

Alton James  
Chairperson  
Lauren Hood, MCD  
Vice Chair/Secretary

**City of Detroit**  
**CITY PLANNING COMMISSION**  
208 Coleman A. Young Municipal Center  
Detroit, Michigan 48226  
Phone: (313) 224-6225 Fax: (313) 224-4336  
e-mail: cc-cpc@detroitmi.gov

Brenda Goss-Andrews  
Lisa Whitmore Davis  
David Esparza, AIA, LEED  
Gregory Pawlowski  
Frederick E. Russell, Jr.  
Angy Webb

October 19, 2018

**HONORABLE CITY COUNCIL**

**RE:** Request of the petitioner The Roxbury Group, to amend Article XVII, District Map No. 29 of the 1984 Detroit City Code, Chapter 61, Zoning, to show an SD1 (Special Development District—Small- Scale, Mixed-Use) zoning classification where R2 (Two-Family Residential District) and B4 (General Business District) zoning classifications are currently shown on properties abutting to the northeast corner of Kercheval Street and Van Dyke Road generally bounded by Vandyke Road on the west, Durand Street on the north, Parker Street on the east and Kercheval Street on the south. The petitioner proposes to rezone the subject property in order to allow for a four-story retail and residential mixed-use development (**RECOMMEND APPROVAL**).

**NATURE OF PROPOSAL**

Before this Honorable Body is the request of the Roxbury Group, to show an SD1 (Special Development District—Small- Scale, Mixed-Use) zoning classification where R2 (Two-Family Residential District) and B4 (General Business District) zoning classifications are currently shown on properties abutting to the northeast corner of Kercheval Street and Vandyke Road generally bounded by Vandyke Road on the west, Durand Street on the north, Parker Street on the east and Kercheval Street on the south.

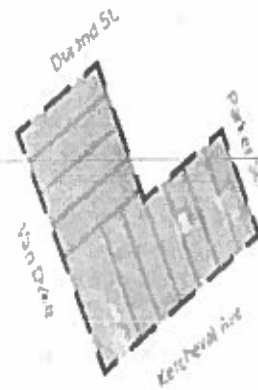
The subject site is located in the West Village area of Detroit and surrounded by mostly residential development, but also institutional and commercial uses nearby.

The petitioner proposes to rezone the subject property in order to allow for a 6,000 square foot, four (4)-story commercial/retail and residential mixed-use development. The development plans for four (4) retail spaces on the ground floor. Additionally, the plan calls for three (3) floors to be residential totaling approximately 92 residential units. Parking would be contained on-site and screened from the right-of-way.



The developer's request to rezone the parcels in question, is being proposed to add housing options and increase the walkable fabric of the Kercheval-Van Dyke Corridor. The desired SD1 (Special Development District—Small- Scale, Mixed-Use) zoning classification, if implemented, would generally allow for zero lot line front setbacks, less restrictive side and rear setbacks, and mixed-uses on the site. There are 11 parcels in total proposed for rezoning which include:

Address	Current Zone	Proposed Zone
8003 Kercheval	B4	SD1
8015 Kercheval	B4	SD1
8021 Kercheval	B4	SD1
8025 Kercheval	B4	SD1
8033 Kercheval	B4	SD1
8035 Kercheval	B4	SD1
8047 Kercheval	B4	SD1
2122 Van Dyke	R2	SD1
2128 Van Dyke	R2	SD1
2132 Van Dyke	R2	SD1
2138 Van Dyke	R2	SD1





Subject site: Kercheval and Van Dyke

***Surrounding Zoning and Land Use***

The zoning classification and land uses surrounding the subject area are as follows:

**North:** is zoned R2; residential homes

**East:** is zoned R2 and B4; residential homes

**South:** is zoned B4; Residential homes, businesses

**West:** is zoned R2; Marcus Garvey Academy; Butzel Community Center

***Master Plan of Policies***

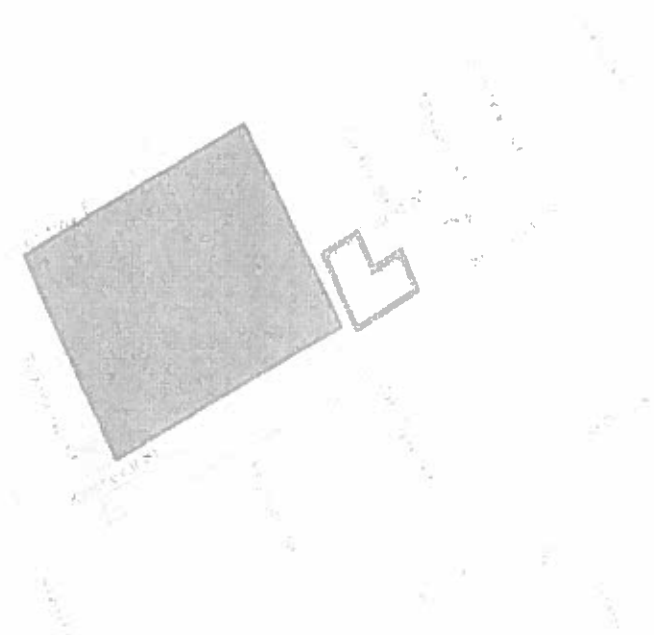
According to the City of Detroit Master Plan of Policies (MP), the subject property is located in the Butzel area of Neighborhood Cluster 3. The future land use in the MP designates the subject parcels on Kercheval as Neighborhood Commercial (CN) and the subject parcels that abut Van Dyke, as Low-Medium Density Residential (RLM).

According to the Master Plan-Zoning Table of the MP, which shows the correlation of MP land use designations to zoning classifications, the most appropriate zoning classifications for the RLM designation are the R2 Two-Family Residential and R3 Low Density Residential District zoning classifications. The table shows that the most appropriate zoning district classifications to be applied to the Neighborhood Commercial (CN) MP designation, are the B1 Residential Business District and B2 Local Business and Residential District classifications (see below).

**Legend**

Current Master Plan Future General Land Use

- Low Density Residential
- Low / Medium Density Residential
- Medium Density Residential
- High Density Residential
- Major Commercial
- Retail Center
- Neighborhood Commercial
- Thoroughfare Commercial
- Special Commercial
- General Industrial
- Light Industrial
- Distribution / Port Industrial
- Mixed Residential / Commercial



**Zoning Districts**

- Single-Family Residential District (R1)
- Two-Family Residential District (R2)
- Low Density Residential District (R3)
- Thoroughfare Residential District (R4)
- Medium Density Residential District (R5)
- High Density Residential District (R6)
- Restricted Business District (B1)
- Local Business and Residential District (B2)
- Shopping District (B3)
- General Business District (B4)
- Major Business District (B5)
- General Services District (B6)

Subject properties are shown in red outline. On the left are the master plan designations and on the right are zoning districts

The Planning and Development Department has submitted a master plan determination letter (see attachment) in support for the proposed rezoning. PDD anticipates a proposal in the coming months to rezone a larger area of the corridor in order to accommodate mixed-use development. The desire to rezone this corridor stems from PDD’s Islandview-Greater Villages planning study.

According to PDD, the desired rezoning of the corridor is an outcome of what the study produced, coupled with community engagement during the study period. The Roxbury Group mixed-use project being proposed here, fits within the scope of the larger zoning scheme that PDD will be advocating for. The City Planning Commission will be reviewing this larger rezoning request when it comes in the future.

**COMMUNITY INPUT**

The Roxbury group representatives provided a list of groups and individuals that they originally reached out to for engagement regarding this project. Those entities include the following:

- West Village Neighborhood Association
- Village CDC
- Church of the Messiah
- Genesis of the Messiah
- MACC Development
- West Village Business Association

East Village Neighborhood Association  
Indian Village Neighborhood Association  
North Village Neighborhood Association  
Field Street Block Club; and  
several other residents and organizations.

### **PUBLIC HEARING AND CPC MEETING RESULTS**

During the CPC public hearing for this matter, PDD, the Housing and Revitalization Department, and the Mayor's Office were in attendance and presented to the Commission.

During the public hearing approximately 17 people spoke during public comment. There were approximately ten (10) community members that spoke in opposition or with strong concern regarding the project and five (5) that spoke in support. Another two (2) spoke with concerns.

Of those community members that spoke regarding the project, some of the concerns that arose from the conversation were concerning (but not limited to):

**Housing affordability-** Some had questions or concerns as to whether the proposed rezoning would lead to gentrification in the neighborhood. Some of those concerns also related to the anticipated rents of the development and whether or not it would be affordable for the average resident that currently lives in the surrounding neighborhood.

**Parking-** Some questions or concerns were expressed regarding whether the proposed development plans to provide enough parking on-site for the residential and retail commercial components of the development. Concerns were expressed regarding the possibility of traffic generated by the West Village project spilling into the surrounding residential streets.

**Traffic congestion-** Concerns were raised about the amount of traffic that currently exists on Kercheval and Van Dyke.

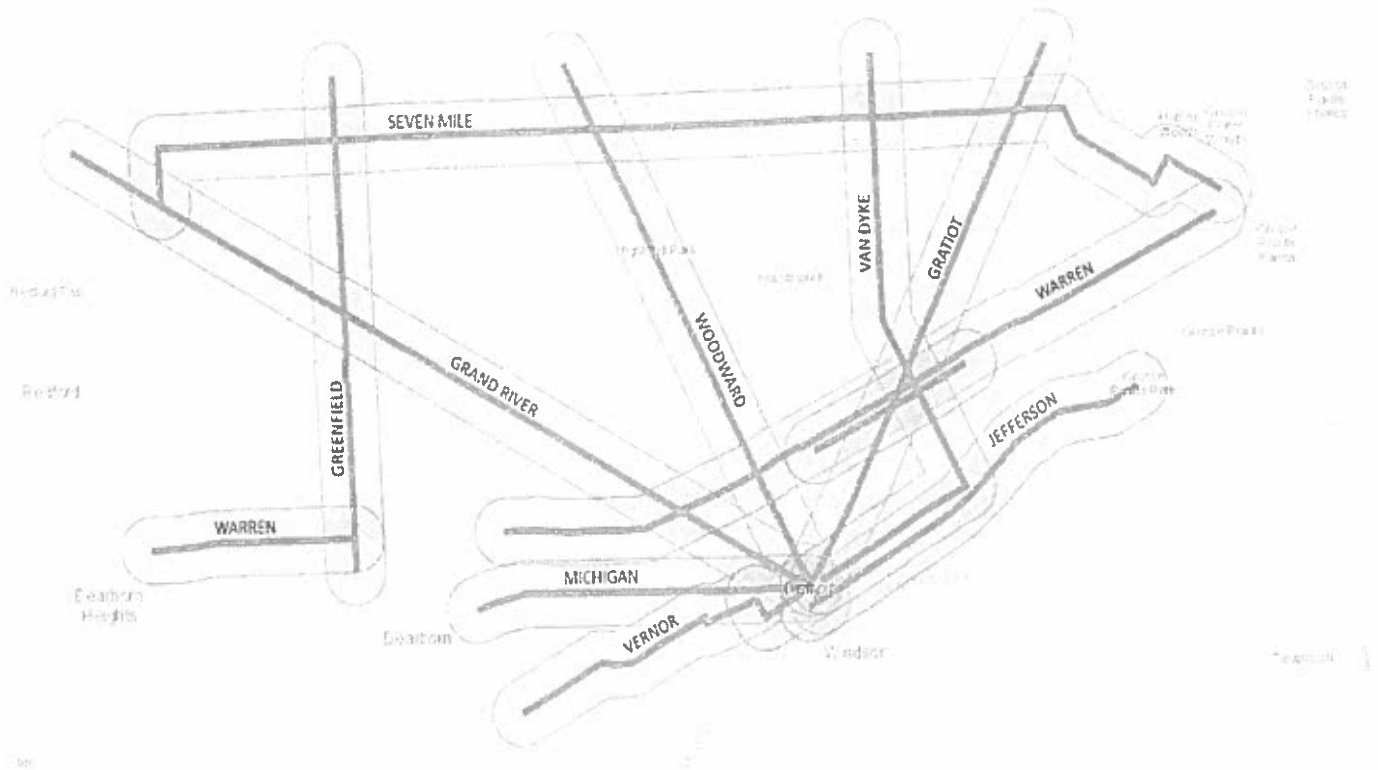
After the public hearing, staff has also received letters of support and opposition/concern from the community members (please see attachments).

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Additionally, at the second CPC meeting, although the matter was not brought back as a public hearing, because of the high public attendance, the CPC chair allowed the community members to speak on this matter once more. Approximately eight (8) people spoke in support, five (5) in opposition and four (4) with concerns that they wanted to see addressed. Most of those issues were in relation to those concerns previously mentioned at the September 6, 2018 public hearing.

Lastly, CPC staff held an additional meeting after the Commission voted on October 4<sup>th</sup> to approve the subject petition. The meeting took place on October 10, 2018 and was held specifically to hear from the community residents and gather further feedback on the issues that were vital to them in relation to the subject rezoning request and also the larger future rezoning proposal. We anticipate that this will serve as one of a series of engagement meetings to come, in regard to zoning in the area. The results of that meeting and the comments that were expressed can be found in the document attached. Staff will also expound on this matter.

## ANALYSIS General Impacts



### HIGH-FREQUENCY TRANSIT CORRIDORS w/0.5 mile buffer

#### **Parking**

Typically zoning districts require a minimum ratio of 1.25 spaces per dwelling unit, however, in the SD1 zoning classification, that requirement is lowered to a ratio of 1 space per dwelling unit. Additionally, the zoning ordinance, Sec. 61-14-24 allows an additional relief for parking for multiple-family dwelling units, where located within .50 miles of a high frequency transit corridor. The additional relief lowers the parking requirement to .75 per dwelling unit for this development. Lastly, the SD1 district also gives provisions for a district approach to parking, allowing accessory parking to locate up to 1,320 feet away from a principle use if the parking plan is recognized by the Planning and Development Department.

In the case of the West Village proposal, the developer is proposing 92 units total. The total required number of parking spaces that are required for them to provide is <sup>1</sup>69 parking spaces. The development is allowed the reduction due to it being located along a <sup>2</sup>high-frequency transit

<sup>1</sup> Under the current B-1 (General Business District) zoning classification provisions, the Zoning Ordinance requires 115 parking spaces.

<sup>2</sup> One of the ten (10) defined high-frequency transit corridors is described as, Corridor No. 5, consisting of: Van Dyke, between Eight Mile and Lafayette; and Lafayette, between Van Dyke and Randolph.

Corridor, as defined in Sec. 61-16-102 of the Zoning Ordinance. The development is currently proposing over 90 spaces putting them well above the required minimum number of spaces to meet code.

### **Land Use, Intensity and Dimensional Changes**

***B4 (General Business District) provisions*** (Allows for 164 By-right or conditional uses)

#### **Height**

The maximum height for each principal use in the B4 District shall not exceed thirty-five (35) feet; Where a lot fronts a major or secondary thoroughfare, and where the outermost point of the proposed building on said zoning lot is forty (40) feet or more from the nearest point of the lot line of all R1, R2, and R3 Districts, the maximum height may be increased, as a matter of right, one (1) foot for each one (1) foot of street width greater than eighty (80) feet.

#### **Uses**

*Residential uses:*

Lofts, inside the Central Business District

Multiple-family dwelling where located in a Traditional Main Street Overlay Area and where combined with certain uses

Religious residential facilities

Residential uses, where combined in structures with permitted commercial uses and located in a Traditional Main Street Overlay Area

***SD1 Special Development District—Small Scale, Mixed Use provisions*** (allows for 88 by-right or conditional uses)

*By-right mixed-use residential uses:* Allows by-right residential/commercial mixed-uses such as (1) Lofts (2) Multiple-family dwellings where combined in structures with permitted first-floor commercial use (3) Religious residential facilities in conjunction with religious institutions in the immediate vicinity (4) Residential use combined in structures with permitted (first floor) commercial use.

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***Setbacks*** A minimum front setback is not required. The maximum front setback allowed shall be the average of the front setback of the buildings located on the adjacent lots on each side of the subject building or twenty (20) feet.

***Maximum height:*** thirty-five (35) feet for non-mixed-use, fifty (50) feet for mixed-use. Where a lot fronts on a right-of-way which is more than fifty (50) feet wide and where the outermost point of the proposed mixed-use building is at least forty (40) feet from all R1, R2, and R3 Districts, the maximum height may be increased one (1) foot for each one (1) foot of right-of-way width greater than fifty (50) feet. The building shall not exceed sixty (60) feet in height

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*Drive-up and Drive through's banned:* Carry-out or fast-food restaurants with drive-up or drive-through facilities are prohibited on land zoned B2, PCA, SD1, or SD2.

*Parking Waiver for retail, service and commercial :* On properties zoned SD1 or SD2, the <sup>3</sup>Planning and Development Department may grant a waiver of the off-street parking requirements, for the first three thousand (3,000) square feet of pedestrian-oriented retail, service, or commercial uses. In the case where one building or development contains multiple retail, service, or commercial uses, the total number of spaces that may be waived for a building or development using this waiver shall not exceed forty five (45) spaces.

*Parking prohibition:* Parking shall be prohibited between the street and front façade of the building.

*Brewpub or microbrewery By-right under 3,000 sq. ft.:* or small distillery or small winery may be permitted on a by-right basis where such establishments do not exceed 3,000 square feet and are not located adjacent to or across an alley from a lot containing a single- or two-family dwelling that is located on a street other than a major thoroughfare

*Bars 3,000 feet and under, By-right:* establishments for the sale of beer or intoxicating liquor for consumption on the premises shall be permitted on a by-right basis where such establishments do not exceed 3,000 square feet and are not located adjacent to or across an alley from a lot containing a single- or two-family dwelling that is located on a street other than a major thoroughfare

#### ***Summary of Proposed Rezoning Impacts***

- Changes to By-right, Conditional, and Prohibited Uses (approximately 76 more additional uses are allowed in B4, many of them auto-oriented traffic generating uses)
- Maximum height possibility is lowered to 60 feet, not to exceed five (5) stories if building is mixed-use fronting right-of-ways that are greater than 50 feet in width.
- An elimination of front setbacks will allow buildings to be placed at the lot line, increasing lot coverage, density and engaging pedestrians with retail offerings. Also capping depth of setbacks since they are optional.
- Off-street parking is eliminated in front setback (essentially eliminating parking lots in front of buildings and creating a more walkable environment that aesthetically looks better and fills voids, taking away dead space and adding to the visual features by the architecture that will fill that space.)
- Side setbacks are not required where adjacent to any zoning classification except R1- R4. This creates opportunity for contiguous street walls made by buildings, defined street

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<sup>3</sup> The Planning and Development Department shall have authority to consider such waiver, ensuring that the waiver will not be injurious to the adjacent or surrounding areas by creating or increasing traffic congestion or by disrupting traffic circulation.



edges, aesthetically pleasing streetscapes, and good pedestrian experience and more investment in an area.

- Elimination of Spacing Requirements for regulated uses

#### APPROVAL CRITERIA

Section 61-3-80 of the Zoning Ordinance lists approval criteria that must be considered for an amendment of a zoning map. Below, please find results of staffs review:

- (1) Whether the proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

*The proposed map amendment will allow the subject site to respond to changing conditions allowing for pedestrian oriented uses. It will also allow for residential development to happen jointly with retail service and commercial. There is strong evidence that the corridor once existed as a mixed-use corridor, and returning to such will not stray from past conditions. Neighborhoods across municipalities are converting back to more walkable conditions that once existed prior to demand for auto related uses.*

- (2) Whether the proposed amendment is consistent with the Master Plan and the stated purposes of this Zoning Ordinance;

*The proposed map amendment has been supported by the Planning and Development Department via letter and determined to be consistent with their future Master Planning efforts.*

- (3) Whether the proposed amendment will protect the health, safety, and general welfare of the public;

*CPC staff does not anticipate that this development will have a deleterious impact on the health safety or welfare of the community but will add to vibrancy, increase affordable housing options, place more people on the streets increasing safety, and add to retail options for ~~would-be~~ tenants of the community as well as patrons.*

- (5) Whether the City and other service providers will be able to provide adequate public facilities and services to the subject property, while maintaining adequate levels of service to existing development;

*This project has undergone an intensive Pre-plan review by the Buildings Safety Engineering Environmental Department and all City agencies. CPC staff attended that meeting and understands that there are no major outstanding issues with this development based on that review.*

- (6) Whether the proposed rezoning will have significant adverse impacts on the natural environment, including air, water, soil, wildlife, and vegetation and with respect to anticipated changes in noise and regarding storm water management;

*CPC staff does not expect this proposal to have any negative impacts on the environment as it will meet City Code in order to receive necessary permits.*

(4) Whether the proposed amendment will have significant adverse impacts on other property that is in the vicinity of the subject tract;

*Since the proposed development is on the corner of two secondary thoroughfares, staff does not expect any adverse impacts to surrounding property. The developer owns contiguous parcels. The administration will also be conducting a impact study that is set to complete this time next year which should also mitigate any unforeseen negative impacts.*

(5) The suitability of the subject property for the existing zoning classification and proposed zoning classification; and

*The proposal could be established in the current B4 zoning district to some degree, however, certain elements of the proposal would not be allowed or would have a harder pathway to approval.*

(8) Whether the proposed rezoning will create an illegal "spot zone."

*Staff does not consider this proposal to create an illegal spot zone given that it is on zoned land on the corner of two intersecting streets, as opposed to a mid-block condition. The subject land also incorporates 11 contiguous parcels that would all be rezoned. This in addition to the proposed future master plan amendment and rezoning of other parcels along the corridor would alleviate any concern of an illegal spot zone situation.*

## CONCLUSION

The subject proposal can in part be considered a downzoning as the B4 portion of the project will eliminate a number of intensive and auto-oriented uses that are currently allowable. The residential parcels would however, be up-zoned in this proposal, to allow for higher density housing. However, the project would allow for a mixed-use development that will support daily neighborhood activity. In comparison to what is currently potentially allowed in the B4 zoned parcels, this project would seem to meet the elements necessary for a pedestrian friendly project, eliminating the possibility of intensive auto oriented uses, drive-ways, etc.

As it relates the larger rezoning proposal, CPC staff has committed to continue the conversations with the community as to what a future zoning scheme might entail, along with PDD and HRD. PDD and HRD are the entities that have proposed the larger rezoning initiative that many residents have raised in relation to the current request. CPC plans to do more in depth discussions to further educate community on what the proposed zoning changes include. Staff expects to further understand what the community hopes to realize in the area and how zoning may support that. PDD's study area has already garnered much feedback, however, cpc will also further assess opportunities.

Stemming from the CPC public meetings that were held, a number of outputs were generated. One of the major items that has been committed to, is that the Administration via Arthur Jemison of the Mayor's Office and PDD has committed to conduct an impact study that will encompass streetscape and infrastructure design, traffic analysis, parking analysis and other related issues to ensure that the infrastructure will be able to absorb the subject development and others that may be in the pipeline.

The Administration has also committed to execute on all of the items that the City Planning Commission voted to recommend at the October 4, 2018 meeting. CPC staff will continue to follow this effort, participate where appropriate, but also lead further discussions.

**RECOMMENDATION**

On October 4, 2018, the City Planning Commission voted to approve the requested rezoning. The Commission also recommended the following:

1. Review of area schools arrival and dismissal policy and times; appropriate agencies make corrections of deficiencies directly pertaining to policies.
2. Transportation plan for area should be made known to the community.
3. Parking plan for area should be made known to community.
4. Enforce existing traffic laws relative to that area; specifically during arrival and dismissal of schools in area.
5. Intentional community engagement be undertaken with the Planning and Development Department, developer and community; offering small meetings with groups and individuals or projects; open to the public.
6. Commit to forming or creating a group of community stakeholders who are continually engaged in the community and with developers through an on-going dialogue.

Respectfully submitted,

ALTON JAMES, CHARIPERSON



Marcell R. Todd, Jr., Director  
Kimani Jeffrey, City Planner

Attachments:

Ordinance

Plans

Community Letter

Cc: Maurice Cox, Director, PDD  
David Bell, Director, BSEED  
Lawrence T. Garcia, Corp. Counsel  
Donald Rencher, HRD

## SUMMARY

An ordinance to amend Chapter 61 of the 1984 Detroit City Code, '*Zoning*,' commonly known as the Detroit Zoning Ordinance, by amending Article XVII, Zoning District Map No. 29 to show an SD1 (Special Development District- Small- Scale, Mixed-Use) zoning classification where R2 (Two-Family Residential District) and B4 (General Business District) zoning classifications are currently shown on properties abutting to the northeast corner of Kercheval Street and Van Dyke Road, generally bounded by Van Dyke Road on the west, Durand Street on the north, Parker Street on the east and Kercheval Street on the south.

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1 BY COUNCIL MEMBER \_\_\_\_\_ :

2 AN ORDINANCE to amend Chapter 61 of the 1984 Detroit City Code, 'Zoning,'  
3 commonly known as the Detroit Zoning Ordinance, by amending Article XVII, Zoning District  
4 Map No. 29 to show an SD1 (Special Development District -- Small- Scale, Mixed-Use) zoning  
5 classification where R2 (Two-Family Residential District) and B4 (General Business District)  
6 zoning classifications are currently shown on properties abutting to the northeast corner of  
7 Kercheval Street and Van Dyke Road, generally bounded by Van Dyke Road on the west, Durand  
8 Street on the north, Parker Street on the east and Kercheval Street on the south.

9

10 IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT

11 THAT:

12 Section 1. Chapter 61, Article XVII of the 1984 Detroit City Code, 'Zoning,' commonly  
13 known as the Detroit Zoning Ordinance, is amended as follows:

14 District Map No. 29 is amended to show an SD1 (Special Development District -- Small-  
15 Scale. Mixed-Use) zoning classification on land described as:

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16 LAND IN THE CITY OF DETROIT, WAYNE COUNTY, MICHIGAN, DESCRIBED  
17 AS LOTS 5 THROUGH 8 OF DUPUIS, BLAY AND KENTLE SUBDIVISION AS  
18 RECORDED IN LIBER 15 OF PLATS, PAGE 49. WAYNE COUNTY RECORDS  
19 ALSO ALL THAT PART OF OUTLOT 65 OF THE SUBDIVISION OF VAN DYKE  
20 FARM BORDERED BY KERCHEVAL AVENUE ON THE SOUTH, VAN DYKE  
21 AVENUE ON THE WEST, THE SOUTH LINE OF SAID LOT 8 OF DUPUIS, BLAY  
22 AND KENTLE SUBDIVISION ON THE NORTH. ALSO THE SOUTH LINE OF A  
23 PUBLIC ALLEY ON THE NORTH AND PARKER AVENUE ON THE EAST. ALL

1 BEING FURTHER DESCRIBED AS:

2 BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF KERCHEVAL  
3 AVENUE, 80 FEET WIDE, WITH THE EAST LINE OF VAN DYKE AVENUE, 66  
4 FEET WIDE, THENCE N.28°55'53"W, 225.91 FEET ALONG THE EAST LINE OF  
5 SAID VAN DYKE AVENUE; THENCE N. 61°04'07" E, 120.56 FEET ALONG THE  
6 SOUTH LINE OF DURAND ST, 50 FEET WIDE; THENCE S.28°55'53"E,127.21  
7 FEET ALONG THE WEST LINE OF A PUBLIC ALLEY, 20 FEET WIDE; THENCE  
8 N.61°04'07"E, 117.44 FEET ALONG THE SOUTH LINE OF A PUBLIC ALLEY, 18  
9 FEET WIDE; THENCE S.28°55'53"E, 98.29 FEET ALONG THE WEST LINE OF  
10 PARKER AVENUE, 60 FEET WIDE; THENCE S.60°58'11"W, 238.00 FEET ALONG  
11 THE NORTH LINE OF SAID KERCHEVAL AVENUE TO THE POINT OF  
12 BEGINNING, CONTAINING 38,778.14 SQUARE FEET OR 0.89 ACRES.

13 Section 2. All ordinances or parts of ordinances in conflict with this ordinance are repealed.

14 Section 3. This ordinance is declared necessary for the preservation of the public peace,  
15 health, safety and welfare of the people of the City of Detroit.

16 Section 4. This ordinance shall become effective on the eighth (8<sup>th</sup>) day after publication  
17 in accordance with MCL 125.3401(6), and Section 4-118, paragraph 3 of the 2012 Detroit City  
18 Charter.

Approved as to Form:

*Lawrence T. Garcia*

Lawrence T. Garcia,  
Corporation Counsel



CITY OF DETROIT  
PLANNING AND DEVELOPMENT DEPARTMENT

COLEMAN A. YOUNG MUNICIPAL CENTER  
2 WOODWARD AVENUE SUITE 808  
DETROIT, MICHIGAN 48226  
(313) 224-1339 • TTY.711  
(313) 224-1310  
WWW.DETROITMI.GOV

May 23, 2018

Mr. Marcell Todd  
City of Detroit  
Legislative Policy Division  
208 Coleman A. Young Municipal Center  
Detroit, MI 48226

**RE: Master Plan of Policies review of request to rezone the area at the northeast corner of Kercheval and Van Dyke Streets from a B4 (General Business District) and R2 (Two-Family Residential) zoning district to an SD1 (Special Development: Small-Scaled Mixed Use) zoning district.**

Dear Mr. Todd:

Pursuant to the City of Detroit's City Charter (Sections 6-202 and 6-204), the Planning and Development Department's (P&DD) Planning Division submits the following review of the proposed rezoning.

The proposed map amendment is to allow for the construction of a four story mixed-use residential/commercial building.

#### Location

Parcels fronting along Kercheval, west of Parker; and parcels fronting on Van Dyke, south of Durand.

#### Existing Site Information

Parcels fronting on Kercheval are zoned B4. Parcels fronting on Van Dyke are zoned R2. The site is currently vacant except for a one story commercial building and single family home at the northwest corner of Kercheval and Parker. The Master Plan Future General Land Use designation for the parcels fronting on Kercheval are CN (Neighborhood Commercial). The parcels fronting Van Dyke are designated RLM (Low/Medium Density Residential).

#### Surrounding Site Information

The parcels on the same block, to the northeast (across the alley) are zoned R2 and developed with four single family homes. To the west, across Van Dyke, is the Butzel Family Center and Marcus Garvy Academy (school); the site is zoned R2. The parcels further north on Van Dyke are also zoned R2. Most of the parcels are vacant except for a one car garage on the northeast corner of Van Dyke and Durand. Parcels to the south, along Kercheval, are zoned B4. There are two-family residential structures fronting on Kercheval that are under renovation and/or with commercial uses. Further east, on Kercheval, to Parker, are commercial storefronts. At the northeast corner of Kercheval and Parker is a small "pocket" park with tables and benches. The Master Plan Future General Land Use Designation for the Butzel Family Center and Marcus

Garvey Academy site is INST (Institutional). The Kercheval frontage is designated CN. The remaining area, north and south of Kercheval, is designated RLM.

**Project Proposal**

The proposed project is for a four story mixed used building. There will be four retail spaces on the ground floor fronting on Kercheval totaling 6,000 square feet. The remainder of the ground floor will be for parking. The remaining three floors will be 92 residential units.

**Interpretation**

**Impact on Surrounding Land Use**

The current zoning and master plan designation for the surrounding area is commercial fronting on Kercheval (with the exception of the Butzel Family Center and Marcus Garvey Academy) and Low/Medium Density Residential to the north and south. A comprehensive planning effort has been under taken for the area. The plan includes "near-term rezoning recommendations" including rezoning the subject area to "SD1 to support density, mixed-use development, and retail."

**Impact on Transportation**

Both Van Dyke and Kercheval are designated as Secondary Streets. There are DDOT routes along both Kercheval and Van Dyke.

**Master Plan Interpretation**

It is anticipated that the Master Plan will be amended to accommodate development similar to the mixed commercial and residential development proposed for the area. PDD also anticipates further amendments pending the completion of the comprehensive planning effort for the surrounding area. The proposed development and rezoning is compatible with the anticipated development and plans for the Van Dyke and Kercheval corridors.

**Attachments**

Future General Land Use Map: Map 3-1B, Neighborhood Cluster 3, Butzel.  
Proposed Kercheval Avenue Rezoning map

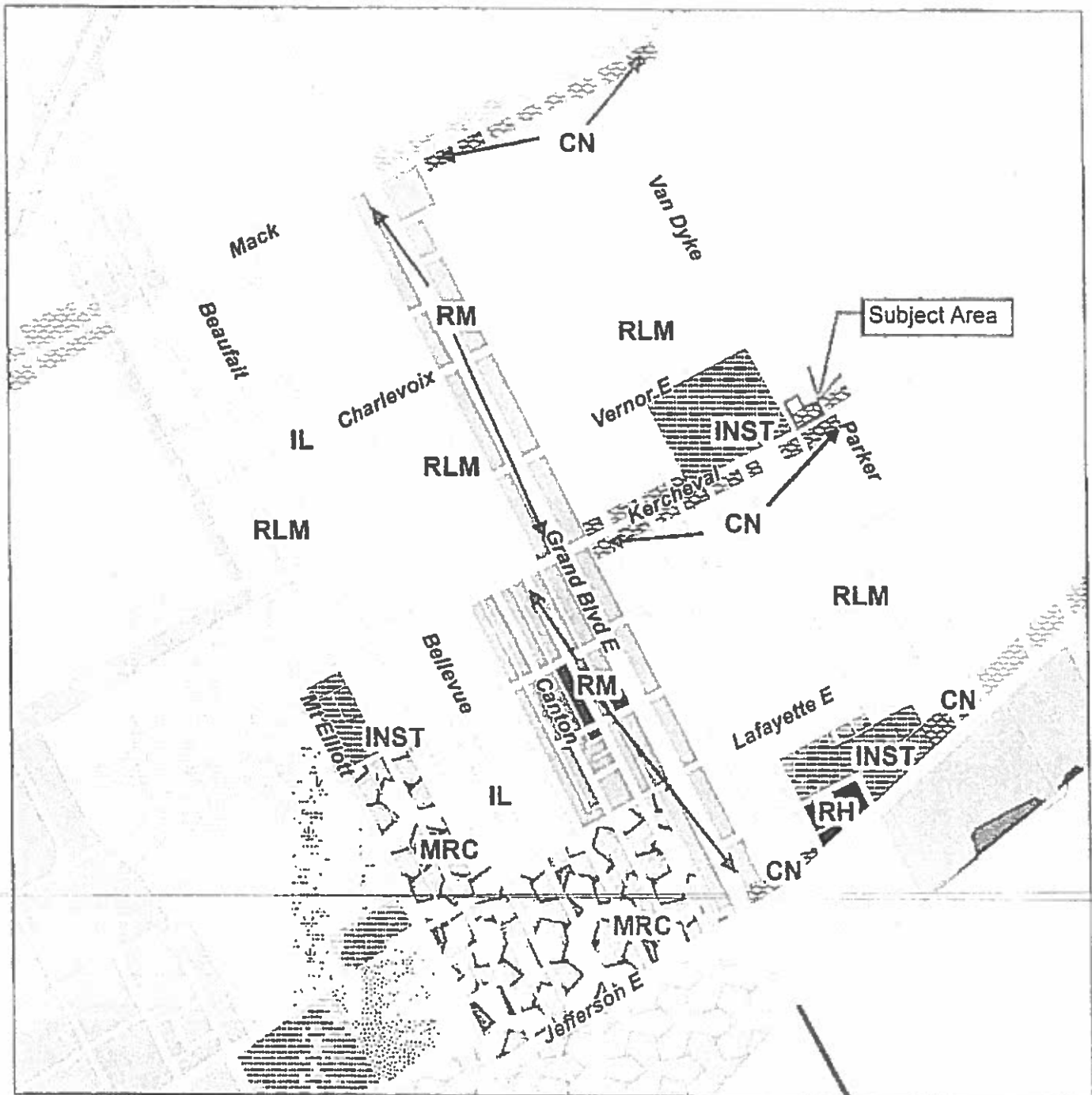
Respectfully Submitted,



John Baran  
Lead Planner - Office of Strategic Planning

cc: Maurice Cox, Director, P&DD  
Esther Yang, PDD  
Valerie Upshaw, Council Liaison, P&DD





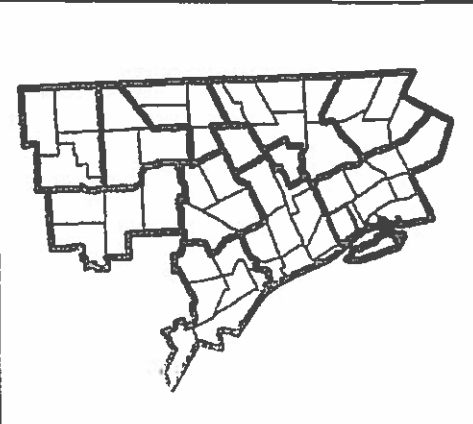
Map 3-1B  
City of Detroit  
Master Plan of  
Policies

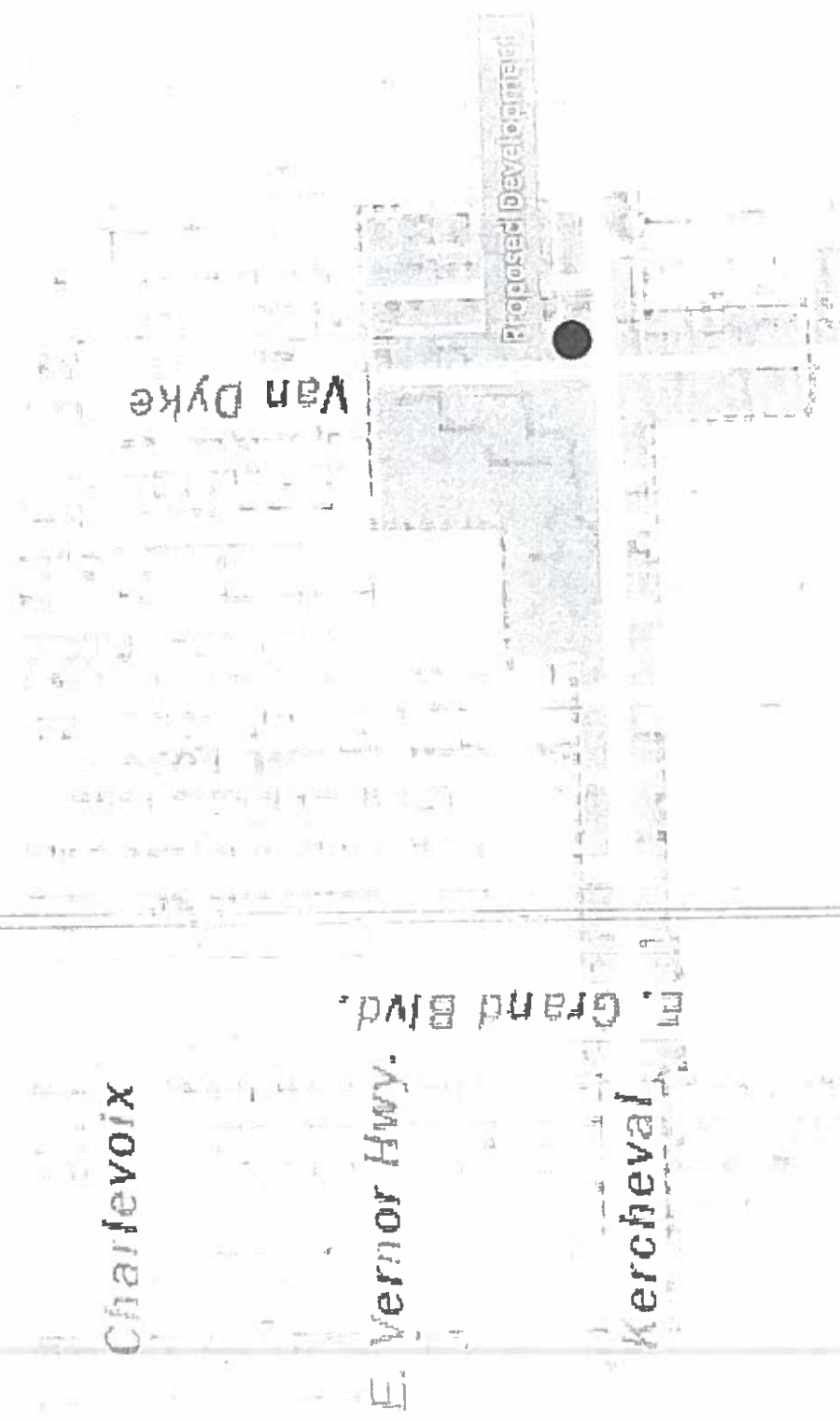
### Neighborhood Cluster 3 Butzel



**Future Land Use**

Low Density Residential (RL)	Thoroughfare Commercial (CT)	Mixed-Town Center (MTC)
Low / Medium Density Residential (RLM)	Special Commercial (CS)	Recreation (PRC)
Medium Density Residential (RM)	General Industrial (IG)	Regional Park (PR)
High Density Residential (RH)	Light Industrial (LI)	Private Marina (PRM)
Major Commercial (CM)	Distribution / Port Industrial (DPI)	Airport (AP)
Petal Center (PC)	Mixed-Residential (C-2, C-3, C-4, M-2)	Cemetery (CE)
Neighborhood Commercial (NC)	Office / Professional (O-1, O-2)	Cemetery (CE)





### PROPOSED KERCHEVAL AVENUE REZONING

Near-term rezoning recommendations, as per the recent Islandview / Greater Villages Neighborhood Planning Study, suggest Kercheval Avenue be rezoned to SD1 to support density, mixed-use development, and retail. The zoning surrounding the Kercheval corridor, as suggested by this graphic, has not been confirmed. PDD Leadership will be working with CPC in the next few months to advance this rezoning.

- R1 - Single-Family Residential District
- R2 - Two-Family Residential District
- R5 - Medium Density Residential District
- B2 - Local Business and Residential District
- B4 - General Business District
- SP SD1 - Small-Scale Mixed Use
- SP SD4 - Frontfront Mixed-Use
- SP PD - Planned Development District

# WEST VILLAGE

MOODY•NOLAN

Invest  Detroit



HAMILTONANDERSON

# SITE

Located on the North-East Corner of Kercheval Ave. and Van Dyke Ave. adjacent to the West Village Historic District.





# SITE PLAN

Residential Lobby - Retail and Restaurants - Parking

**BUILDING HEIGHT:** 52'-4"

**FLOORS:** 4

**GROSS SQ-FT:** 93,000 SQ-FT

**RETAIL:** 6,000 SQ-FT

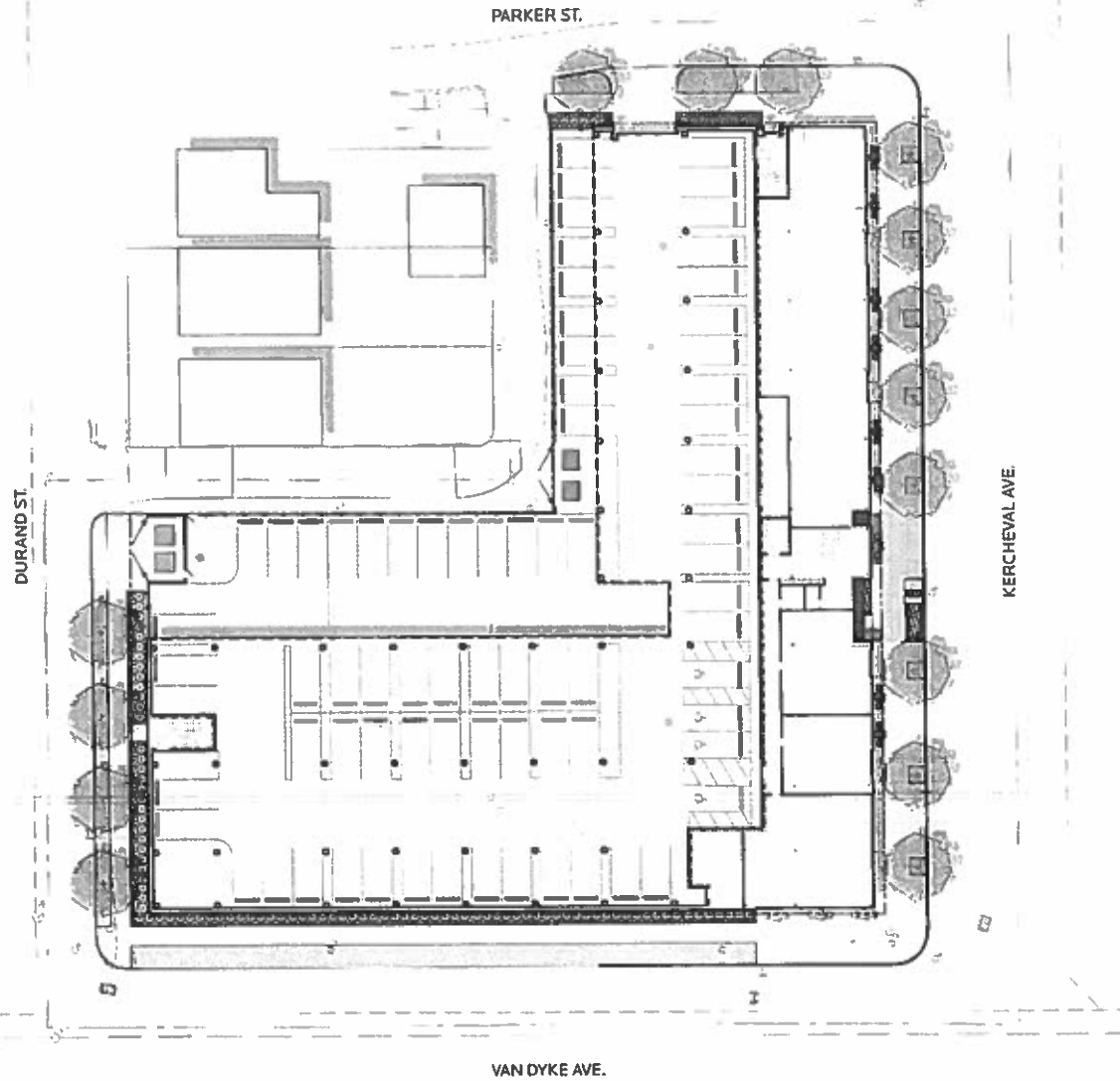
**RETAIL SPACES:** 4 RETAIL SPACES (3 SMALL / 1 LARGE)

**RESIDENTIAL:** 72,000 SQ-FT

**TENANT UNITS:** 92 UNITS (81 ONE-BEDROOM / 9 TWO-BEDROOM)

**PARKING SPOTS:** 77

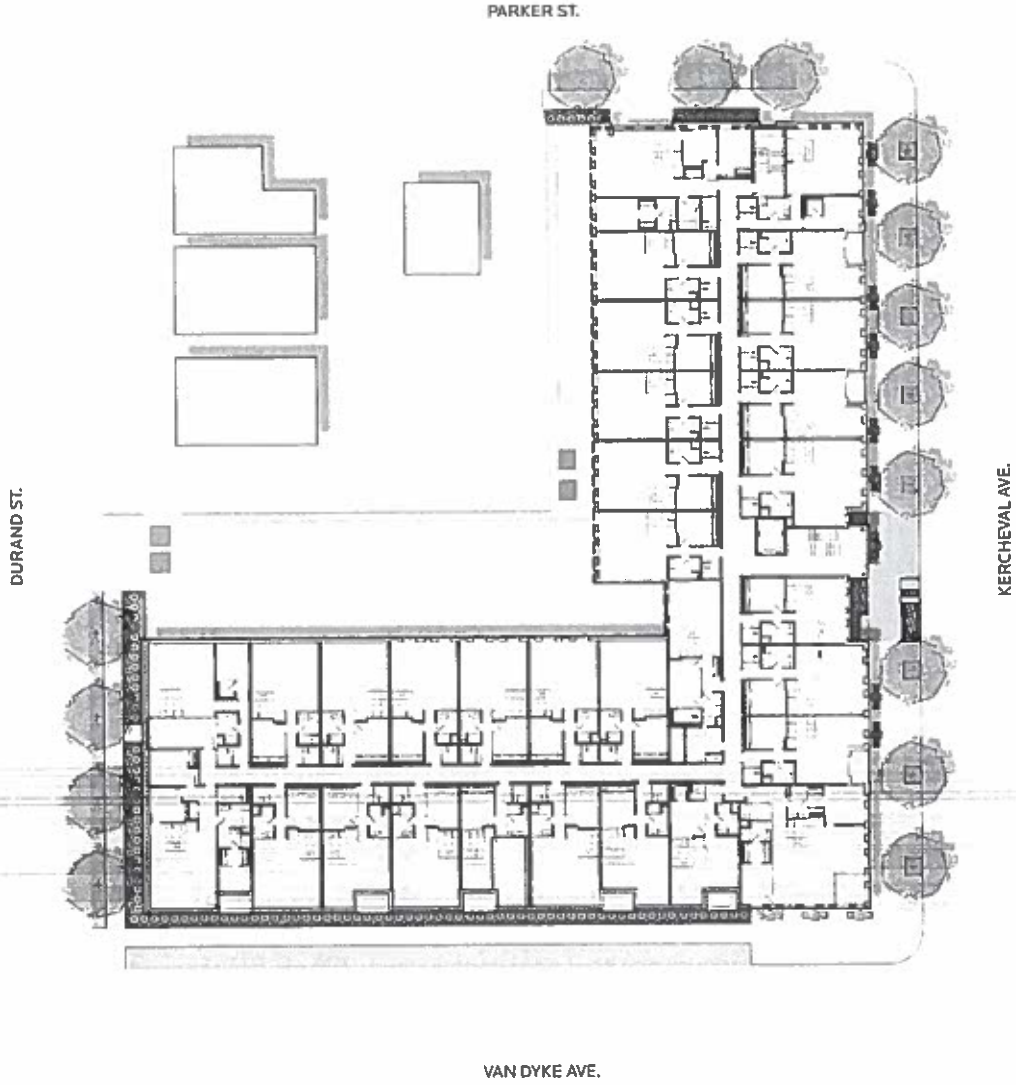
**PARKING RATIO:** 1 : 0.84 (ADDITIONAL OFF-STIE PARKING TBD)





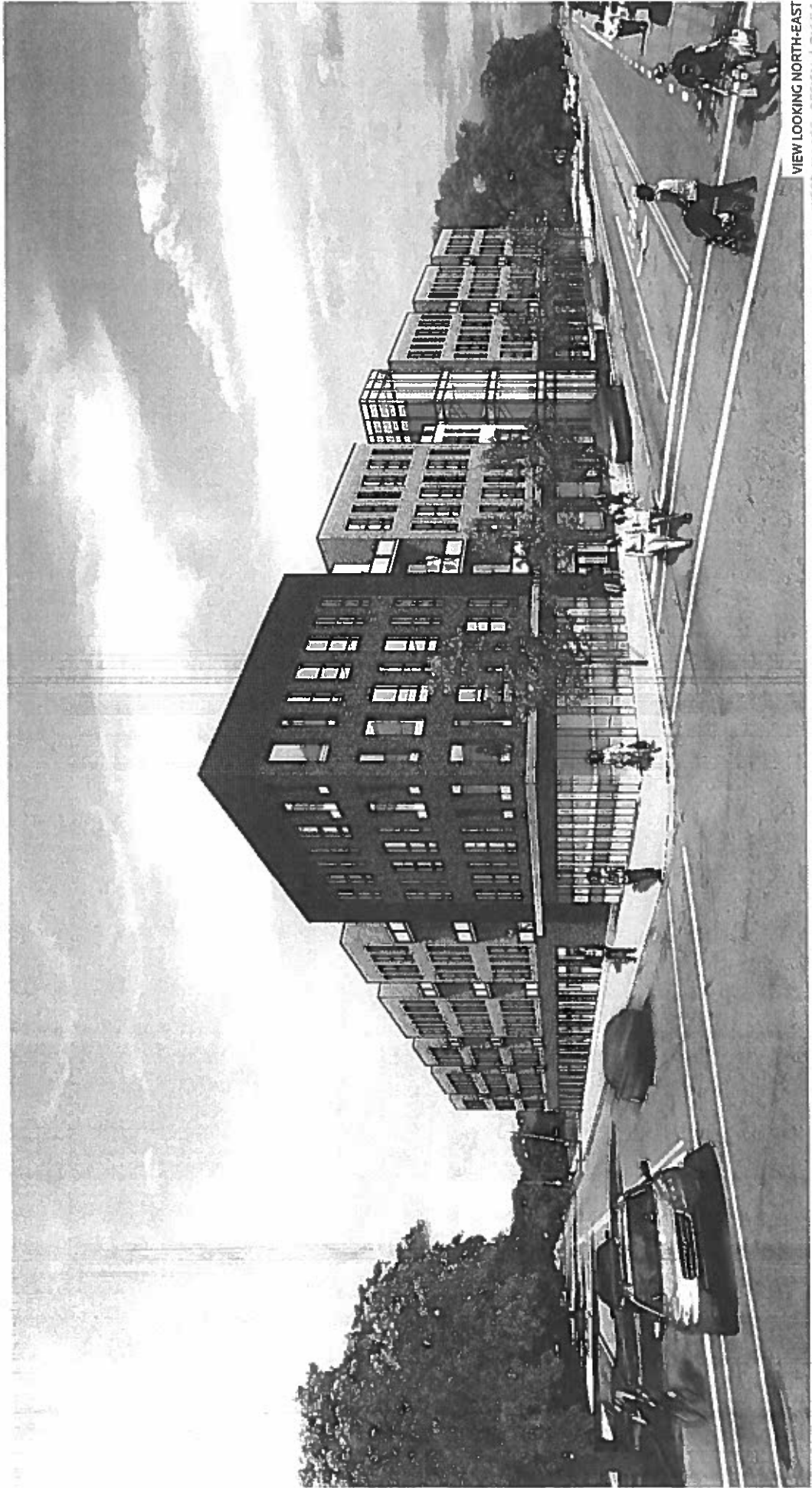
# TYPICAL RESIDENTIAL PLAN

- BUILDING HEIGHT: 52'-4"
- FLOORS: 4
- GROSS SQ-FT: 93,000 SQ-FT
- RETAIL: 6,000 SQ-FT
- RETAIL SPACES: 4 RETAIL SPACES (3 SMALL / 1 LARGE)
- RESIDENTIAL: 72,000 SQ-FT
- TENANT UNITS: 92 UNITS (81 ONE-BEDROOM / 9 TWO-BEDROOM)
- PARKING SPOTS: 77
- PARKING RATIO: 1:0.84 (ADDITIONAL OFF-STIE PARKING TBD)



# STREET PERSPECTIVE

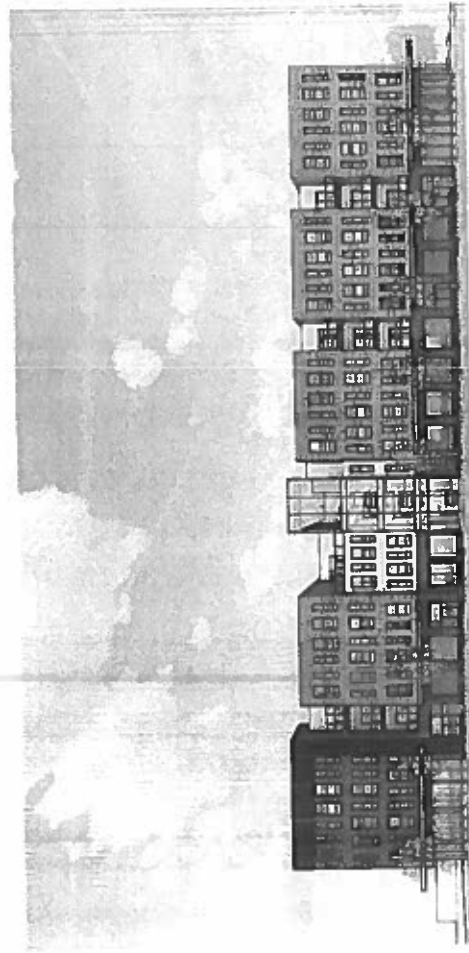
View from Kerchevat and Van Dyke



VIEW LOOKING NORTH-EAST  
WEST VILLAGE - DESIGN | PAGE 5

## PERSPECTIVE VIEWS

Reduce the building scale by articulating bays in the massing



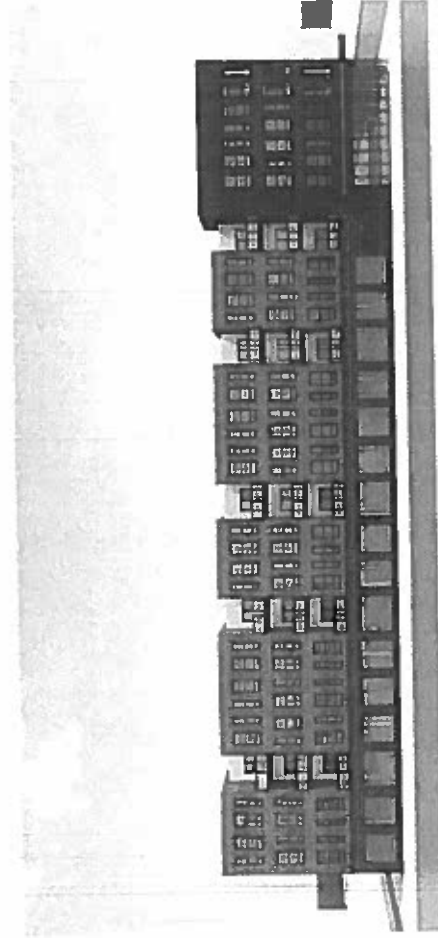
KERCHEVAL ELEVATION PERSPECTIVE



VIEW FROM SOUTH-EAST CORNER (KERCHEVAL + PARKER)



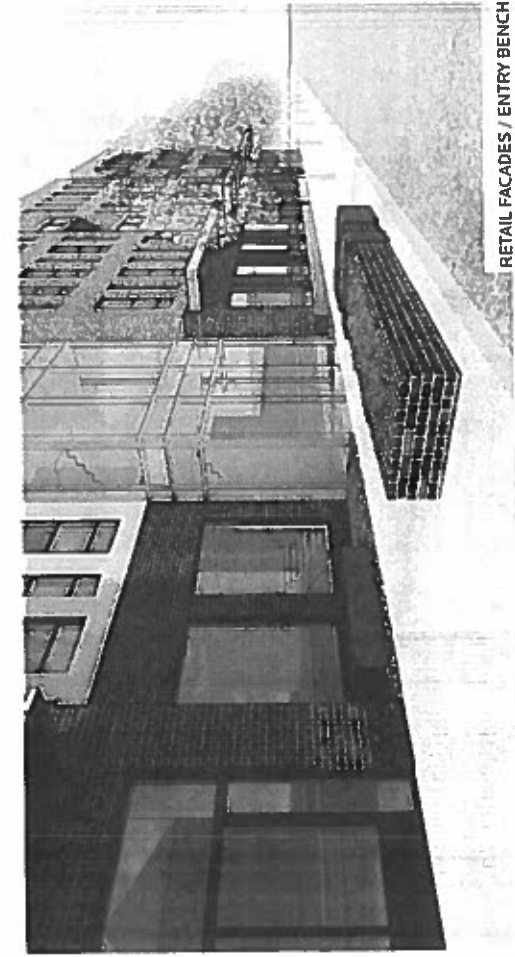
VIEW FROM NORTH-WEST CORNER (VAN DYKE + DURAND)



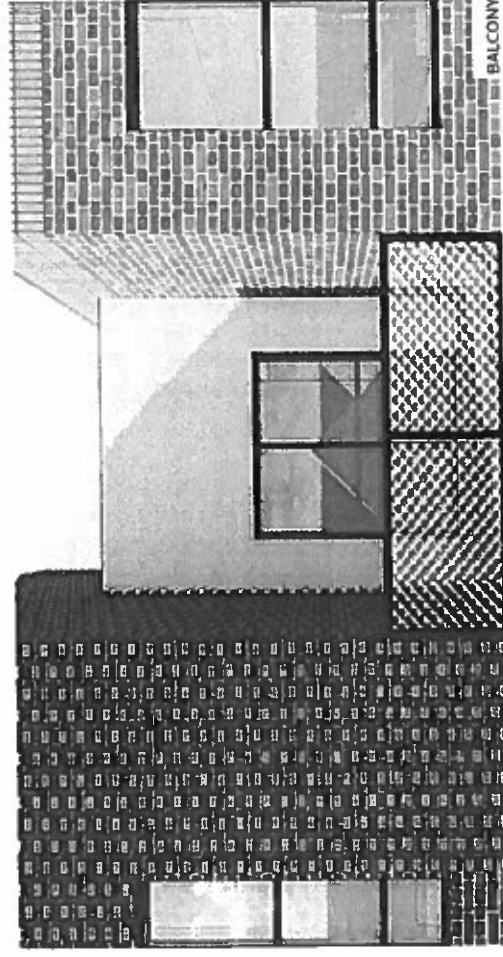
VAN DYKE ELEVATION PERSPECTIVE  
WEST VILLAGE + DESIGN | PAGE 6



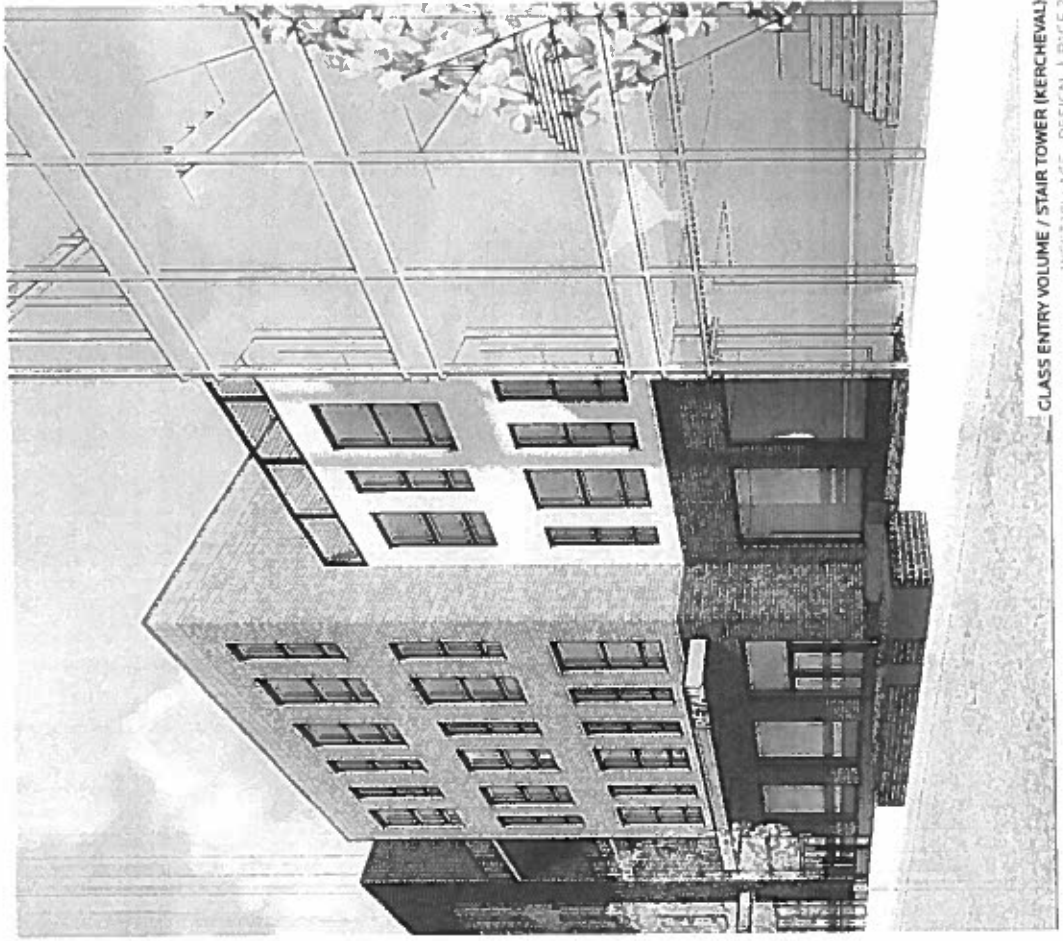
# FACADE / MATERIAL DETAILS



RETAIL FACADES / ENTRY BENCH



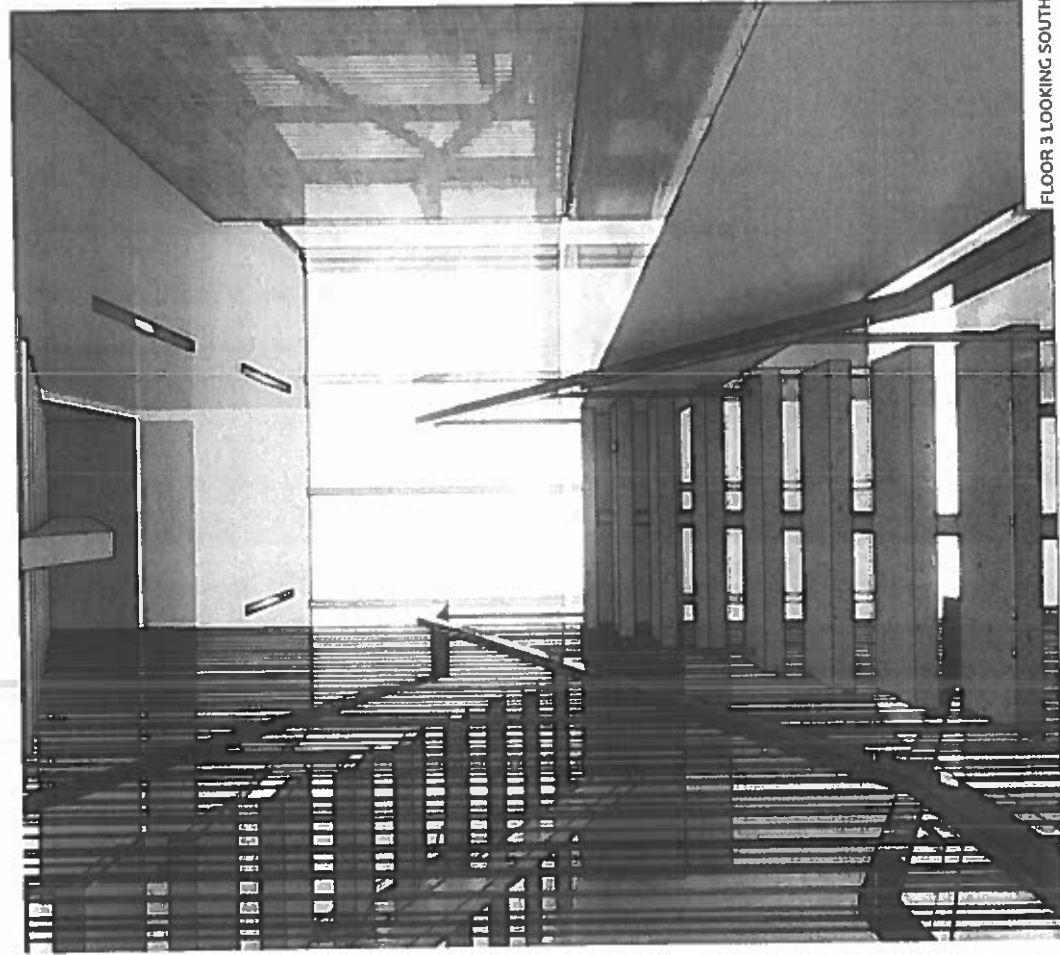
BALCONY



CLASS ENTRY VOLUME / STAIR TOWER (KERCHEVAL)  
WEST VILLAGE - DESIGN | PAGE 7

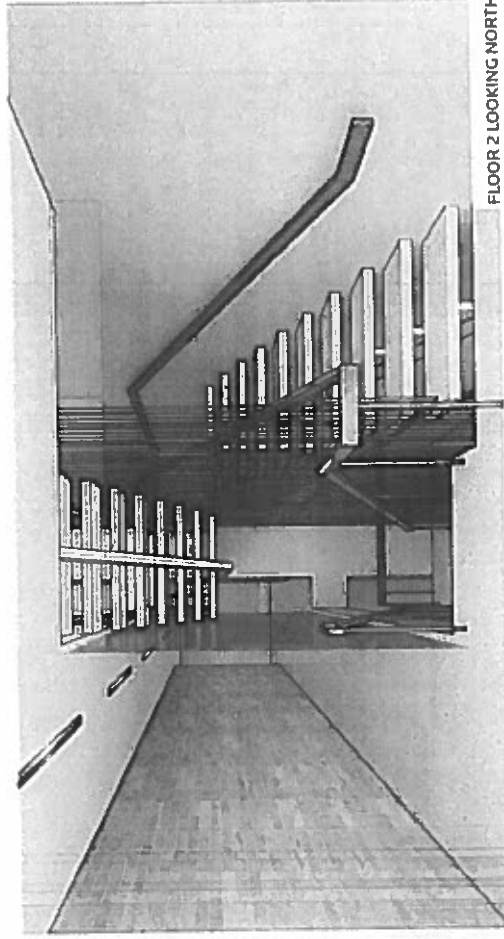
## RESIDENT STAIR ENTRY

An open-riser stair connects to elevator lobby and leads to the 4th floor residential roof terrace

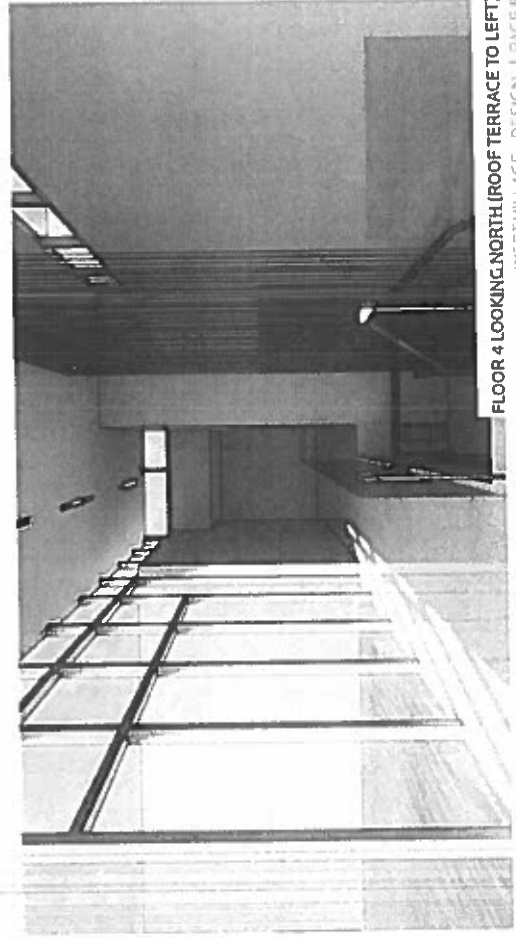


FLOOR 3 LOOKING SOUTH

HamiltonAnderson | MARCH 2018 | [www.hamilton-anderson.com](http://www.hamilton-anderson.com)



FLOOR 2 LOOKING NORTH



FLOOR 4 LOOKING NORTH (ROOF TERRACE TO LEFT)  
WESTVILLE AGE - DESIGN | PAGE 8

# WEST VILLAGE

HamiltonAnderson

The Roxbury Group

LiveWell Detroit

MURPHY • NUBIAN

10/4/18

**Jason Friedmann - Proposed Re-Zoning Kercheval/Van Dyke**

---

**From:** Zak Toomey <zak.toomey@gmail.com>  
**To:** <Friedmannj@detroitmi.gov>  
**Date:** 10/4/2018 3:25 PM  
**Subject:** Proposed Re-Zoning Kercheval/Van Dyke

---

Dear Members of the City Planning Commission,

I want to express my support for the proposed rezoning at Kercheval and Van Dyke. I own a home on Van Dyke between Kercheval and St. Paul and I welcome the activity that this development will bring to the West Village. I am also confident that the Planning and Development Department will be able to address the longer-term concerns raised by some residents, and don't believe that this first project should be burdened with solving issues for which it is not responsible.

In particular, the parking challenges experienced today have been overstated, especially for the streets immediately surrounding the proposed project to the north of Kercheval. The developer should only be asked to provide the parking required by the ordinance and not to solve a larger potential shortage in the future driven by long-awaited new investment in our community. We are lucky to have some of the easiest bus access in the city for quickly getting to downtown or Midtown, and should not encourage people to drive by oversupplying parking. I also believe that having a building on this corner, especially fronting Van Dyke, will discourage cars from speeding and actually improve safety for the surrounding streets and for Marcus Garvey.

I'm asking the City Planning Commission to vote to approve this proposed rezoning so the project can advance without further delay.

-----Zak Toomey

---

**Jason Friedmann - Our support for the new building on kercheval / van dyke intersection**

---

**From:** Marianne Gendron <marianne.p.gendron@gmail.com>  
**To:** <friedmannj@detroitmi.gov>  
**Date:** 10/4/2018 4:58 PM  
**Subject:** Our support for the new building on kercheval / van dyke intersection

---

Hi,

We wanted to write you an email to announce I support the building project. I live on Parker and Durand and think this project will help our neighborhood growing.

I will also be there tonight to show my support regarding this project.  
Thank you,

Marianne Gendron

**Jason Friedmann - Van Dyke & Kercheval Project**

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**From:** Clément Lucas <clementlucas.or@gmail.com>  
**To:** <friedmannj@detroitmi.gov>  
**Date:** 10/4/2018 4:58 PM  
**Subject:** Van Dyke & Kercheval Project

---

Good afternoon,

Unfortunately, I will be at work so I cannot make it to the meeting tonight on the Van Dyke & Kercheval Project.

I live on Durand Street, just north of the future building, and I want to strongly express my support for this project.

My wife and I have been living in this neighborhood for one and a half year, and we truly see how new investments improve the neighborhood.

West Village's businesses are shining over many neighborhoods around, and that is really positive.

I really hope, for Detroit, that this project happens.

Thank you.

Best Regards,  
Clement Lucas

Detroit City Planning Commission  
208 Coleman A. Young Municipal Center  
Detroit, Michigan 48226

October 4, 2018

Commissioners

We are writing in regards to the request of the Roxbury Group to rezone the area on the northeast corner of Kercheval & Van Dyke to an SD1 (Special Development District—Small-Scale, Mixed-Use) by amending Article XVII, District Map No. 29 of the 1984 Detroit City Code, Chapter 61, Zoning.

We are writing as a group of West Village residents and business owners who fully support smart, strategic development in West Village and the surrounding areas. We are excited about the prospect of new businesses and new residents in our neighborhood and believe it is possible to identify and execute projects that are beneficial to the community over the long-term.

However, we also know that rushed, ill-planned development can have drastic consequences—consequences that can quickly change the fabric of a neighborhood. We love where we live and want to ensure it remains a diverse, vibrant community, one that is great to both visit and live in.

Below, we have outlined four concerns/requests in regard to the Roxbury Group/Invest Detroit development slated for the northeast corner of Van Dyke & Kercheval. Before we can support the project, we need commitments for or more information about the following:

- **Impact study:** Bringing such a large number of new residents and businesses to Kercheval will significantly change the surrounding area. We request an impact study to investigate traffic changes, pedestrian safety, quality of life, and other impact factors to Marcus Garvey Academy and surrounding businesses. Residents have been voicing concerns about traffic and pedestrian safety on Kercheval, Van Dyke, and Parker streets for over a year, with little response from DPW's Traffic Engineering. We request the City perform an impact study and commit to working with residents to use the study's results to address quality of life issues.
- **A stronger parking plan:** Roxbury Group has included a lot owned by Banyan Investments (located on the southwest corner of Van Dyke & Kercheval) as part of their parking plan, despite the fact that the Planning Commission indicated at its September 6th meeting that this was not a suitable solution for meeting parking requirements. Because Banyan Investments has its own plans to develop that land in the near future, any parking arrangement there would be short-term. We request that Roxbury Group identify and secure an alternate off-site parking arrangement with longer-term potential to ensure they have secured adequate parking for their residents. Furthermore, we request that Roxbury Group include parking in rent costs to mitigate tenants opting out of paid parking and instead using street parking that other neighborhood residents and business visitors rely on.
- **Alley access:** Many resident concerns about parking and traffic would be mitigated if we had viable alley access. However, several alleys in the immediate vicinity of the project remain difficult

to traverse due to massive potholes, overgrowth, illegal dumping and poor lighting. We request that the City clear and upgrade these alleys to ensure residents can use them to access off-street parking.

- **Long-term affordability:** We are very glad to see that Invest Detroit and Roxbury Group have included affordable units in the development (20% at 50% AMI for 10 years; 30% at 80% AMI for 30 years), but would like to see both groups of rentals guaranteed for 30 years. Development that pushes up rental costs, which are already quite high in this area, would pose a significant challenge for many of our neighbors, neighbors we want to ensure can remain in the neighborhood they call home. Any development in this area should be prepared to address this long-term.

While Roxbury Group/Invest Detroit have held two meetings with West Village residents (one in August, and one in September), these have not been for community engagement so much as community awareness. Though we have repeatedly voiced our concerns, none of them have been addressed by the developer. We ask that you deny the Roxbury Group/Invest Detroit's zoning request until concrete action has been taken to address our concerns and meet the requests outlined above.

Sincerely,

Kathy Beltaire  
741 Seyburn St

Mariah Hanson  
656 Van Dyke

Mark Beltaire  
741 Seyburn St

William Hintz  
1728 Van Dyke

Erika Campbell  
1725 Van Dyke

Alex Howbert  
1115 Van Dyke

Amina Daniels, owner  
Live Cycle Delight (8019 Agnes St)  
8900 East Jefferson

Vassilis Jacob  
1766 Van Dyke

Regina Davenport  
1029 Parker St

Cynthia Jankowski  
7828 Van Dyke Place

Joshua Dorn  
723 Seyburn St

Stephanie Jennings  
1000 Van Dyke, #500

Alison Figliomeni  
1725 Van Dyke, Apt 23

Vittoria Katanski  
1754 Parker St

Dameon Gabriel, owner  
Gabriel Hall (8002 Kercheval)  
20000 Shrewsbury Rd

Lisa Ludwinski, owner  
Sister Pie (8066 Kercheval)

Mollie Mahoney  
1799 Parker St



Christian McGowan  
1767 Parker Street

Donna L. Sharfinski  
756 Seyburn St

Gwen Meyer  
1792 Parker St

Leon Stevenson  
1805 Parker

Rebecca Rueble  
1766 Van Dyke

Rebecca Stevenson  
1805 Parker St

Susan Rusinowski  
7880 Van Dyke Place

Stephanie Stewart  
1767 Parker St

Rosie L. Sanders  
731 Van Dyke

Bill Swanson  
1754 Parker St

John Selby  
1766 Seyburn St

Frances Worthy  
1130 Parker St, #301

CC:

Maurice Cox, Director, Department of Planning & Development  
Karla Williamson, Interim District 5 Manager

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# CharlevoixVillage

## ASSOCIATION

### **Proposed Demands for Roxbury and Invest Detroit -- 9/18/18 Draft**

- 1) 30% of apartments at 50% AMI (\$600 for 1BR) and 20% of apartments at 30% AMI (\$360 for 1BR) for at least 30 years.
  - 2) Offer Affordable Housing To Families In the Neighborhood.
  - 3) Commit Funds To United Community Housing Coalition's BuyBack Program.
  - 4) Commit Funds to City of Detroit's Home Repair Grant Program.
  - 5) Provide Jobs at Living Wage to Community Residents and Help With Job Training.
  - 6) Commit Funds to Weatherization Program.
  - 7) Reduce Proposed Development to 50 units and 3 floors.
  - 8) Conduct Traffic Study That Focuses on Safety of School Children and Provide Signage for School Crossings.
  - 9) Enter into a Community Benefits Agreement with Islandview Community.
  - 10) No Construction (not even digging a hole in the ground) until a CBA is signed.
- 
-

Detroit Planning Commission,

As a resident of Charlevoix Village, I am deeply concerned by the process through which Roxbury and Invest Detroit have proposed the apartment building plans on Kercheval. From my perspective, they have done very little community engagement since the inception of this project and only half-heartedly attempted to reconcile this negligence after facing rejection from the Planning Commission.

This neighborhood has faced a foreclosure crisis, water shutoffs, debilitating utility bills and increased taxes that are forcing people from their homes due to governmental neglect. For a developer to enter the neighborhood without any reverence to this history and its present impacts, is only perpetuating a cycle of poverty and displacement. The city and developers who are profiting off of newly attractive land in the city limits owe it the long term residents to take their needs and community visions into consideration from the very first step of any project planning process. While it is obviously too late for Roxbury and Invest Detroit to do so, I insist that they review Charlevoix Village Association's demands and respond to them before making any further steps in the project.

This project has the potential to be an opportunity for community collaboration, while bringing economic activity into a neighborhood that has long been neglected. It is imperative that in making these plans, we not forget about the people who will be most impacted by this project - the long-term residents of Charlevoix village. If a single dollar of tax payer money is going to this project, then the developers and the city have an obligation to the people paying those taxes to incorporate their needs and concerns in to any forward movement on this project.

Shannon Haupt

Dear Marcel Todd,

Charlevoix Village Association (CVA) is requesting that the City of Detroit Planning Commission not hear the rezoning request of Invest Detroit/Roxbury Group until a community meeting hosted by the Planning Commission is held. Community members have not had the opportunity to address both Invest Detroit/Roxbury Group and representatives of PDD and HRD in a joint session. This is important because the issues that we have raised with the developers, specifically around the number of units and lack of traffic study, are issues that the developer is deferring to the City as the responsible party.

For example, although the Planning Commission objected to the usage of the Banyan Property on Van Dyke and Kercheval being counted as space for parking, Invest Detroit and Roxbury Group still insisted that it was part of their parking solution for the building. When community members suggested that the developer build fewer units as a solution to the parking and traffic concerns, he said that he would be willing to, but that the City requested a building with higher capacity. We do not know if this is the case, and we have yet to hear anyone from HRD or PDD present to verify this information, which is why we are very much looking forward to a community meeting with City officials present.

Further, in order to ensure that this development does not cause harm to long-term residents, we require meaningful community engagement. In meetings thus far, we have not received consistent information from the developer. For example, at a meeting with CVA leaders Sept. 14, then again at the general CVA membership meeting Sept. 18, James Van Dyke (Roxbury's Executive Vice President) said that the price of affordable units would be guaranteed for 30 years. However, it was revealed at their subsequent meeting with the West Village Association on Sept. 24 that only the 80% AMI units would be covered for 30 years, and the 50% AMI would expire in ten years.

We are also concerned with the speculative nature of this development. At the Sept. 18 CVA meeting, Mr. Van Dyke stated that the market rate units would be up to \$1,400 a month. Some landlords and renters in our community refuted that price for "market rate," asking for more information of how the developer calculated that figure. Our concern with development has always been how accessible it is for long-term Detroiters. Development that pushes up rental costs - which are already too high - would be devastating for renters in our area. Any development that is looking to be beneficial to the community should have a plan to avoid widening the gap of housing inequality in our community.

In the end, we just want to ensure that those doing development and making decisions about our community are held accountable to us. The time table of the developers always seem to take precedence over the community's needs and concerns. We think that practice must end because it has had disastrous results for long-term, working-class and poor Detroiters.

Thank you in advance for considering our request

Toyia Watts,  
CVA President  
313.412.5607

Tristan Taylor  
CVA Volunteer Organizer  
313.445.1479

Detroit City Planning Commission:  
208 Coleman A. Young Municipal Center  
Detroit Michigan 48226

#### Commissioners

We are writing in regards to the request of the Roxbury Group to rezone the area on the northeast corner of Kercheval & Van Dyke to an SD1 (Special Development District—Small- Scale Mixed-Use) by amending Article XVII District Map No. 29 of the 1984 Detroit City Code, Chapter 61 Zoning

We are writing as a group of West Village residents who fully support smart, strategic development in West Village and the surrounding areas. We are excited about the prospect of new businesses and new residents in our neighborhood and believe it is possible to identify and execute projects that are beneficial to the community over the long-term.

However, we also know that rushed, ill-planned development can have drastic consequences -- consequences that can quickly change the fabric of a neighborhood. We love where we live and want to ensure it remains a diverse, vibrant community one that is great to both visit and live in.

Below, we have outlined five concerns/requests in regard to the Roxbury Group/Invest Detroit partnership slated for the northeast corner of Van Dyke & Kercheval. Before we can support the project, we need commitments for or more information about the following

- **Impact study:** Bringing such a large number of new residents and businesses to Kercheval will significantly change the surrounding area. We request an impact study to investigate traffic changes pedestrian safety, quality of life, and other impact factors to Marcus Garvey Academy and surrounding businesses. Residents have been voicing concerns about traffic and pedestrian safety on Kercheval, Van Dyke, and Parker streets for over a year, with little response from DPW's Traffic Engineering. We request the City perform an impact study and commit to working with residents to use the study's results to address quality of life issues.
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Sincerely

**Jason Friedmann - Letter of Support for Kercheval-Van Dyke**

---

**From:** Kate Humphrey <humphreyk@outlook.com>  
**To:** <friedmannj@detroitmi.gov>  
**Date:** 10/4/2018 3:00 PM  
**Subject:** Letter of Support for Kercheval-Van Dyke

---

To the City Planning Commission:

I live on Van Dyke in between St. Paul and Kercheval and ask that the City Planning Commission vote to approve the Roxbury Group's proposed rezoning to SD1. This is exactly the kind of infill development that our community needs to make it a thriving urban setting. It is time for the vacant lot at this prime intersection to become something that actually contributes to our neighborhood.

I am in favor of the design and scale of this building and very eager for the amenities it will put within walking distance. The recently completed planning study showed that there is a consensus within the community about the desire for more local retail opportunities and a main street environment. We cannot expect to have new stores and services without also adding more residents, so I am also supportive of this increased density and the opportunity to welcome more neighbors to the West Village. I understand there are concerns about affordability, but those concerns are not addressed by making it harder to add new housing units to what is clearly a market with unmet demand.

Please support this transformative project for the West Village and approve the requested rezoning, allowing the Planning and Development Department to continue working to address longer-term concerns that are not caused by this proposal.

Kate Humphrey

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## **NO CITY PRESENTATION. (CPC Community Meeting Oct 10, 2018)**

TOPIC: West Village Project (Kercheval/Van Dyke)

# **JUST YOUR THOUGHTS**

(We will document your thoughts, in real time, as the conversation progresses)

5:23pm Start Time; CPC Introduction; Stewards over the Zoning Ordinance

**Who's in the room?** (One person from each group; Reference Sign in Sheet for full List – not everyone stood up to introduce themselves and their organization)

- Tristan Taylor (CVA)
- Toyia Watts (CVA)
- Lisa L (Sister Pie & West Village Business Group)
- Pamela Higs (follow up for last name; check spelling)
- Lorraine Griffin
- Esther Yang (PDD)
- Jason Friedmann (HRD)
- James Van Dyke (Roxbury Group; Partnership with Invest Detroit; Working on this project)
- Barry Blackwell (Councilwoman Sheffield, D5)
- Zeke Harris (MACC Development)
- Sharon Sexton (REAL Islandview Neighborhood)
- Tomo (Obtain last name, Pizza Place opening up)
- Commissioner Hood (CPC)
- Resident -- St. Paul / E. Grand Blvd – here with friends and neighbors

### **Conversation Tone**

- CPC Tonight's Communication: Bottom Line: RESPECT
- Resident: Integrate everyone's opinions

### **CPC: What We Heard:**

- Concerns about the West Village Development
- Concerns about Traffic
- Concerns about Density
- Concerns about Zoning Proposal
- Concerns about the Street Design Proposal
- Unanswered Questions

## Decision 1 – What shall tonight’s conversation focus on? (Vote)

1. West Village Project  
OR
2. Neighborhood Plan (We will have another session like this to discuss the large plan)

## Decision 2 – What Top 3 Topics will we focus this hour on? (Residents Set Topic Agenda)

### 1. Affordable Housing

- a. Resident: Need Grants for the older houses
- b. Resident: Need grants/loans to support the residential areas
- c. Resident: Need to improve quality of life in residential
- d. Resident: Help with income assistance for home
- e. Resident: Need more information about the RFP that was supposed to go out
- f. COMMENTS AFFORDABILITY OF THIS PROJECT
  - a. Resident: How many units are you going to have for low income? See handout that is coming around
    - i. Roxbury: What is being proposed now exceed city’s minimum; this is achievable because we have secured financing (CDFI fund) to deliver higher rate of affordability
  - b. CPC: Promote diversity of housing and rents
    - i. CPC: Trade Offs: To achieve the lower levels of AMI rent, there needs to be mixed units to make financing work
  - c. Resident (Maria): This discussion has gone on for many years; 50% affordability is unacceptable; If people in this area are living at and below poverty level, solutions have to be holistic
  - d. Resident: (Frances): Affordability is based on AMI
    - i. City: MI is dictated by the Federal Govt, not local Govt; We would have to take up AMI with the Federal Govt to work towards modifications)
    - ii. Resident: HUD includes Livonia, Warren; ), Folks in this area do not meet the AMI;
    - iii. Roxbury: AMI is not the income of people coming in, it’s an average of a larger metro area; we know it does not reflect people in this area
  - e. Resident: It’s not about making the project pencil in this neighborhood; if you can’t make the project work and take the loss, you can’t do the project
  - f. Resident: Have people in this community sitting on the boards
  - g. Resident: Why are there more 1 BR units than 2BRs? Who are you targeting in this development?
    - i. Roxbury: Gauging to the market place
  - h. Resident: Consider redesign; remove some of the units;
    - i. Roxbury Response: Much of what we are trying to do is “making the project pencil” (*which means the financing works*); make sure there are dollars to pay for the construction of the project; architecture fees, price of land, trying to make project balance, if we cut off two-stories of

the project, the construction costs may exceed what it takes to build; they don't want to build a cheap building; building is brick (masonry) on all sides; same materials as the Parkstone building; we are \$4M over budget; many factors that go into making a building happen; rising construction costs are also making the building costs rise;

- ii. HRD: Parking/Units –92 units, only required 69 spaces; all parking is accommodated on the site right now, but still needs to account for the retail space parking; only 6000 SF of retail, it's fairly small; we will still have to go through BSEED to get approval; they have to provide the right amount of parking to get project going; even with prior B4 zoning, parking will have already met development requirements; B4 can go up to 80' armories, amusement parks, auto related businesses, fire arms sales, way more intensive uses,
  - i. Resident: Make deeper affordability
  - j. Resident: Define AMI more clearly
  - k. Resident: Reduce the units ; 90+ is too much
  - l. Resident: 10 years of affordability is not acceptable

## 2. Impact Study

Impact Study for this Development (Neighborhood, School, Butzel Area)

- a. Boundaries of Impact Study
  - i. Resident: we need to define the boundaries
- b. Density
  - i. Why is this building so big / tall?
    - Roxbury Response – There are many buildings at a variety of scales in this building 2-5 stories; We are trying to hit a balance; A building appropriate for the site; the site is almost an entire city block; We also don't like parking in front, it's largely in the back...
- c. School
  - i. Resident: How do we the design and flow around the school will be SAFE FOR CHILDREN; safety cars;
    - CPC: Some things are community solutions and some things city solutions;
- d. Design Opposition/Design Impact on the Neighborhood
  - i. Resident: Buildings look like they do on Woodward, this isn't Woodward; this isn't Midtown; Design conversation
  - ii. Resident: Character of the neighborhood and the dramatic change; how do we get ready for this; the BIG change; how will everyone fit into this plan
- e. Housing
  - i. Resident– be about the broader vision of the neighborhood, particularly the housing rehab/nc being proposed
- f. Traffic / Traffic Flow (Kercheval, VD, and Neighborhood Streets)

- i. City: Streetscape Design Impact –input from this meeting can impact these discussions, it will be considered
- g. Garbage/Trash
- h. Alley Use
  - i. Resident: Clean them
- i. Parking
  - i. Roxbury: Parking mostly satisfied on site; additional parking across the street with agreement with Banyan
  - ii. Resident: using City land to a paved parking strategy to support neighborhood organizations
  - iii. Resident: How will parking be handled
  - iv. Roxbury: Area currently doesn't have a retail parking plan; work with business association to help identify what they are delivering but also working with other emerging businesses coming to the area
  - v. Resident: Remove pressure of parking that could go into the neighborhood streets
    - City: there is a residential permit parking effort being deliberated right now)
    - Question: Is this something you will have to pay for?
- j. Impact on Residents
  - i. Concerns about the statements being made by residents future in this neighborhood

### 3. Business Tenants that would go in this Development

- a. Roxbury: Goal to lease to local retailers; trying to find existing retailers that are either working out of their homes, start-up businesses; business for and by the community
- b. Roxbury: 3 smaller retailer spaces, 1 larger retail space
- c. Resident Comment: possible food lab
- d. Roxbury: Focused on first time retailers

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### ADDITIONAL RESIDENT FEEDBACK/QUESTIONS

- What's going to happen in areas where implementation is not?
- How is Islandview involved in this; Resolve the name situation
- Next time use the microphone
- Have conversations with more transparency
- Establish a neighborhood working group (by topics) – every two weeks, open to public
- City and investors act and neighborhood at the table
- The City doesn't always have the answers; We have to work together
- Come to something closer that represents what everyone wants to see
- Engaging conducive dialogue to have organized action
- A lot of projects; can get lost in the details

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Mtg End Time: Between 6:30/40pm; 7:38pm Last few participants and City agencies walk out of Butzel