

CREATION OF PLAZA AT COBO CENTER

The Detroit Regional Convention Facility Authority (DRCFA) is undertaking a Capital Improvements Program at Cobo Center. The proposed changes were presented to the City Planning Commission and to City Council in 2011 and were approved by City Council on July 19th, 2011 (except the Animated Displays which were subsequently approved in 2012). The construction is underway, with Phases 1 and 2 being completed and Phase 3 Project C-1 (the adaptive reuse of the Arena as a ballroom/meeting room/food court and the Atrium) scheduled for completion at the end of August 2013. The remaining projects of Phase 3 have various scheduled completion dates in late 2013 and 2014.

Project C-12 includes the reconstruction of the Atwater Garage (north of the Arena and below grade) that was found to be in a dangerous deteriorated state when taken over by DRCFA. The opportunity was taken from the need to reconstruct the garage to consider relocating Civic Center Drive which rises through the garage and impinges on the open space outside the reconstructed Arena. The realignment was found to work best if the southern portion of Jefferson Avenue (south of the Lodge) was slightly lowered and Civic Center Drive connected with it at right angles with a nominal north realignment. Jefferson Avenue would be changed to be two-way traffic between the intersection point and Washington Boulevard. This change significantly improves the circulation for the JAW-Ford Building and for the west side of Hart Plaza.

The proposed road realignment was discussed with the City of Detroit Department of Public Works, the City Engineer and the Traffic Engineering Department. Following the positive outcome of those discussions, an application was submitted to the State of Michigan for Transportation Economic Development Funds to fund the realignment with DRCFA providing the required local matching funds. That grant was approved, the design has been completed, and all technical approvals have been obtained.

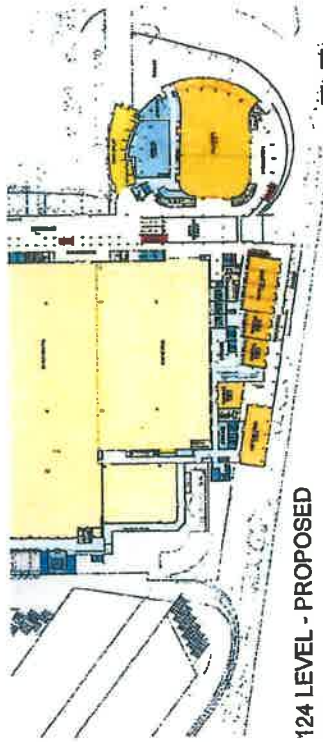
DRCFA filed a petition to Detroit City Council for the necessary right-of-way adjustments necessary because of the above in November 2012.

The removal of Civic Center Drive from the Atwater Garage creates the opportunity for a highly desirable "plaza" space north of the Arena and east of Cobo Center. Such an open space offers multiple opportunities to enhance the activities at Cobo Center including expanding the interior event spaces out to the exterior during suitable weather, expanding the Food Court, dining (being added on the north side of the Arena) to the outside during summer, and expanding the area for events anticipated on the terrace being provided east of the Arena as a part of the originally approved plan.

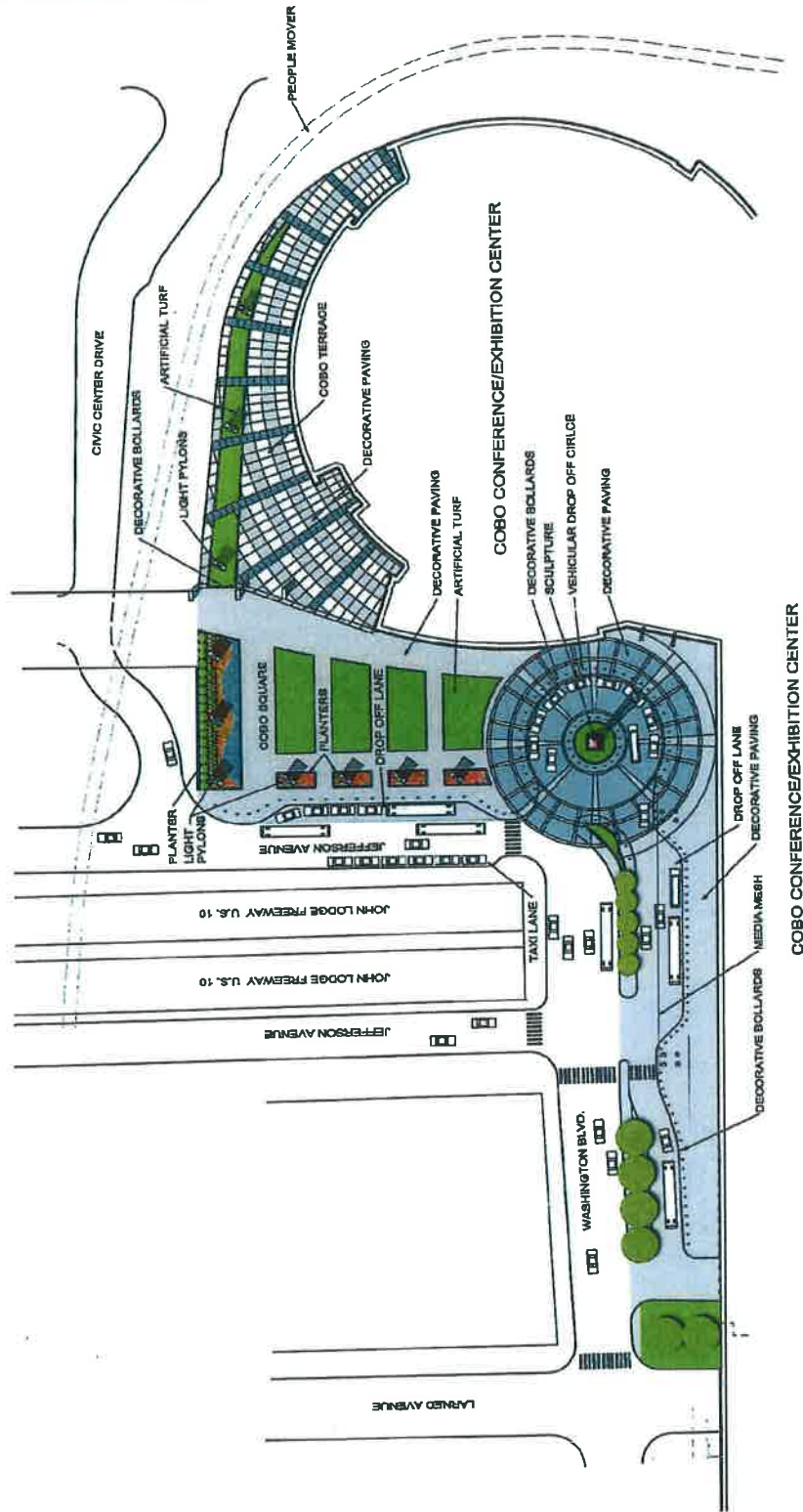
The following changes to the originally approved plan are being submitted for approval:

- Creation of a plaza north of the Arena in space currently occupied by Civic Center Drive and Cobo Center surface VIP parking as shown in the originally approved plan. VIP parking is to be relocated to the reconstructed Atwater Garage.
- Creation of a vehicular drop-off with turn-around outside the new "Portal Entrances" to the new ballroom.
- Modification of the surface of the terrace east of the Arena from all grass to a combination of turf, plantings and hard surface. Extension of this design throughout the new plaza area up to the vehicular drop-off with turn-around.

ORIGINALLY APPROVED PLAN



124 LEVEL - PROPOSED

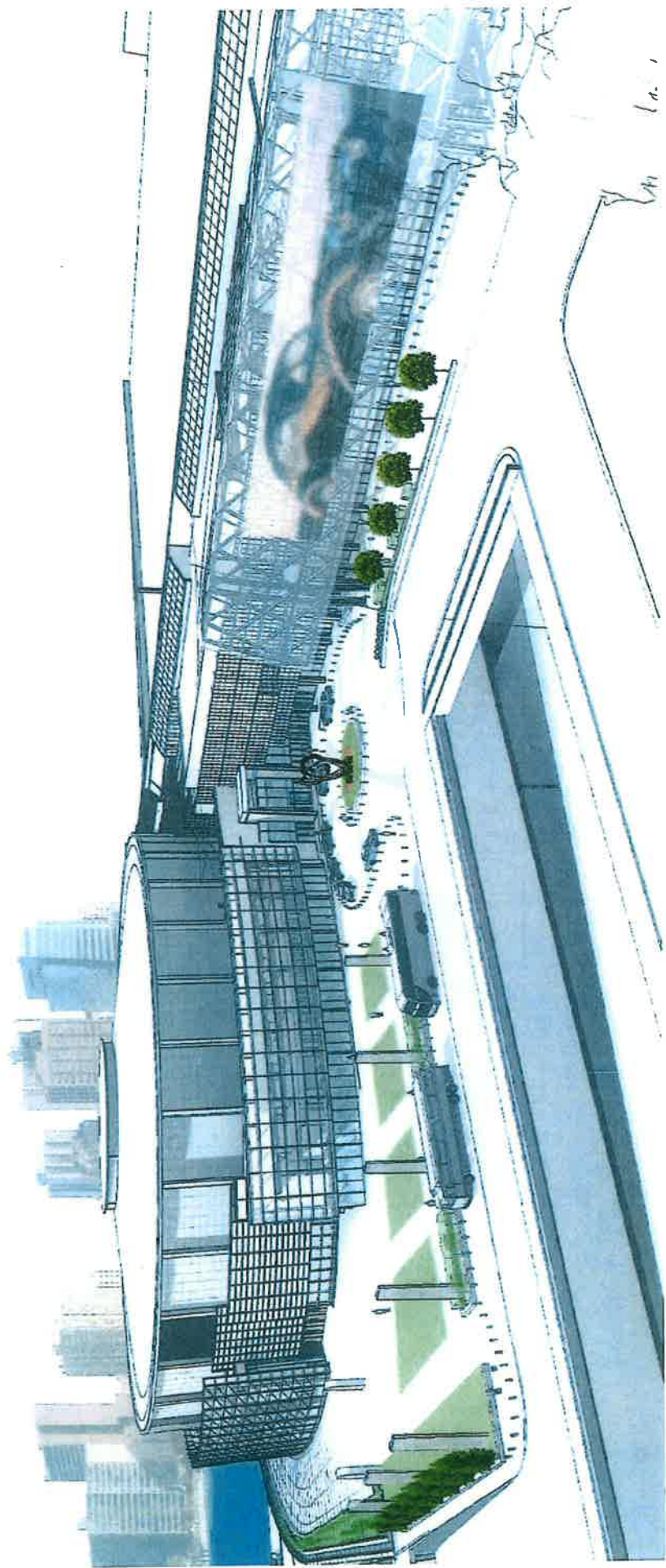


COBO CONFERENCE/EXHIBITION CENTER

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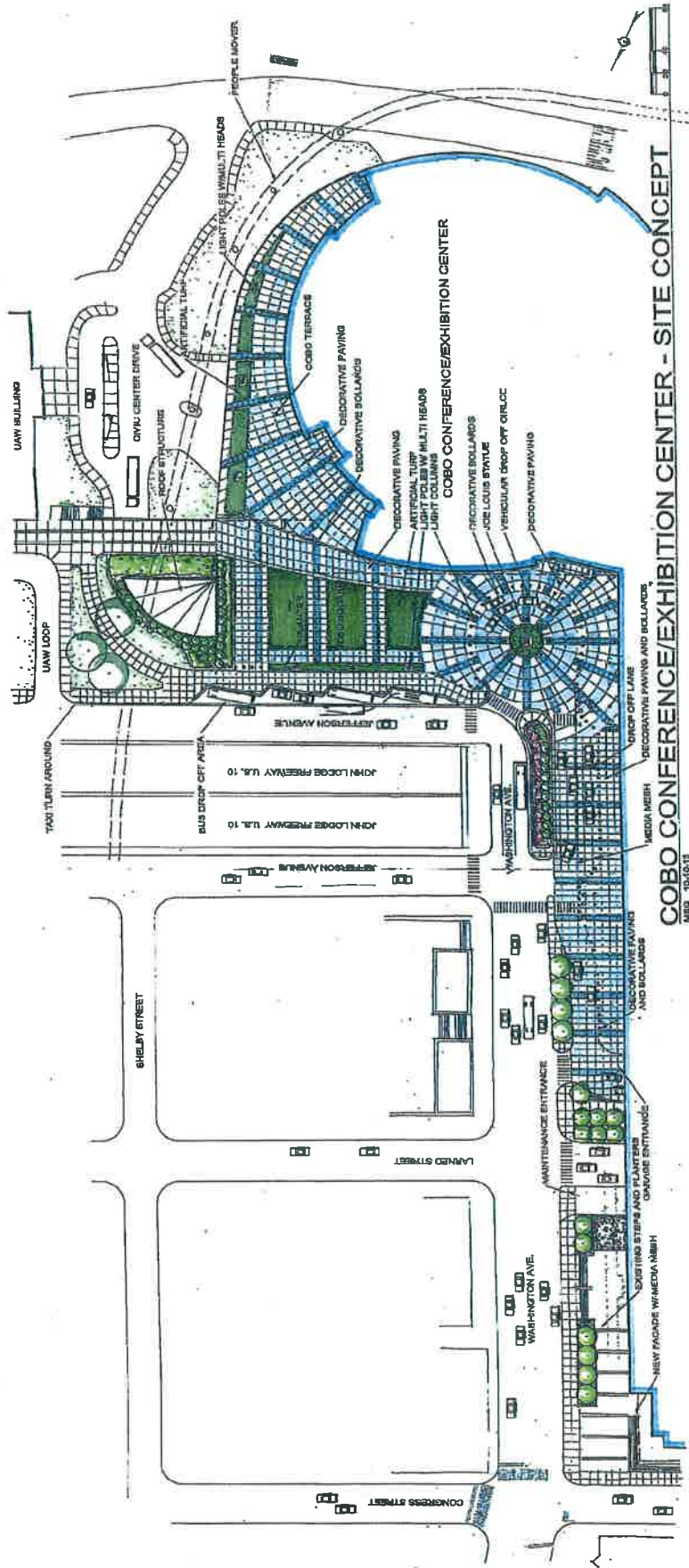
COBO CONFERENCE/EXHIBITION CENTER

Cobo Square



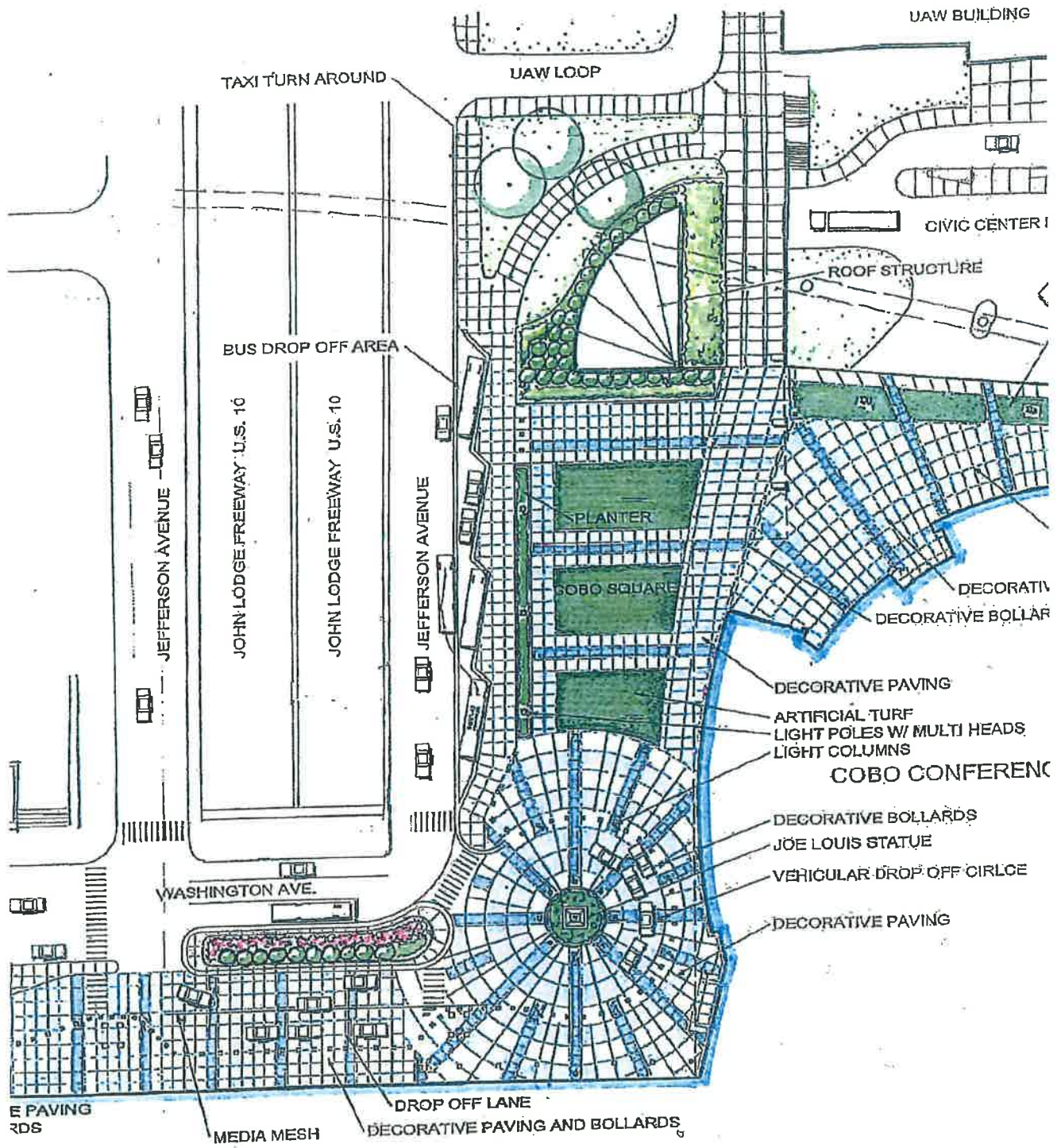
PROPOSED MODIFIED PLAN

Revision 3 12 April 2012



COBO CONFERENCE/EXHIBITION CENTER - SITE CONCEPT

MSD - 10-10-11



COBO SQUARE MODIFICATIONS

The City Planning Commission originally approved the creation of a “Cobo Square” plaza north of Cobo Arena. The public open space will serve as a front door to Cobo Center, as an open space related to the new Food Court being completed in Cobo Arena, as an activity space that could relate to the new animated display being constructed in 2014 as a main canopy on the east side of Cobo Center (directly over the Lodge Freeway as it passes under Cobo Center), as an activity space that may relate to activities on Hart Plaza, and as an activity space contiguous with the east terrace opening off the new Cobo Center Grand Riverview Ballroom.

In the design submitted to the City Planning Commission, Civic Center Drive was shown relocated from its current location being a disruptive ramp directly north of Cobo Arena to a revised location connecting directly due north to Jefferson Avenue Lodge Service Drive. That reconfiguration had been approved in writing by the City of Detroit Department of Public Works, and the Traffic Engineering Department. As a result of that approval the Michigan Department of Transportation had agreed to provide an approximately \$2.5 million grant for the street work. Construction documents were developed and the work was successfully bid. However at the time of commencing construction work the City of Detroit Department of Public Works withdrew its approval.

The Detroit Regional Convention Facility Authority (DRCFA) felt that the Cobo Square Plaza was a vital element in the overall improvements at Cobo Center and in potential user perception of the quality of the Cobo Center environment. Retaining the Civic Center Drive ramp in front of Cobo Arena would destroy that concept, and in turn the image of the renovated Cobo Center. Therefore DRCFA looked at alternatives. The preferably alternative is to create Civic Center Drive as a cul-de-sac. DRCFA agreed to dedicate a corner of the DRCFA property in Atwater Garage to the right-of-way necessary to accomplish a turn suitable for trucks, buses and automobiles. DRCFA also agreed to make the necessary structural changes that include column removal to create the required clear space. Discussions with MDOT have indicated MDOT in principle will consider continuing to fund the street changes as originally agreed and in the amount originally agreed.

From an urban design consideration, DRCFA believes the proposed modification is an improvement. It creates a more pedestrian-friendly link between Hart Plaza and the new Cobo Square by elimination of the necessity to cross a street.

Also since the original approval and responding to comments in the original review (and in the Council resolution), DRCFA has extended the improved surface treatment along Washington Boulevard.

MEMO

To: Marcell Todd, City Planning Commission

From: Tom Habitz, Henry Ford Health System

Date: November 20, 2013

Subject: Request for Immediate Action – Cardinal Health Project Second Phase Re-zoning

I. Economic Development Project Summary

- First development project of Henry Ford Health System effort to recruit suppliers to Detroit.
- Cooperative focus on local procurement along with Wayne State University, Detroit Medical Center.
- 140 jobs new to Detroit, 31 newly created.
- Major, problematic blighted industrial brownfield to be remediated and transformed.
- HFHS assistance to developer in land assembly, economic incentives, community engagement. This project is highly unusual in that HFHS took financial risk (at no benefit to itself) in pre-development activities to make it attractive enough to a private developer.
- Compliant with Master Plan of Policies and Detroit Future City employment center district. Last year, the previously zoned M4 district was **downzoned** to M2 (to prevent higher intensity industrial uses that could pose a residential conflict); adjoining obsolete residential area also re-zoned to M2. Having industry-appropriate land near the rail and freeway corridors in our neighborhood is a luxury and rare opportunity; adding a one-acre portion to the new M2 district is logical and in accordance with the previous actions described above that will facilitate redevelopment.

II. Recap of Zoning Ordinance Application

- Since the outset, the distribution center has been contemplated to be a two-phase project, to be expanded when demanded by business needs. The zoning application is being requested in two parts only because site control was not complete at the time of the original application.
- **This re-zoning request has been in the CPC queue since February of this year.** Completing this action is vital to the success of expanding the facility and adding more jobs. Continued delays, which have not produced an identifiable endpoint, are threatening the future of this development concept among investors.

- No objections have been raised to the proposed use of the property, its rationale, or the rationale for the re-zoning, other than a concern for several ancillary neighborhood issues that have been raised by Mildred Hunt-Robbins.

III. Community Engagement

- This project enjoys widespread community support. At community planning sessions in 2012, identified priorities for the neighborhood (in descending priority order) are: 1. Clean, 2. Safe, 3. Jobs, and 4. City Services. This project has a direct positive impact on all four, and especially the top 3. [See enclosed support letters.]
- Community engagement around this project has been comprehensive and intensive. It began at the earliest possible time, and has been consistent. We have organized the majority of these sessions, and taken advantage of other opportunities at the neighborhood level to ensure a constant communication flow about the project.
 - The land use concept was introduced and discussed in neighborhood master planning sessions (3) that occurred in 2012.
 - Project updates have been given at HFH-organized quarterly meetings since then.
 - Three additional community wide meetings specific to the project were held for dissemination of project information and open questions and answers.
 - Multiple public hearings at the city and county level (multiple times each with City Planning Commission, City Council, Detroit Brownfield Redevelopment Authority, and Wayne County Commission) have provided additional opportunities for dialog and scrutiny.
 - We have attended many block club and community association meetings and raised the project as a topic wherever possible. This includes the monthly meetings of the West Grand Boulevard Collaborative.
 - Over the past year, a team from HFHS and Kirco (and occasionally Cardinal Health) participated in approximately eight intensive two-hour meetings with WGBC3 to discuss a Letter of Agreement around the project. Multiple HFHS vice presidents, the HFH CEO, and the System CEO all took part in this series of meetings.
- HFHS-sponsored community activities in the past year included:
 - Demolishing 21 vacant structures
 - Maintaining approximately 200 vacant lots (including city-owned lots)
 - Organization of a park adoption program of Martin Luther King Jr. Park with several area stakeholders to make major improvements
 - Multiple home board ups, community organizing, and safety activities through Americorps volunteers
 - Additional neighborhood patrols by HFH security
 - Increased amounts of local Detroit purchasing and hiring through anchor initiatives
 - Trumbull streetscape improvement

- And many other community health related initiatives.
- HFHS remains interested in formalizing community-benefitting aspects of this project and other others it is involved with. Wherever it is **commercially feasible**, HFHS is interested in working with development partners who will create context-sensitive projects that will advance community-adopted principles of an authentic, vibrant, and inclusive community. HFHS and the WGBC3 have to date exchanged multiple drafts of Letters of Agreement to serve this purpose. As of this date, the issue is unresolved due to 1) complications around responsibilities of the various parties, and 2) the need to not encumber future projects with an unworkable community engagement framework. HFHS had endeavored to bring its partners on this project to the table in order to make community commitments and they have stepped up; the WGBC3 has counter-proposed an LOA with HFHS only, which while potentially agreeable, requires additional work to create in an executable format. HFHS is not a real estate developer, and therefore cannot bind every aspect of neighborhood projects. We are fully committed, however, to use the leverage associated with land ownership to introduce projects that have quality partners and are sensitively implemented. We are currently evaluating the latest Letter of Agreement submission by the WGBC3 (received Tuesday, November 19) as a fit for these realities.
- Next steps:
 - Regular project update meeting to discuss the project's economic incentives and new information on truck route feasibility is tentatively scheduled for next Tuesday.
 - We are reviewing the recent LOA submission, and will respond timely.