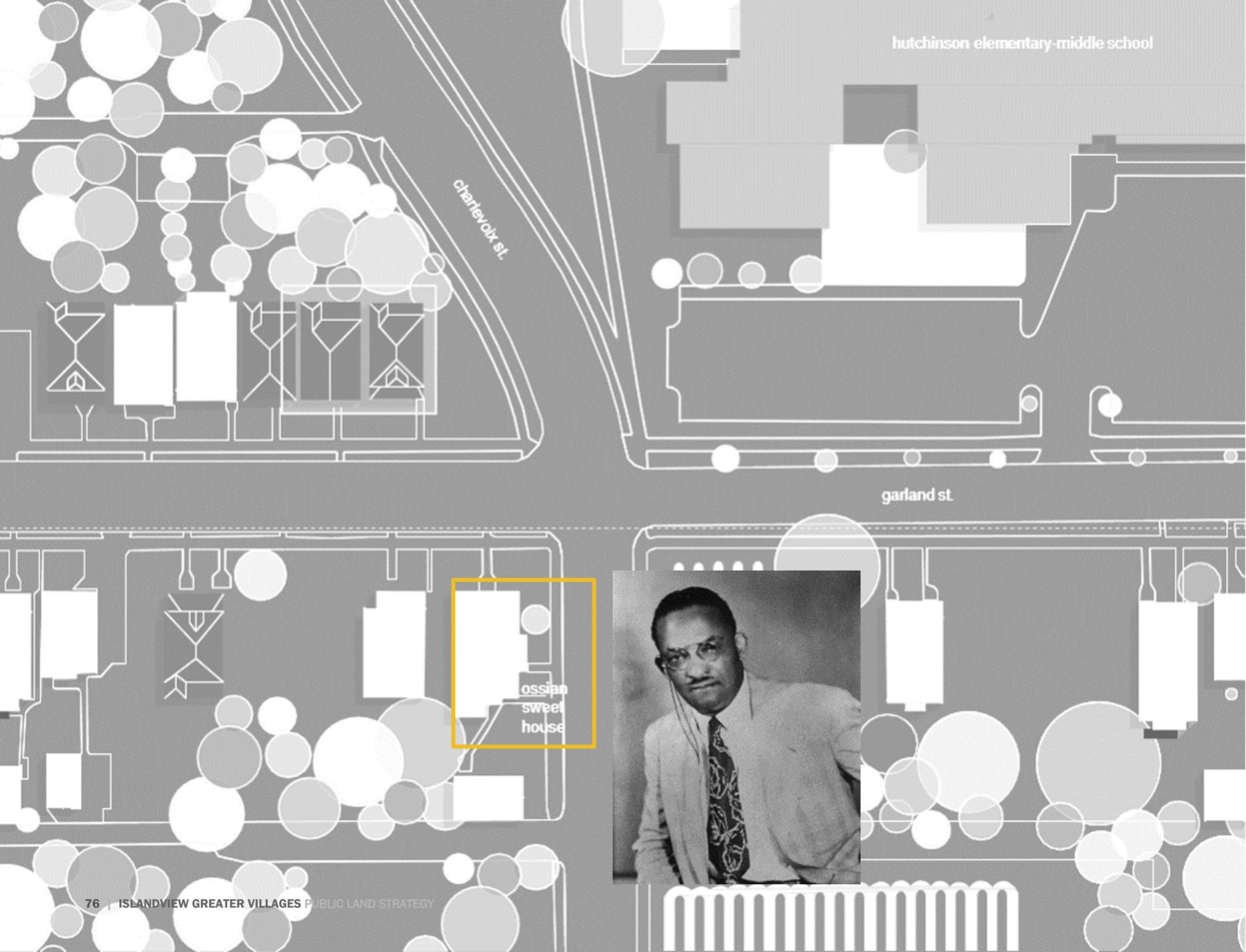
“The Coe” Housing Development – The most recent completed infill housing project in the Islandview Greater Villages Planning Area (Christian Hurtienne Architects)

TOWNSEND MULTI-FAMILY INFILL



The City is working to identify key property assemblages to encourage multi-family development.

An example of this is the Townsend Infill Development that is currently being managed by the Housing and Revitalization Department (HRD). A “Request for Proposals” deployed in 2018 and HRD is currently working on financing to bring townhome and/or multi-family housing to the proposed site for renters and/or homeownership.



HISTORIC & CULTURAL PRESERVATION

1 HISTORIC LANDMARK **4** OBJECTIVES

DEVELOPMENT EFFORTS TO PRESERVE CIVIL RIGHTS HISTORY IN THE PLANNING AREA

THE OSSIAN SWEET HOUSE

Is a historic landmark that marks a very emotional piece of Detroit’s civil rights and fair housing history. The City’s Housing and Revitalization Department (HRD) is currently undertaking the following efforts to ensure we preserve and publicly honor the significance of Dr. Sweet’s story. Consultants have been hired to 1) update National Register of Historic Places Nomination material; 2) Complete a Historic Structures Report (HSR) for the house and property; 3) Complete a historically accurate needs assessment for the physical improvement of the home; and 4) Prepare interpretive materials that can imagine this site programmed with public programming to educate the community and visitors of Dr. Sweet’s struggle and legislative legacy towards housing rights.

CURRENT PROGRESS: SINCE 2019

\$500K INVESTMENT **2021** SCOPE COMPLETION



Images: University of Arkansas School of Architecture Detroit Studio (2019); Dr. Sweet Image: www.blackpast.org/african-american-history/sweet-ossian-1895-1960



NEIGHBORHOOD PARKS



**PARK UPGRADES
IN COMMUNITY CORE**

BUTZEL FAMILY PARK and the Butzel Family Recreation Center are well known and beloved community amenities in the Islandview / Greater Villages planning area. Situated on almost an entire neighborhood block, this community destination is a valuable resource that currently deserves more visibility and prominence as a community destination. The City will be constructing a newly redesigned park landscape to include more visible street entrances, outdoor spaces, recreational amenities for all seasons, and landscaping to enhance park beauty and promote positive community interaction.

CURRENT PROGRESS: SINCE 2019

\$1.58M	2021
DEVELOPMENT INVESTMENT	ESTIMATED COMPLETION

Image Credit (All Renderings): Spackman Mossop and Michaels

WHO IS IN CHARGE OF IMPLEMENTATION?			BSEED	CPC	DDOT	DEGC	DLBA	DON	DPW	DWSD	GSD	HRD	Invest Detroit	MDOT	PDD	PLA
PROJECT NAME	ESTIMATED INVESTMENT	ESTIMATED COMPLETION	IMPLEMENTATION AGENCY													
AFFORDABLE HOUSING PRESERVATION																
Ongoing conversations seeking property managers to extend affordability commitments	Varies	Ongoing											●			
STREETS & MOBILITY																
Kercheval Avenue Streetscape	\$7.5M	2020							●							●
OPEN SPACE & NEIGHBORHOOD PARKS																
Butzel Family Park	\$1.575M	2021									●					
MULTI-FAMILY ; MIXED-USE NEW CONSTRUCTION																
92-Unit Parker Durand Development	\$22.5M	2021										●	●			
SINGLE-FAMILY STABILIZATION																
16 Rehabbed & Ready and Ready Homes	\$2.56M	2021					●									
HISTORIC & CULTURAL PRESERVATION / ADAPTIVE REUSE																
Ossian Sweet House	\$500K	2021										●				
MULTI-FAMILY STABILIZATION																
18 IVGV Duplex Rehabilitation	\$2.0M	2022										●				
MULTI-FAMILY NEW CONSTRUCTION																
44-Unit Townsend Infill Development	\$8.8M	2022										●				

WHO IS IN CHARGE OF IMPLEMENTATION?

WHAT MAY THE NEIGHBORHOOD ANTICIPATE NEXT?

A LONG-TERM NEIGHBORHOOD PLAN IS MOOT WITHOUT FORETHOUGHT AND GUIDING PRINCIPLES TO STEER & ACTIVATE ITS IMPLEMENTATION

Authored and derived from the large volume of community comments during the 18-month long planning process, guiding principles for development have been established for the Islandview/Greater Villages (IVGV) planning area to inform an array of contributors who seek to initiate and execute future development investments in the neighborhoods of Islandview, West Village, Indian Village, and East Villages.

While this chapter will focus on specific initiatives that are on the horizon for the IVGV planning area, it is not an exclusive list, but seed efforts that can mobilize an evolution of future projects over time.

7

LONG-TERM RECOMMENDATIONS

WHAT ARE SOME GUIDING PRINCIPLES FOR FUTURE DEVELOPMENT?

HOUSING STABILIZATION & PRESERVATION

- Provide awareness and access to homeowner resources to repair and restore existing homes
- Coordinating resources to private property owners who currently manage multi-family regulated affordable housing to extend their affordability commitments
- Focus on single-family and multi-family renovations of city-owned property at key nodes to effectively utilize limited resources and establish a visible and tangible impact on the neighborhood

MULTI-FAMILY, MIXED-USE & ADAPTIVE REUSE DEVELOPMENT

- Focus on multi-family and mixed used new construction development at key neighborhood nodes to effectively utilize limited resources and establish a visible and tangible impact on the neighborhood
- Identify historic structures that can be transformed to support new opportunities for the community while maintaining its unique architectural heritage
- Transform the existing and underutilized Beltline industrial corridor for innovative business, employment, and housing options
- Identify existing structures that can be preserved and/or

PARKS, OPEN SPACE, & GREEN INFRASTRUCTURE

- Strengthen existing neighborhood and community anchors

- Explore adapting existing vacant and underutilized lots into assets for the communities
- Encourage innovative and multi-dimensional approaches to not only manage stormwater but to provide food, renewable energy, and to support the beautification of the neighborhood
- Expand stewardship and interim uses

HISTORIC & CULTURAL PRESERVATION

- Identify historic structures that can be preserved and/or transformed to honor Detroit history

STREETS & MOBILITY

- Provide greater mobility options for residents while improving street safety, quality, and public realm activity
- Reinforce connections throughout the planning area, as well as to downtown and the riverfront
- Embrace future transit connections that strengthen access to employment centers

RETAIL & SMALL BUSINESS

- Deliver neighborhood-centered services, amenities, and jobs within walkable distances of neighborhoods
- Promote local business expansion as part of a retail district

ZONING & POLICY

- Explore land use policies that preserve and promote vibrant neighborhoods and advance Detroit's evolving and emerging development context

MULTI-FAMILY/ MIXED USED DEVELOPMENT

CONSTRUCTION OF NEW HOUSING & NEW BUSINESS SPACES

The **BUTZEL DEVELOPMENT**, is a project being explored for the NE corner of Townsend Street and Kercheval Avenue. In an effort to re-establish a traditional main street character along Kercheval Avenue, which is currently characterized by open land, vacant commercial properties, and off-street parking lots, this project seeks to reclaim a parking lot currently serving the Butzel Family Recreation Center for infill development to provide housing and ground-level retail.

Note: The parking needs of Butzel Family Recreation Center have been re-designed and re-allocated as part of improvements to Butzel Family Park.

NEXT STEP:

RFP
REQUEST FOR PROPOSAL

2020
YEAR EXPECTED

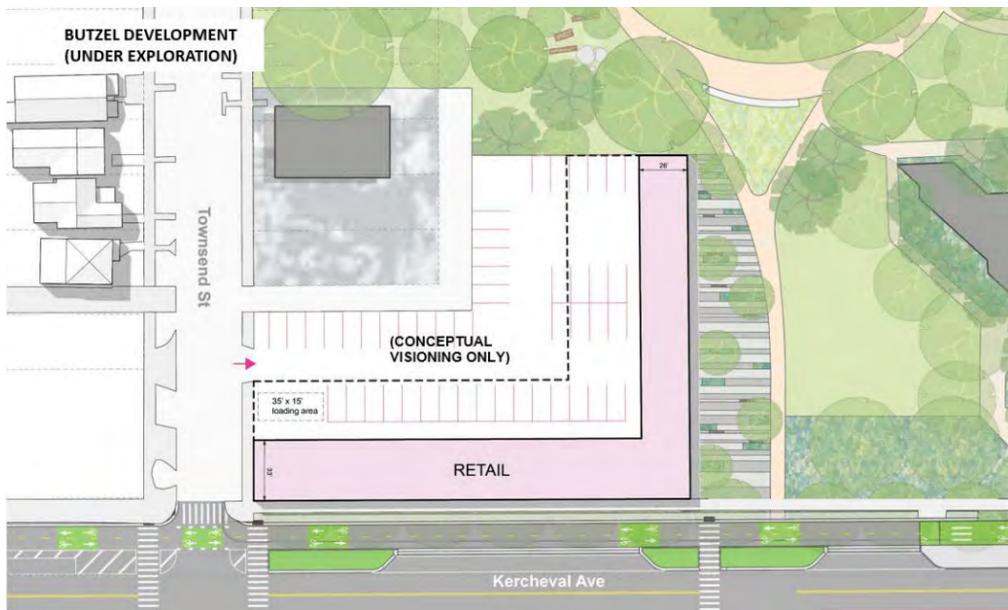
BUTZEL DEVELOPMENT

48

ESTIMATED # OF HOUSING UNITS

&

5,000-10,000 SF GROUND LEVEL RETAIL



Kercheval Avenue and Townsend Street NE corner

MULTI-FAMILY/ MIXED USED DEVELOPMENT

CONSTRUCTION OF NEW HOUSING & NEW BUSINESS SPACES

The **GARVEY DEVELOPMENT**, is a project being explored for the NW corner of Van Dyke Street and Kercheval Avenue. In an effort to re-establish a traditional main street character along Kercheval Avenue, which is currently characterized by open land, vacant commercial properties, and off-street parking lots, a neighborhood’s key intersection, this project seeks to activate a key intersection in the neighborhood for housing and ground-level retail.

NOTE: Parking for the Harambee Center and the Marcus Garvey Academy would be re-designed to accommodate operational needs.

NEXT STEP:

REQUEST FOR PROPOSAL UNDER EXPLORATION

GARVEY DEVELOPMENT

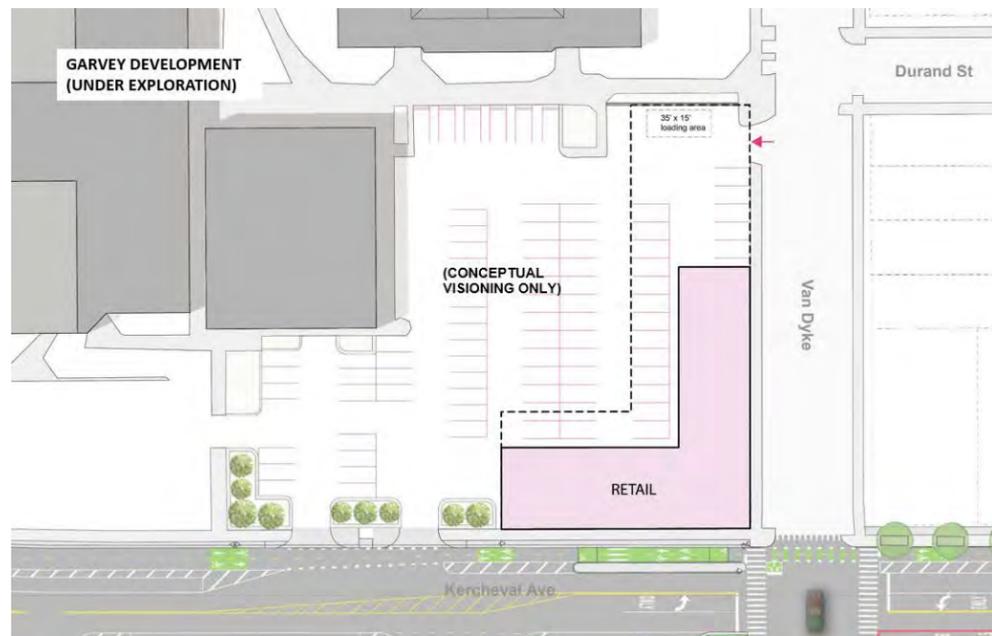
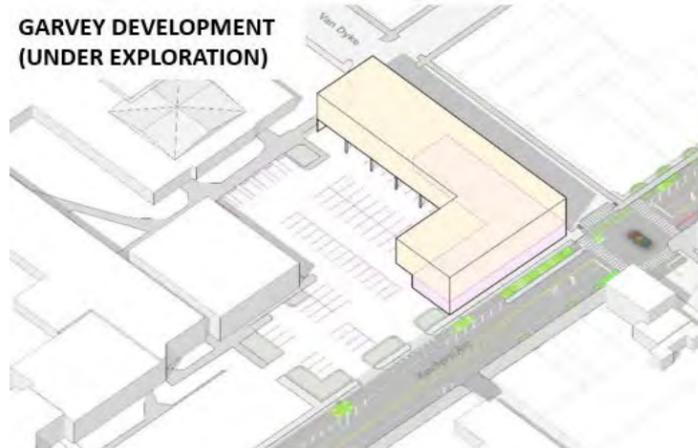
54

ESTIMATED # OF HOUSING UNITS

&

10,000 SF GROUND LEVEL RETAIL

GARVEY DEVELOPMENT (UNDER EXPLORATION)



Kercheval Avenue and Van Dyke Street NW corner



STREETS & MOBILITY

TRAFFIC CALMING

AROUND THE "BUTZEL BLOCK"

is currently in discussion because of the volume of neighborhood improvements occurring in the immediate area. The concentration of activity occurring within this neighborhood block will require greater traffic attention to ensure the safety of residents and visitors. Traffic calming speed tables are currently being discussed for new park entrance on Townsend Street, existing park entrance on E. Vernor Highway, and on Van Dyke Street around and near Marcus Garvey Academy.

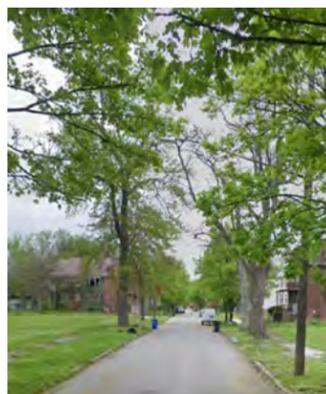
NEXT STEP:

DPW EXPLORING FUNDING

SPEED INTERVENTIONS



LOCATIONS ARE APPROXIMATIONS



TOWNSEND ST.



E. VERNOR HIGHWAY



VAN DYKE ST.



ILLUSTRATION IS FOR CONCEPTUAL VISIONING ONLY

HISTORIC PRESERVATION, ADAPTIVE REUSE, MIXED-USE DEVELOPMENT & JOBS

IMAGINING A REVIVED INDUSTRIAL CORRIDOR

THE BELTLINE CORRIDOR, generally bounded by Mt. Elliott Street, Mack Avenue, Concord Street, and E. Jefferson Avenue presents an opportunity to encourage re-investment in historic and vacant industrial properties with adaptive-reuse mixed-used developments, establish new north-south connections to the Detroit riverfront, and refresh the area with neighborhood destinations to restore vibrancy and reconnect otherwise isolated existing businesses to adjacent residential communities.

The City would like to explore additional long-term planning to better understand what will be necessary for successful redevelopment and recruitment incentives to repopulate the area as a revived employment base and city destination.

NEXT STEP:

A PLANNING STUDY

BELTLINE DISTRICT

1.1M

SQUARE FEET OF
UNDERUTILIZED
INDUSTRIAL SPACE



BELTLINE GREENWAY

PHASE 1 CONSTRUCTION : LAFAYETTE STREET TO RIVER

STREETS & MOBILITY

NEIGHBORHOOD CONNECTIONS TO THE RIVERFRONT



The **BELTLINE GREENWAY** could be one of the next greenways the City constructs, transforming a decommissioned rail line, between Beaufait Street and Bellevue Street, into a safe landscaped corridor connection from the Islandview neighborhood to the Detroit riverfront. The first phase seeks construction from the Detroit River to Lafayette. Future phases would extend the greenway northbound to Kercheval Avenue and connect to the State's existing Iron Belle Trail.

NEXT STEP:

SECURE ADDITIONAL FUNDING



BEFORE



BEFORE



BEFORE



AFTER

PROTOTYPICAL MID-BLOCK CROSSING



AFTER

SOUTHBOUND TO JEFFERSON AVENUE



AFTER

SOUTHBOUND ON UNIROYAL SITE TO RIVER

OPEN SPACE & GREEN INFRASTRUCTURE

DEVELOP VACANT LAND WHERE HOUSING DENSITY & POPULATIONS ARE EMERGING

The Islandview Greater Villages (IVGV) planning area contains a wealth of land in strong and weak market areas. In strong areas where the market is reviving, the City would like to release its property holdings through strategic land/property sales where market suggests opportunities for new construction, rehabilitation, and infill development. Alongside other neighborhood single- and multi-family rehabilitations, the City is encouraging the private sector to pursue investments that align with community objectives and guiding development principles derived from the Islandview Greater Villages Planning Study.



NEXT STEP:

LAND MARKETING

OPEN SPACE & GREEN INFRASTRUCTURE

SUPPORT VACANT LAND FOR LAND-BASED VENTURES, PLACEMAKING & STORMWATER

The Islandview Greater Villages (IVGV) planning area is land-rich and adjacent to numerous community assets including 5 active schools, over 20+ operating churches, and several strong segments of existing and emerging businesses. However, pockets of the planning area may remain undeveloped in the long-term. Additional conversations will explore land-based ventures, stewardship strategies, and partnerships that can support productive placemaking, community gathering, and neighborhood destinations. As development continues, strategies are strongly encouraged to integrate practical and progressive stormwater management design/infrastructure to proactively address conservation and environmental values and any unforeseen natural disasters.

*SCENARIO EXAMPLES ON THE NEXT PAGE

NEXT STEP:

FURTHER PLANNING


PLACEMAKING

SCENARIO EXAMPLES: LEVERAGING COMMUNITY ASSETS

SCHOOLS



FUTURE CONVERSATION:

If there is vacant land available around schools, would it be feasible to use the land to create stronger neighborhood connections, expand educational campuses, and inclusively integrate stormwater management practices as part of the landscape design?

CHURCHES



FUTURE CONVERSATION:

If there is vacant land available around active churches, would it be feasible to consolidate land for community gathering spaces and support stormwater practices, land-based ventures, and renewable energy?

BUSINESS-ZONED LAND

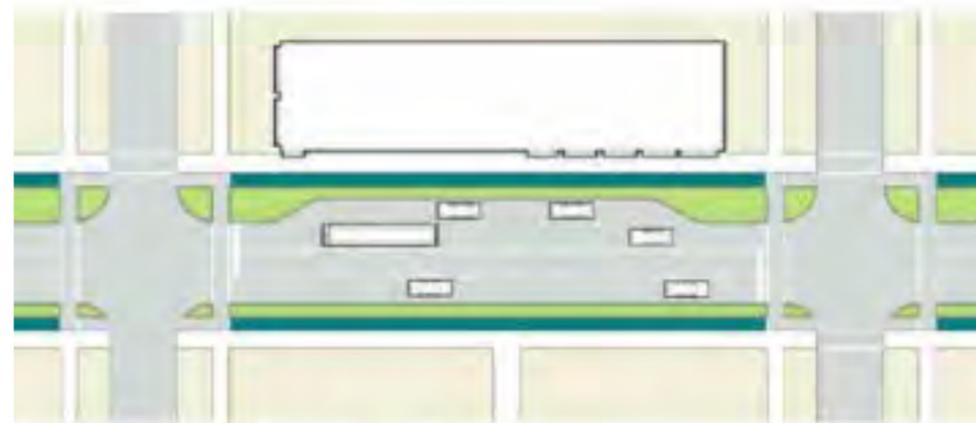


FUTURE CONVERSATION:

If there is vacant land available around existing retail or commercially-zoned parcels, what opportunities are there to use that land to expand and enhance current businesses or create additional business opportunities?

LEVERAGING ANTICIPATED INFRASTRUCTURE IMPROVEMENTS

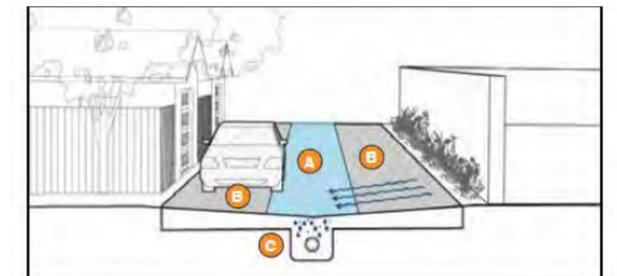
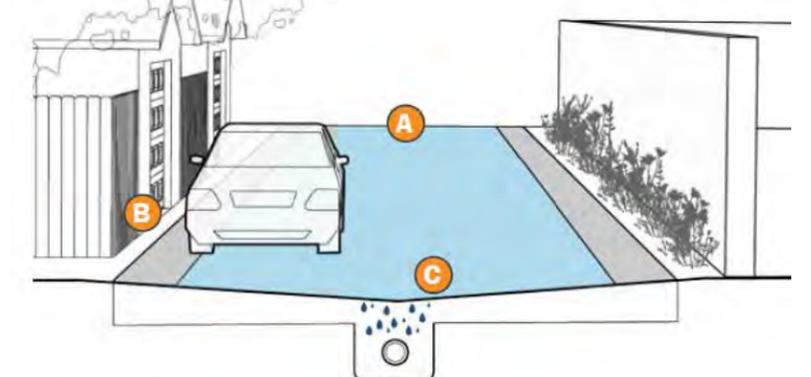
STREETS



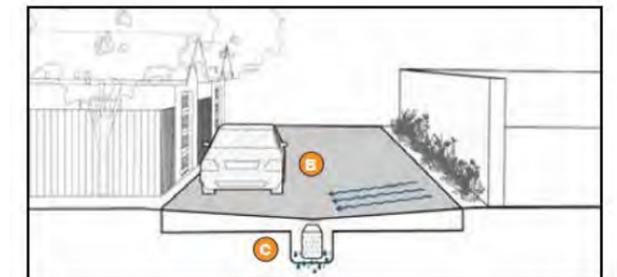
FUTURE CONVERSATION:

Neighborhood Streets & Alleyways: If the width and condition of neighborhood streets and/or alleys are sufficient and there are scheduled public right-of-way improvements, is it possible to explore the integration of stormwater management strategies as part of infrastructural scope of work?

ALLEYS



Green Alley Option 2



Green Alley Option 3

ZONING & POLICY

STAY TUNED FOR ONGOING DISCUSSIONS ABOUT ZONING CHANGES

The Detroit City Planning Commission is leading an effort to modernize the City’s existing Zoning Ordinance, providing an opportunity to refresh and rethink current regulations and practices to better preserve and promote vibrant neighborhoods, retain and attract vibrant businesses, preserve Detroit’s historic character, and advance long-term sustainable practices in Detroit’s evolving and emerging development context.

For more information about Zone Detroit please go to city’s Zone Detroit web page.

CHECK PROGRESS:

WWW.ZONEDETROIT.COM

ZONEDETROIT



Refresh. Rethink. Detroit.

A ZONING UPDATE FOR THE CITY’S RESURGENCE



WHICH AGENCY WOULD CONTINUE DISCUSSIONS?			BSEED	CPC	DDOT	DEGC	DLBA	DON	DPW	DWSD	GSD	HRD	Invest Detroit	MDOT	PDD	PLA
PROJECT NAME	ESTIMATED INVESTMENT	ESTIMATED COMPLETION	IMPLEMENTATION AGENCY													
AFFORDABLE HOUSING PRESERVATION																
Ongoing conversations seeking property managers to	Varies	Ongoing											●			
OPEN SPACE & NEIGHBORHOOD PARKS																
Land marketing where housing development and population density is emerging	Varies	Ongoing				●						●			●	
ZONING & POLICY																
Zone Detroit (Citywide Initiative)	\$700K	2021		●												
MULTI-FAMILY ; MIXED-USE NEW CONSTRUCTION																
48-Unit Butzel Development	\$10.8M	2022-2023										●				
54-Unit Garvey Development	\$12.2M	TBD										●				
HISTORIC PRESERVATION / ADAPTIVE-REUSE / MIXED-USE DEVELOPMENT																
Beltline Industrial Corridor Planning Study	\$500K	TBD				●									●	
STREETS & MOBILITY																
Traffic Calming Interventions	TBD	TBD							●							
Beltline Greenway Construction	\$5 -7M	TBD								●						●

WHICH AGENCY WOULD CONTINUE DISCUSSIONS?

8

APPENDIX

WHAT ADDITIONAL INFORMATION COULD BE HELPFUL?

CONTEXTUAL SUPPLEMENTS

This chapter contains a light set of contextual supplements to topics and/or ideas presented in earlier chapters.

The content in this section is as follows:

1. HERITAGE HIGHLIGHTS OF THE PLANNING AREA
2. NATIONALLY REGISTERED HISTORIC PROPERTIES IN PLANNING AREA
3. PROPERTIES ELIGIBLE FOR THE NATIONAL HISTORIC REGISTER IN PLANNING AREA
4. PROPERTIES LISTED WITH LOCAL HISTORIC DESIGNATIONS IN PLANNING AREA
5. PROPERTIES ELIGIBLE FOR LOCAL HISTORIC DESIGNATIONS IN PLANNING AREA
6. DEVELOPMENT CONSIDERATIONS FOR THE BELTLINE CORRIDOR
7. SNAPSHOT OF RETAIL RESEARCH FOR THE PLANNING AREA

WHAT ARE THE HERITAGE HIGHLIGHTS OF THE PLANNING AREA?

RIBBON FARMS TO NEIGHBORHOOD GRIDS

Ancestors of the Anishinaabe inhabited the Great Lakes and upper Great Plains, including the banks of the Detroit River, for thousands of years prior to the arrival of the first European explorers. In 1701, French explorer Antoine La Mothe Cadillac along with several farmers traders, and artisans selected a high, defensible bank south of Belle Isle and erected a small fortified post to support local fur trade and to prevent British advancement in the Great Lakes. Allied Anishinaabe groups including the Ojibwe (also known as Chippewa) and Potawatomi maintained villages near the French settlement into the 1770s. As the French settlement continued to grow, families were granted claims to develop larger farms beyond the fort with river access, including the future Islandview Greater Villages area. Access to the nearby river ensured that settlers had sufficient water for their crops, ample opportunities to fish, and mobility by boat. In order to ensure direct and equal access to the water, the river frontage was divided into narrow strips of land called “ribbons.” Each farm ranged from 200-1000 feet wide and extended two to three miles perpendicular from the river. As the City of Detroit expanded, farms were subdivided into residential neighborhoods, such as West Village (1890) and Indian Village (1894), along the long and linear claims of the early ribbon farms. The early French settlement patterns shaped the street grids and layout of the neighborhoods that characterize Islandview Greater Villages area today.

CITY BEAUTIFUL MOVEMENT AND THE VILLAGES

The City Beautiful Movement flourished at the end of the 1900’s with the intent of using urban design to address the effects of rapid industrialization, such as overcrowding and unplanned settlements, using new urban patterns that emphasized both beautification and grandeur. Detroit was one of several US cities that subscribed to the belief that beautification could promote harmonious social order and create moral and civic virtue among its residents. Expansion within the city was already overlaying the radial 1806 Woodward Plan and moving beyond the Eastside Historic Cemetery District established in the 1840’s. To offer recreational opportunities to the growing populace, Belle Isle was acquired by the city in 1879 and subsequently designed by master landscape architect Frederick Law Olmsted Sr. At the same time, Grand Boulevard was conceived as a landscaped transportation ring around urban core. In this context of visionary planning, the neighborhoods of Islandview Greater Villages emerged at the periphery of the city. The picturesque thoroughfare of Grand Boulevard attracted widespread investment in upper and middle class residential development such as the platting of West Village in 1890 and Indian Village in 1894. In Indian Village, large landscaped lots and restrictive building covenants secured the cluster of small mansions designed by celebrated architects such as Albert Khan, Louis Kamper and William Stratton. Housing on the Grand Boulevard included both stately as well as grand luxury apartments.



Image: Ribbon Farms in 1810, Plan of Private Claims in the Michigan Territory, Aaron Greeley, Courtesy Burton Historical Collection, Detroit Public Library

While working-class residents preferred living closer to their places of employment, the professional classes were choosing to live further away from work and the boulevard and new villages became prime locations in the 1920's.

BELLE ISLE RUM RUNNING & ISLANDVIEW

The Islandview neighborhood is named for its relation to Belle Isle, directly south of the bridge where East Grand Boulevard meets the Detroit River. Visual and functional connections tie the homes and businesses of the Islandview Greater Villages neighborhood to the winding paths, playgrounds, beaches, woodlands, monuments, and museums of the historic park. Belle Isle is intimately tied to significant patterns of development in the surrounding community. Emulating Parisian pleasure drives, the city's Grand Boulevard was built between 1879 and 1913. The 150 to 200 foot wide, landscaped drive ringed the inner city and created a nearly twelve-mile corridor for elite residential development, making it the longest continuous boulevard in the world when it began. Prior to this achievement, the anticipated expense and effort to acquire the land Grand Boulevard made its proposal so unpopular that it had to be linked to the extraordinarily popular legislation for Belle Isle.

Fine restaurants and bars were located at East Grand Boulevard near the bridge to Belle Isle to cater to park visitors. One of the earliest establishments was the Moesta Saloon, a restaurant known for Californian wines. When prohibition outlawed the consumption of alcohol in 1919, Moesta's served as a hub for a bootlegging syndicate called the Purple Gang. They drew on the clientele of yachting sailors and river workers to smuggle spirits from Windsor, Ontario to Detroit through Belle Isle. While the repeal of prohibition in 1936 ended the illustrious trade of rum running, the Great Depression of the 1930's

impacted land uses and property values and along East Grand Boulevard leading to increases in temporary boarding and institutional uses. The spirit of Moesta's remained for much of the twentieth century at 110 East Grand Boulevard in the form of Pinkey's Boulevard Club. The loss of the original building made way for the popular doughnut shop that today faces Belle Isle.

FRANKLIN-WRIGHT SETTLEMENTS



Franklin-Wright Settlement became focal points for the larger movement by providing a stable location within the community for services such as food, shelter, basic education, block clubs, art, music classes, and daycare. In 1930, Mr. and Mrs. Edsel Ford, son and daughter-in-law of Henry Ford, purchased a new site for the settlement at 3360 Charlevoix Street. It was described as "a haven for youngsters then growing up along Detroit's river banks." The site was carefully chosen after a thorough community survey which



revealed that the area contained 12 schools that provided an education for nearly 11,000 school-aged students. Despite the high concentration of children and youth, there were no Girl or Boy Scout troops, and the area had the second highest rate of juvenile delinquency. The new building on Charlevoix provided a vast array of amenities for local youth including: an auditorium, gymnasium and a library as well as its doors remained open to all members of the community. Today, Franklin-Wright Settlement remains a strong presence in the Islandview Greater Villages community and serves as one of the leading Detroit neighborhood human service organizations.

DETROIT'S BRANCH BANKS IN THE VILLAGES

The new territory's first bank was the short-lived Bank of Detroit which closed in 1809, one year after its auspicious opening. The Bank of Detroit was followed by the Bank of Michigan (1818) and the Bank of Monroe (1827), but it was Detroit's branch banking, inaugurated in the city of Detroit in 1889, that began to play a vital role in the development of Detroit's neighborhoods well beyond the city's downtown's financial center. Expansion of branch bank buildings at visually prominent locations along Detroit's major commercial and industrial corridors, such as Mack and Jefferson Avenue, tracked the growth of the city as it evolved from a small city to the center of the world's automotive industry. Branch Banks helped play an important role in the community beyond providing basic banking services. Banks purchased municipal bonds which permitted the construction of public works, and through their mortgage and loan programs ordinary citizens were able to purchase homes. Bank buildings also played an important symbolic role, since their prominent corner locations and architectural style represented stability and prosperity. By the late 1920s, there were several hundred branch banks within Detroit's city limits. Though all closed during the national banking crisis of

of early 1933, most reopened and thrived as banks into the post-World War II industrial boom. Bank mergers and population decline left many buildings empty or demolished by the 1980s. Over the years, the nine typically well-constructed and prominent former Branch Bank buildings in Islandview Greater Villages neighborhood found new uses as libraries, shops, beauty parlors, and churches.

THE GREAT MIGRATION & HOUSING REFORM IN ISLANDVIEW

During World War 1, the demand for factory labor swelled as foreign immigration reduced to a trickle. Northern industrialists advertised well-paying jobs throughout the south, which inspired the "Great Migration" of predominantly rural, African-American workers who moved to northern cities such as Detroit in search of a better life. The influx of workers was one of the largest mass movements of population in American history, but the city was unprepared for the influx. By the late 1920's, Detroit's population of 313,600 African Americans were strictly confined to an overcrowded area just east of downtown know as "Black Bottom or Paradise Valley." Between 1910 and 1930 the African American population grew nearly tenfold, from just over one percent to nearly ten percent of the City's population; however African Americans were still confined to the three-square mile area west of Islandview. Segregated housing practices, known as restrictive covenants, prohibited African Americans from purchasing homes within the new subdivisions along the outer rings of the city in areas such as Islandview. Housing reform for the African American community began in earnest after the Ossian Sweet trial of 1925 and 1926, which addressed the events surrounding an African American man's decision to purchase and ultimately defend his home at Charlevoix and Garland Streets in an all-white, middle class neighborhood. The event inspired Mayor John Smith to appoint the city's first interracial committee to find jobs and housing for African-Americans. Despite these early efforts, it would still take

several decades of struggle including the 1943 uprising before fair housing practices were in full effect. Then Mayor Edward Jeffries' 1951 Detroit Plan that designated Black Bottom as a slum to be replaced with Interstate 375 had the effect of increasing racial integration in areas like Islandview Greater Villages.



Image: Housing stabilization in West Village, 2010. Courtesy Historic West Village Detroit. West Village Association



14 NATIONAL REGISTERED PROPERTIES

01 Ladder Co. 10, Engine (1892)	08 Station (1857)
02 Sibley Lumber (1917)	09 Kingston Arms Apartments (1924)
03 Sterns Building (1910)	10 St Paul Manor Apartments (1925)
04 Pewabic Pottery (1908)	11 El Tovar Apartments (1928)
05 Kean Apartments (1931)	12 Frederick K. Stearns House (1902)
06 Hibbard Apartments (1924)	13 Alden Park Towers (1922)
07 Amity Lodge (1911)	14 Whittier Hotel (1922)

NATIONAL REGISTERED LISTED PROPERTIES



PROPERTIES ELIGIBLE FOR THE NATIONAL REGISTER

17 ELIGIBLE FOR THE NATIONAL REGISTER	
01 Kabaz Cultural Center (1929)	09 Detroit Public Library Walker Branch (1921)
02 German-American Bank (1913)	10 Helen Apartments (1920)
03 Lutheran Parish Church (Unknown)	11 US Post Office – Jefferson Avenue (1939)
04 Bank of Detroit (1927)	12 Ladder Co. 14 (Unknown)
05 Bank of Detroit (1925)	13 North One Apartments (1920)
06 Wayne County and Home Savings Bank (1922)	14 Peninsular Savings Bank (1921)
07 Central Savings Bank (1920)	15 American State Bank (1912)
08 Fairview Savings Bank (1913)	16 Ladder Co 14 (1900)
	17 Greater Macedonia Baptist Church (1900)





11 LOCALLY REGISTERED PROPERTIES

- | | |
|--|---|
| 01 St. Bonaventure (1910) | 07 Trinity Deliverance Church / Church of the Covenant (1923) |
| 02 Lee Burt House (1870s) | 08 Bethel-New Harmony Church (1904) |
| 03 Apostolic Way Church of God (1948) | 09 St. Charles Borromeo Roman Catholic Parish (1912) |
| 04 Grace Lee and James Boggs House (1920s) | 10 Ossian Sweet House (1919) |
| 05 Moses Field House (1860s) | 11 Brodhead Naval Armory (1930) |
| 06 Chalfonte Apartments (1911) | |

LOCAL DISTRICT DESIGNATIONS

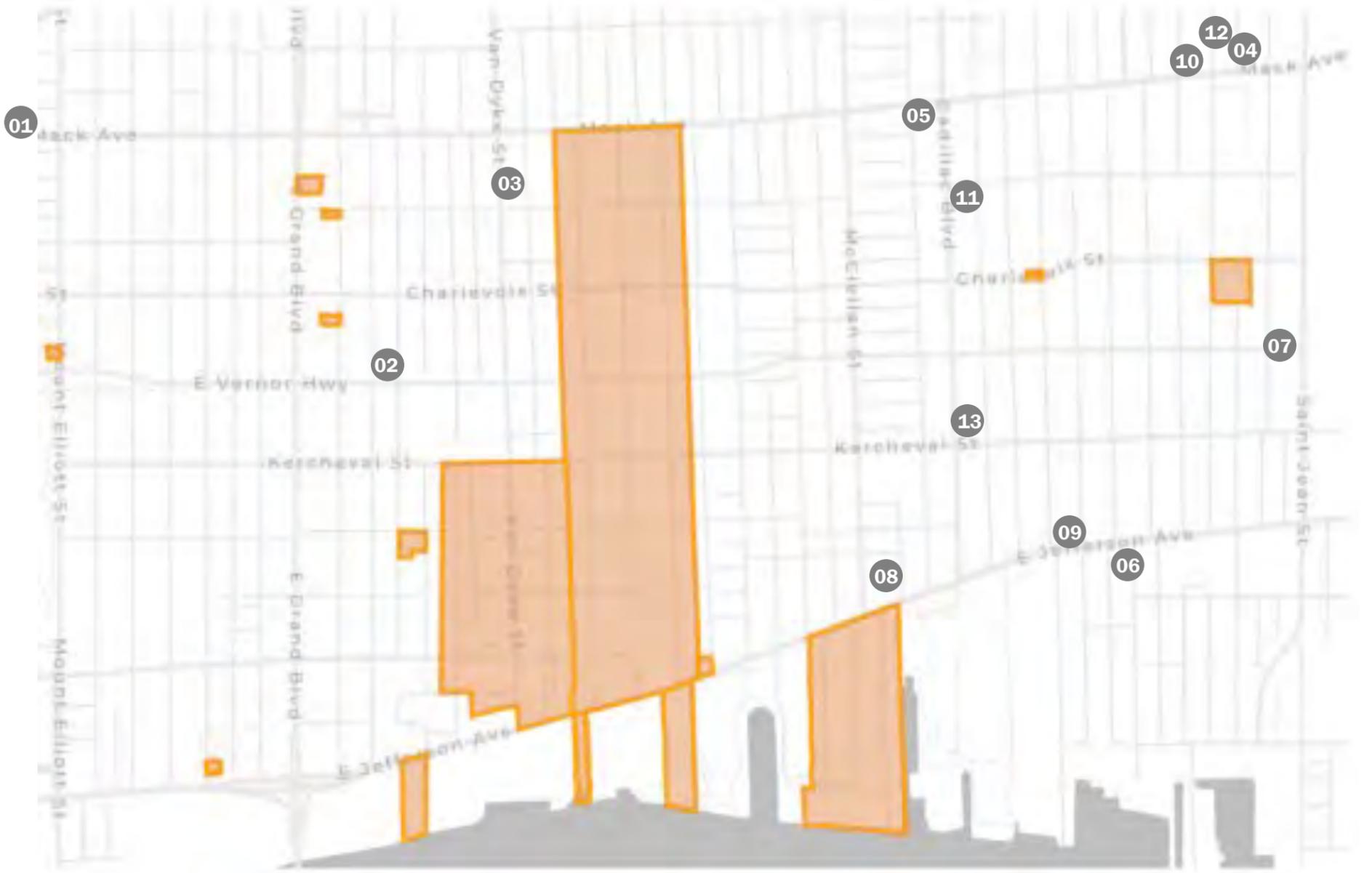




13 ELIGIBLE FOR LOCAL DESIGNATIONS

01 Queen Ann House (1890)	08 Good Shepard Catholic Church (Church of the Annunciation) (1911)
02 Martha Reeves House (1900)	09 Hannan Memorial YMCA (1928)
03 Ron LeFlore House (1900)	10 Christ Cornerstone (1900)
04 St. Bernard Church and School (1900)	11 Greater New St. Paul (UNKN)
05 Evangelical Lutheran Martin Luther Church (1908)	12 Genesis House (1920)
06 Light Baptist Church (1933)	13 Epiphany Community House (1925)
07 Liberty City Church of Christ (1940)	

PROPERTIES ELIGIBLE FOR LOCAL DISTRICT DESIGNATION





WHAT

THE BELTLINE CORRIDOR NEEDS TO STAY COMPETITIVE AS A MIXED-USE DESTINATION & EMPLOYMENT CENTER

The Beltline Corridor is relatively strong in terms of its pipeline of properties and development potential, but weak in terms of space quality, workforce, and amenities. The Beltline Corridor has seen limited development since 2000, however in the last few years, a momentum of development and development interest is growing. The following offers some additional insights as the City continues to explore development opportunities for this corridor.

TYPICAL REQUIREMENTS

STUDY AREA COMPETITIVE POSITION



INFRASTRUCTURE

As producers and movers of goods, industrial tenants demand access to rail and highway infrastructure. Located on the Jefferson Avenue corridor near major highways, the Beltline Corridor’s position is competitive.



QUALITY

The building quality in the Beltline Corridor lags far behind regional competitors with low ceilings and aging infrastructure requiring substantial improvement for use by modern industrial firms.



WORKFORCE

According to area brokers, industrial users often choose to locate near the suburban homes of their workers. The local pool of skilled workers could grow as the Beltline Corridor and adjacent neighborhoods becomes a more attractive and appealing place to live. However, the Beltline Corridor currently lags behind regional standards.



AMENITIES

Industrial users, like users of office space and residents, prefer safe access to amenities such as restaurants, pharmacies, and convenience stores. The long-term vision of the Beltline Corridor will target enhancing these amenities, though they currently lag behind suburban districts.

WHAT RESEARCH TOLD US ABOUT RETAIL FOR THE ISLANDVIEW/GREATER VILLAGES AREA?

TRADE AREA ANALYSIS

For the Islandview / Greater Villages study area nearby competition factors and the layout of the surrounding roads were primary factors when determining the trade area boundaries. The road network, physical barriers (the Detroit River, Conner Creek Industrial, and the railroad tracks), and the location of grocers and other Neighborhood Goods & Service (NG&S) retailers had the greatest impact on the Primary Trade Area boundaries. The Secondary Trade Area and Tertiary Trade Area boundaries were determined through an assessment of drive times, major roads that serve as psychological barriers for potential customers, industrial uses as physical barriers, and dead-end roads that limit connectivity between the commercial corridor and potential customers.

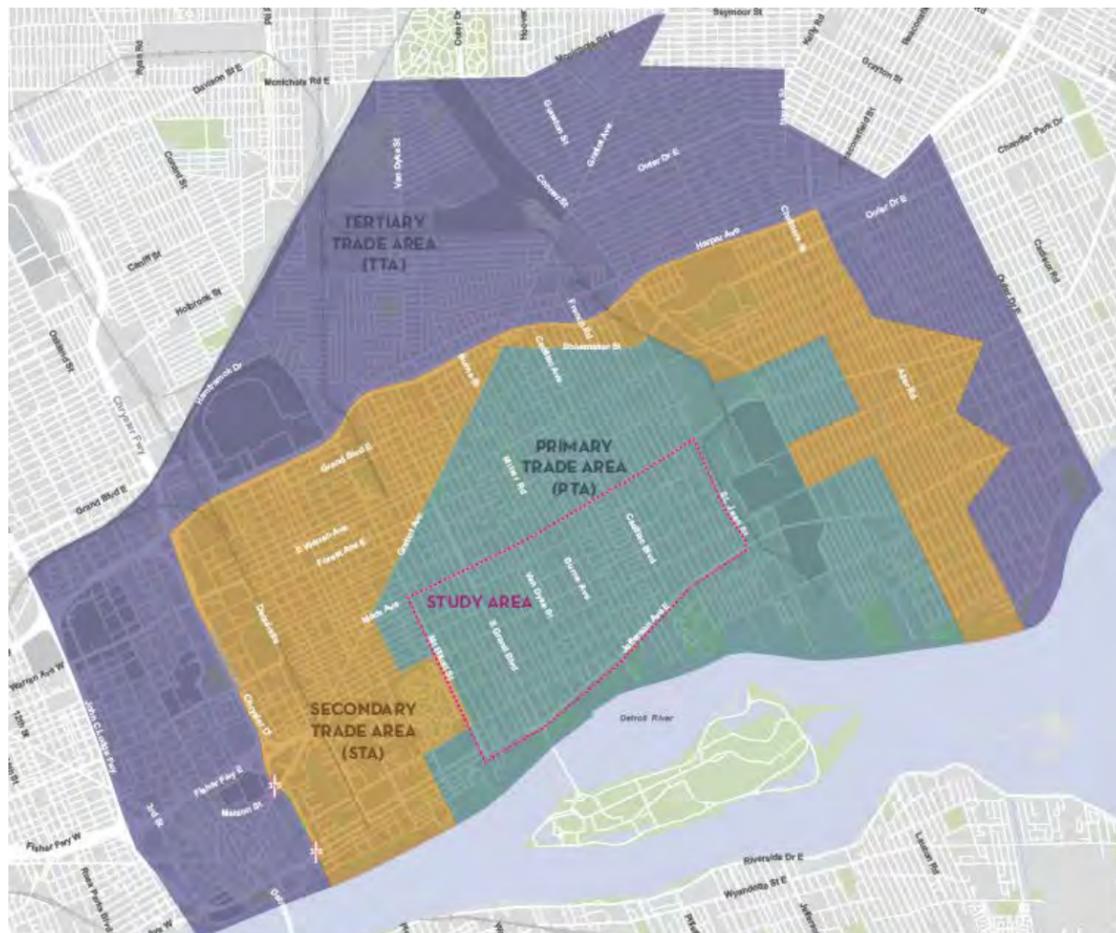


Image Credits (All): Streetsense & Detroit Economic Growth Corporation

SUPPORTABLE SPACE BY CATEGORY

CATEGORY	TOTAL CAPTURED EXPENDITURES	DEMAND
Food At Home	\$30,996,213	126,359
Alcohol at Home	\$1,489,316	4,352
Personal/Household Care Goods and Services	\$42,052,910	141,237
Pet Food & Services	\$1,035,512	5,116
NG&S SUBTOTAL	\$75,573,950	277,063
Full-Service	\$12,221,157	35,023
Fast Food	\$12,428,011	30,666
Alcohol Away from Home	\$1,195,778	2,346
Snacks & Non-Alcoholic Beverages	\$655,371	1,783
F&B SUBTOTAL	\$26,500,317	69,818
Home Furnishings	\$1,799,367	8,718
Apparel	\$4,508,932	17,856
Electronics	\$847,774	1,031
Sports Equipment	\$411,652	1,991
Books, Music & Other	\$484,190	2,810
Pet Supplies	\$217,927	1,077
Automotive Equipment	\$196,881	1,046
GAFO SUBTOTAL	\$8,466,722	34,528
TOTAL GENERATED RETAIL DEMAND:	\$110,540,989	381,409

NEIGHBORHOOD GOODS & SERVICES (NG&S)

The demand for NG&S retailers should be fulfilled with primarily locally owned businesses catering towards the retail needs of the community. Goods such as affordable fresh foods, personal care products, and other home care items are in demand within this study area. Increasing the level of retail, serving these needs, within the study area will increase its livability and attractiveness to current and future residents. New retail that comes into the commercial corridor should be clustered when possible to allow customers to accomplish multiple errands with one trip.

FOOD & BEVERAGE (F&B)

This study area is already well-served for higher-end F&B options. That being said, this area has an opportunity to attract affordable sit-down restaurants that cater to families and visiting populations. Not only are many Detroit neighborhoods underserved in retail, but they often lack gathering spaces. Retailers that provide the community a place to gather should be encouraged and supported, particularly through helping to bridge any awareness gap between the retailer and the community.

GENERAL MERCHANDISE, APPAREL, FURNISHINGS & OTHER (GAFO)

This study area can support approximately 8,000 additional square feet of apparel retail.

For more information:
SEE DEGC NEIGHBORHOOD RETAIL OPPORTUNITY STUDY

