

## Middle East Central

Middle East Central is generally bounded by the Ford Freeway (I-94) to the north, Gratiot to the south, Mt. Elliott to the east, and the Chrysler Freeway (I-375) to the west. The Eastern Market is in the area's southwest corner.

~~During the past decade~~ From 2000 to 2010, Middle East Central lost almost thirty percent of its population, far exceeding the citywide average. Vacant housing units and vacant land are at levels above the citywide average, creating considerable opportunity for reinvestment. Almost seventy percent of the housing units are renter occupied.

The Eastern Market is a strong economic anchor within this community, however, the 2011 Food Security and Modernization Act renders many existing Eastern Market food industrial businesses out of compliance with food safety and production standards. Businesses within the Eastern Market are ready to modernize or expand, but are unable to do so in place. A neighborhood framework plan involving stakeholder and community engagement was completed in 2019 that identified a new location for food production business seeking close proximity of Eastern Market, with easy access established freight routes.

In order to accommodate the development of food production facilities, land use changes are required to transform some vacant land into a food production hub. These land use changes will support the relocation of food related businesses and encourage the attraction of new food related industries, while supporting new policies to attract new housing and preserving existing residential. The neighborhood framework plan for the Eastern Market developed a vision with three goals for the area:

- A. Create jobs for Detroiters
- B. Improve the quality of life for residents
- C. Keep the authenticity and function of Eastern Market

The 2019 framework plan informed the following Master Plan recommendations for the area, including recommendations regarding land use, storm water management, design guidelines, and historic preservation.

□ **Neighborhoods and Housing**

**Issue:** There is multi-family housing south of Forest, along the Chrysler Freeway. Vacant lots and a declining housing stock characterize the residential area east of St. Aubin.

**GOAL 1: ~~Redevelop~~ Rebuild neighborhoods**

**Policy 1.1:** East of St. Aubin, demolish vacant and/or dangerous structures and encourage ~~large-scale infill residential~~ the development ~~with a mix of affordable and market rate~~ live-work/ workforce housing along St. Aubin and Chene to support the food industry and other businesses.

**Policy 1.2:** Leverage select city-owned parcels for residential development and neighborhood scale agricultural uses where appropriate.

**Policy 1.3:** Support and preserve existing residential areas by utilizing stormwater management features to separate residential uses from non-residential uses in the area.

**GOAL 2: Increase residential density**

**Policy 2.1:** Develop Gratiot with mixed-use development including high-density residential.

**Policy 2.2:** Develop urban infill, high-density mixed-used residential along the Dequindre Cut, south of Mack.

□ **Retail and Local Services**

**Issue:** Although it includes many vacant and underutilized sites, Gratiot is the area's most stable commercial thoroughfare. The Eastern Market, in the southwest corner, provides both wholesale and retail meats and produce. Much of the Chene commercial thoroughfare is vacant.

**GOAL 3: Increase the vitality of commercial thoroughfares**

**Policy 3.1:** Encourage high-density mixed-used development along Gratiot.

**GOAL 4: Increase the vitality of neighborhood commercial areas**

Policy 4.1: In conjunction with residential redevelopment, develop neighborhood commercial nodes along Chene, with a compatible mix of locally serving, small-scale businesses and medium density residential uses.

Policy 4.2: ~~Redevelop the corner West of Chene St. Aubin, South of Mack, encourage mixed-use residential and Ferry as a community-scale shopping center with locally serving businesses~~ urban infill development to complement commercial food industry uses.

Policy 4.3: Leverage select city-owned parcels for residential and retail commercial development where appropriate.

**GOAL 5: Reinforce the Eastern Market as a regional attraction for retail and wholesale meats and produce**

Policy 5.1: Enhance the character and image of existing and new development in the Eastern Market Area with signage, landscaping and façade improvements.

Policy 5.2: Encourage more efficient handling of goods within the Eastern Market area through signage and designated areas for truck parking and loading.

Policy 5.3: Support the expansion of Eastern Market’s footprint in order to accommodate growth for existing businesses located in the Eastern Market Core that area unable to grow in place.

□ **Industrial Centers**

**Issues:** This area includes many under-utilized industrial sites. Small-scale industrial sites are scattered throughout the area west of St. Aubin, often conflicting with residential areas.

**GOAL 6: ~~Increase~~Expand the availability of industrial areas for food production**

**Policy 6.1:** West of ~~St. Aubin~~ Grandy Street, expand food related industrial areas into marginal residential pockets.

~~**Policy 6.2:** Encourage relocation of industries in conflict with residential areas to sites west of St. Aubin.~~

### **GOAL 7: Reduce conflicts between industrial and residential areas**

**Policy 7.1:** Establish and enforce designated truck routes to and from the Ford and Chrysler Freeways.

~~**Policy 7.2:** Buffer the negative impacts of~~ Provide setback areas between food production and industrial land uses upon and residential areas east of St. Aubin through the use of vegetative screening and stormwater features.

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

**Issues:** There are few well maintained green spaces or recreational areas for neighborhood residents.

### **GOAL 8: Increase open space and recreational opportunities**

**Policy 8.1:** North of Gratiot and east of St. Aubin, strategically acquire property to be utilized for the development of ~~neighborhood parks or play lots to accommodate the additional demands due to residential growth~~ food production uses that will provide green stormwater infrastructure and improved open space in conjunction with new food production development.

~~**Policy 8.2:** Where possible, utilize vegetative screening and stormwater management features as accessible open space and linear parks. Fencing of these features is discouraged.~~

~~**Policy 8.3:** Encourage the planting of street trees and linear tree groves to enhance the tree canopy of the area west of the Dequindre Cut.~~

~~**Policy 8.4:** Support the use of vacant residential land for agricultural uses, north of Warren.~~

### **GOAL 9: Increase access to open space and recreational areas**

**Policy 9.1:** ~~Develop~~Encourage a ~~greenway along Chene (former Bloody Creek), connecting northbound extension of the Dequindre Cut Greenway to connect to the planned Joe Louis Greenway to further connect~~ residential areas to the Riverfront, ~~commercial corridors and recreational~~

**Policy 9.2:** Develop greenway setback areas along the Dequindre Cut Greenway, St. Aubin Street, Chene Street, and Grandy Street to screen warehouse and production developments from residential areas and provide areas for on-site stormwater management.

**Policy 9.3:** Encourage the development of publicly accessible open space/greenways as part of the stormwater mitigation efforts in the area

□ **Environment and Energy**

**Issue:** The area is the site of various food processing industries. Many of the facilities are pollution sources impacting adjacent residential areas.

**GOAL 10: Improve environmental quality**

**Policy 10.1:** Attract industries that emphasize pollution minimizing technology and research. Support the modernization of existing businesses to reduce environmental emissions.

~~Policy 10.2~~**Policy 10.2:** Support the use of stormwater mitigation to separate residential from non-residential uses.

**Policy 10.3:** Concentrate environmental cleanup and enforcement along the St. Aubin corridor to maximize development potential and minimize pollution.

□ **History, Legacies and Preservation**

**Issue:** The market core is home to many structures with historic significance. These include the sheds and surrounding structures.

**GOAL 11: Maintain integrity of historic areas**

**Policy 11.1:** Encourage the construction of new structures that visually reinforce historic areas of the Eastern Market Core.

**Policy 11.2:** Limit the height of new buildings or vertical additions to existing buildings to 45 feet within the market core area.

**Policy 11.3:** Do not remove historically significant structures within this area or any existing structures surrounding the Eastern Market sheds that structurally intact.