

DELRAY

FRAMEWORK

PLAN

01.15.2021

Planning and Development

ROSSETTI | BLD | BJH | WSP | INTERFACE STUDIO

AGENDA

- 1. COMMUNITY OUTREACH & ENGAGEMENT**
- 2. EXISTING AND FUTURE ZONING**
- 3. FUTURE INDUSTRIAL DEVELOPMENT**
- 4. PHYTOREMEDIATION**
- 5. BUFFERS/SCREENING**
- 6. TRANSPORTATION**
- 7. NEXT STEPS**

**COMMUNITY
OUTREACH &
ENGAGEMENT**

PREVIOUS PLANNING

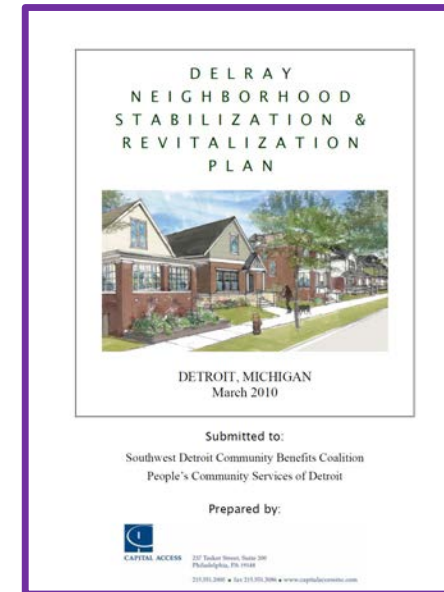


SW TRUCKS EN ROUTE PILOT STUDY
City of Detroit. November, 2019

This plan identified a pilot study aimed at understanding which streets are the best places for trucks to go. With this study, the truck ordinance identified specific geography for signage, road repairs, and traffic enforcement.

Stated Community Needs:

- + Develop strategies to ensure pedestrian and bike **Safety**
- + Protect **economic development** that is constricted by heavy truck traffic
- + Protect **health** by controlling air pollution associated with truck emissions and road dust
- + Preserve **Neighborhood Character**



Delray Neighborhood Stabilization and Revitalization Plan

Capital Access, Inc. March, 2010

This plan addressed the balance between the region's need for infrastructure investment and social equity, by explaining ways to connect residents of Southwest Detroit with new job opportunities.

Stated Community Needs:

- + Ensure a **safe, sustainable quality of life** for new and existing residents
- + Preserve the **historic legacy** and strong **sense of community**
- + Environmental and transportation **buffers** to improve air, noise and soil quality and traffic safety
- + Foster **community engagement**

PREVIOUS PLANNING



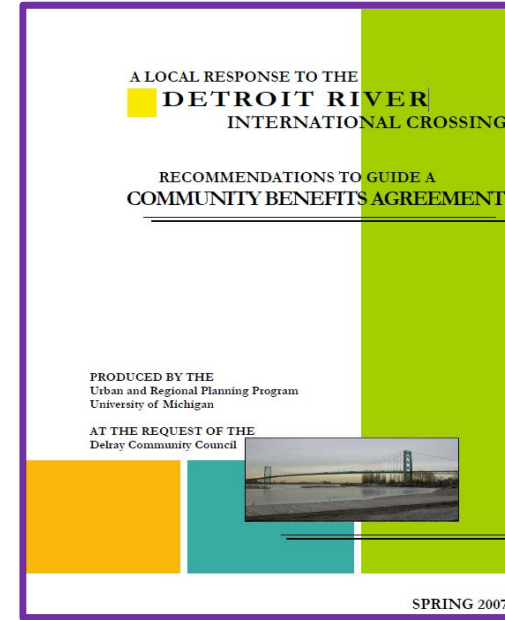
Paving the Way: Linking Southwest Detroit to Infrastructure Jobs

Taubman College, University of Michigan
January, 2010

This project proposed recommendations to ensure that local residents of Southwest Detroit receive jobs associated with the operations of the DIFT and DRIC (now GHIB), protect local businesses from adverse effects of construction and promote patronage of local businesses, and link Southwest Detroit residents to DRIC and DIFT-related jobs that improve the local environment.

Stated Community Needs:

- + Protecting and promoting **local businesses**
- + Negotiating for permanent **jobs**
- + Training for permanent **jobs**
- + Encouraging employers to **hire local residents**



A Local Response To The Detroit River International Crossing : Recommendation To Guide community Benefits Agreement

Taubman College, University Of Michigan
Spring, 2007

The report first examined the environmental, social, and economic impacts of the bridge on the neighborhood. And then, introduced Community Benefits Agreements (CBAs), a legally enforceable contracts signed by a public/private developer and a community coalition, as a way to hold local development accountable and make sure that subsidized projects create benefits for the local community.

Stated Community Needs:

- + **Route truck traffic** to avoid residential streets and **minimize idling** as much as possible
- + Implement traffic calming techniques to **slow traffic** and increase **pedestrian safety**
- + Notify the community of traffic alterations during construction
- + Take action to **monitor and improve air quality** during and after construction

OUTREACH & ENGAGEMENT

JULY AND SEPT.



OUTREACH & ENGAGEMENT

MID JULY



Free Tote!

DELRAY
NEIGHBORHOOD FRAMEWORK PLAN
WORKING TOGETHER
AS NEIGHBORS, HEALING THE ENVIRONMENT & GROWING OPPORTUNITIES

The City of Detroit has launched the Delray Neighborhood Framework Plan. The City wants to **WORK TOGETHER** with residents to create a plan for the future of Delray that is inclusive, ensuring that residents and businesses most impacted by future development are heard, engaged and represented in the planning process.

We wish we could be together in person right now, but until then, we are excited to kick off this work with this **PLAN PACK!**

Inside you'll find:

- This brochure, with information about the plan, what area is included, and who to contact with questions
- A resident survey, to be completed and dropped off at two locations in the neighborhood, or online at [url]
- A coloring activity, [for all ages!] to get you to start thinking about ways Delray can better work for you
- Informational materials provided by Councilwoman's Castañeda-López's office

CHANCE TO WIN A \$100 GIFT CARD!
by filling out the community survey, details on the back of this page

Flyer on planning for Delray

DELRAY

TARJETA DE REGALO DE \$100 DEL MERCADO LA COLUMENA

Todos los encuestados participarán de un sorteo para ganar una tarjeta de regalo. DEBE agregar su correo electrónico o número de teléfono - usaremos esta información de contacto para comunicarnos con el ganador del sorteo. El ganador será elegido por sorteo el 1 de septiembre de 2020. Debe completar la encuesta antes del 31 de agosto de 2020 para poder participar.

3] POR TELEFONO llamando a su planificador local de la Ciudad de Detroit, Trey Scott, al (947) 232-4230 entre las 9 a.m. y las 5 p.m., de lunes a jueves.

Información de contacto (teléfono o correo electrónico):
La encuesta es necesaria para participar en el sorteo por la tarjeta de \$100

1. ¿Su vivienda es un duplex?

2. ¿Cuánto hace que vive en este lugar?

3. Si hay niños en su hogar, ¿cuántos años?

4. ¿Asisten a la escuela en Detroit?

5. ¿Asisten a la escuela fuera de Detroit?

6. ¿Mantiene una vivienda del gobierno?

7. ¿No, la familia no requiere programas de asistencia?

8. ¿Mantiene la familia ayuda para inscribirse en programas de asistencia?

¿Tiene una enfermedad crónica?
Algunas enfermedades crónicas incluyen: diabetes, enfermedad cardíaca, cáncer u otra enfermedad respiratoria.

¿Cuáles son las cosas que su familia vive en Delray? Seleccione las que correspondan.

• Los amigos y familiares están aquí y están cerca del trabajo

• El acceso al centro comunitario y programas juveniles

• La ubicación junto al río

• La proximidad al centro de la ciudad

• Las viviendas son accesibles. Naci en Delray

• Otra opción (especificar)

• Los centros comunitarios disponibles (especificar)

¿Otro? (especificar)

VER AL DORSO PREGUNTAS ADICIONALES >>>

Resident Survey

Meetings from FUTURE DELRAY!

delray detroit

Drawing Activity

- Bridging Neighborhoods Info
- Council Member Castañeda-Lopez Pamphlet
- City of Detroit COVID-19 info

OUTREACH & ENGAGEMENT

MID SEPTEMBER

The collage features several key materials:

- SHARE YOUR THOUGHTS ON FUTURE LAND USE IN DELRAY / COMPARTATE TUS IDEAS SOBRE EL USO FUTURO DE LA TIERRA EN DELRAY:** A large map comparing existing land use and zoning with possible future land use. The future land use legend includes categories like Large Scale Industrial, Smaller Scale Industrial, Commercial, Transitional Residential, Highway Buffer, Institutional, Stormwater Infrastructure, Open Space, Proposed Job Loss Greenway, Proposed Truck Routes, GHIB Overpass, and GHIB Pedestrian Bridge.
- INDUSTRY TYPES / TIPOS DE INDUSTRIA:** A poster illustrating different industry types such as Custom Manufacturing (Fabricación Personalizada) and Auto Manufacturing (Fabricación Automotriz) with 3D architectural renderings and callouts.
- BUFFERS AMORTIGUADOR:** A poster explaining the purpose of buffers to create a more attractive environment, featuring a map of a street layout with various buffer types like Highway, Arterial, Collector, Industrial, Local, and Truck Route.
- POSTERS AND FORMS:** Smaller posters and survey forms with the text "LET US KNOW WHAT YOU THINK! / ¿HAZNOS SABER QUÉ PIENSAS!" and "¿QUÉ SON? / ¿QUÉ SON?" are also visible.

OUTREACH & ENGAGEMENT

SEPTEMBER MEETING REACTIONS



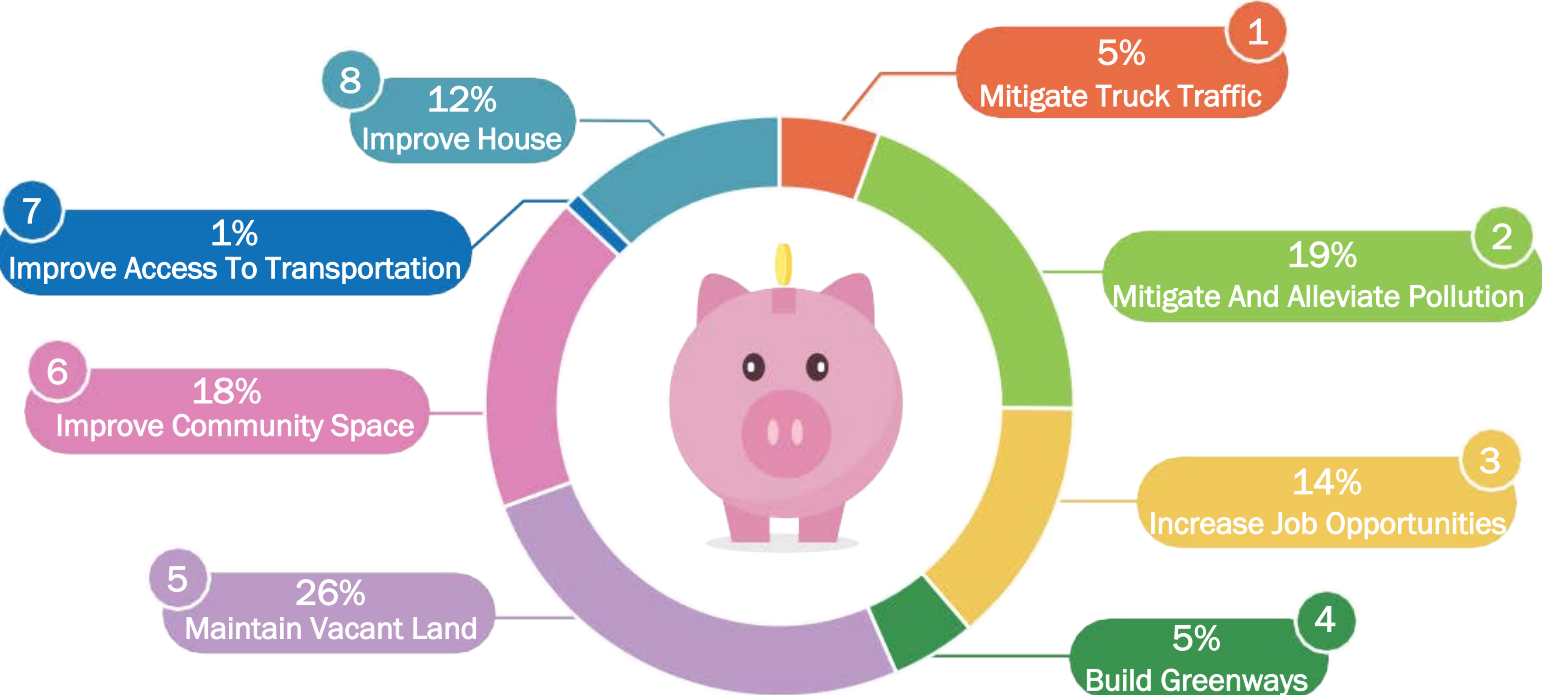
OUTREACH & ENGAGEMENT

SEPTEMBER MEETING
REACTIONS



OUTREACH & ENGAGEMENT

SEPTEMBER MEETING REACTIONS



OUTREACH & ENGAGEMENT

NEXT OUTREACH STEPS

- **PRESENTATION TO CAG?**

PRESENTATION TO CAG GROUP FOR FINAL INPUT AND FEEDBACK BEFORE PRESENTING TO THE MAYOR OFFICE AND PUBLIC OUTREACH.

- **ZOOM MEETING WITH RESIDENTS**

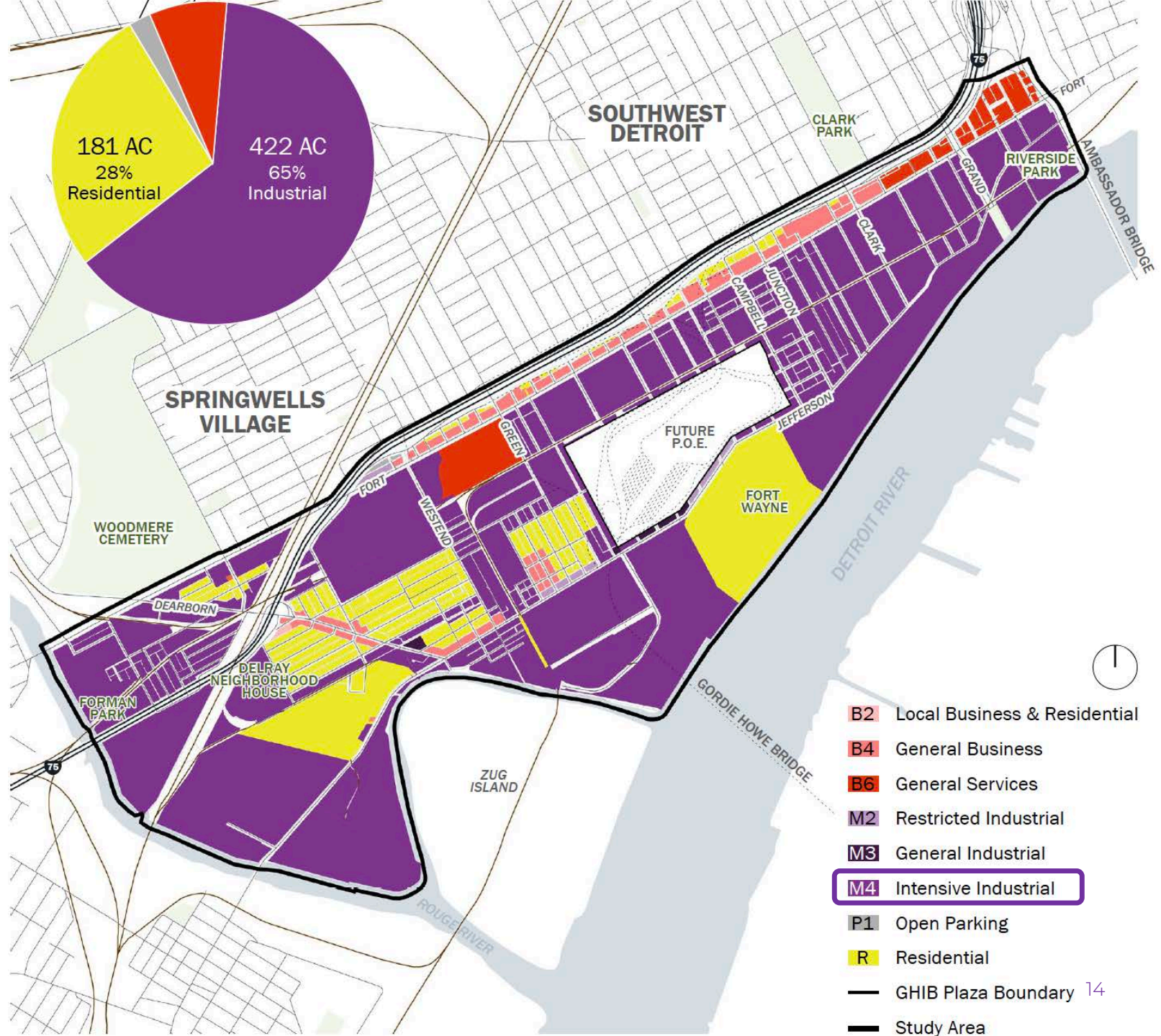
UPDATING DELRAY RESIDENTS ON THE DRAFT OF THE DOCUMENT AND GARNER FEEDBACK AND INPUT BEFORE FINALIZING THE PLAN.

- **CITIZENS GUIDE DOCUMENT**

A PAMPHLET THAT SUMMARIZES THE FRAMEWORK AND ITS EFFORTS AS A GUIDING TOOL FOR THE FUTURE OF DELRAY.

ZONING

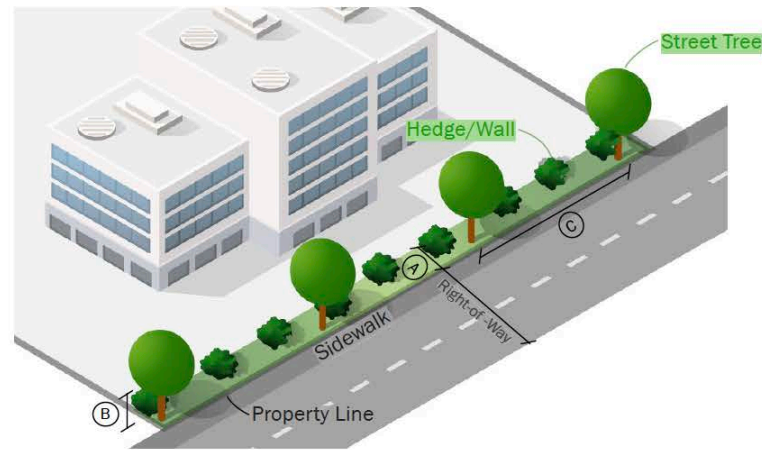
EXISTING ZONING



EXISTING ZONING

CURRENT SCREENING

RIGHT-OF-WAY SCREENING



- (A) 5' (min)
Landscape buffer strip (hedge, masonry wall, or berm)
- (B) 30' (min)
Vegetation, berm, or masonry wall forming a continuous screen at least thirty (30) inches, but not more than thirty-six (36) inches, in height.
- (C) 30' (max)
At least one tree shall be provided for each thirty (30) linear feet of landscape buffer.

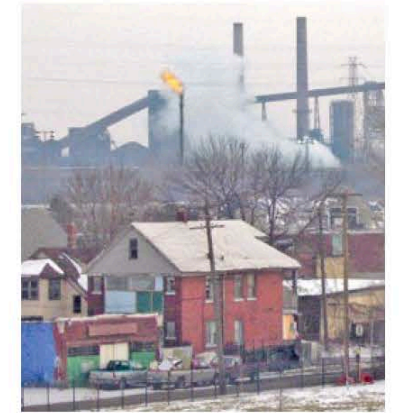
Tree may be planted in buffer or between sidewalk and street curb.

RESIDENTIAL SCREENING Residential Zone with Dwelling Unit



- Where a zoning lot that has a dwelling unit on land zoned R or residential PD and abuts, or is located across an alley or public street not exceeding sixty (60) feet in width from, a parking area visible from the residential lot, an opaque wall shall be placed at the edge of the parking area to screen the parking area.
- (D) 10' (min)
The nearest parking space, drive aisle, or other paved surface within the parking area shall be located at least ten (10) feet from the abutting residential lot.
- (E) 4' (min)
Brick, masonry with brick facing, or masonry with steel picket, 4' height min, 6' height max.

INDUSTRIAL SCREENING



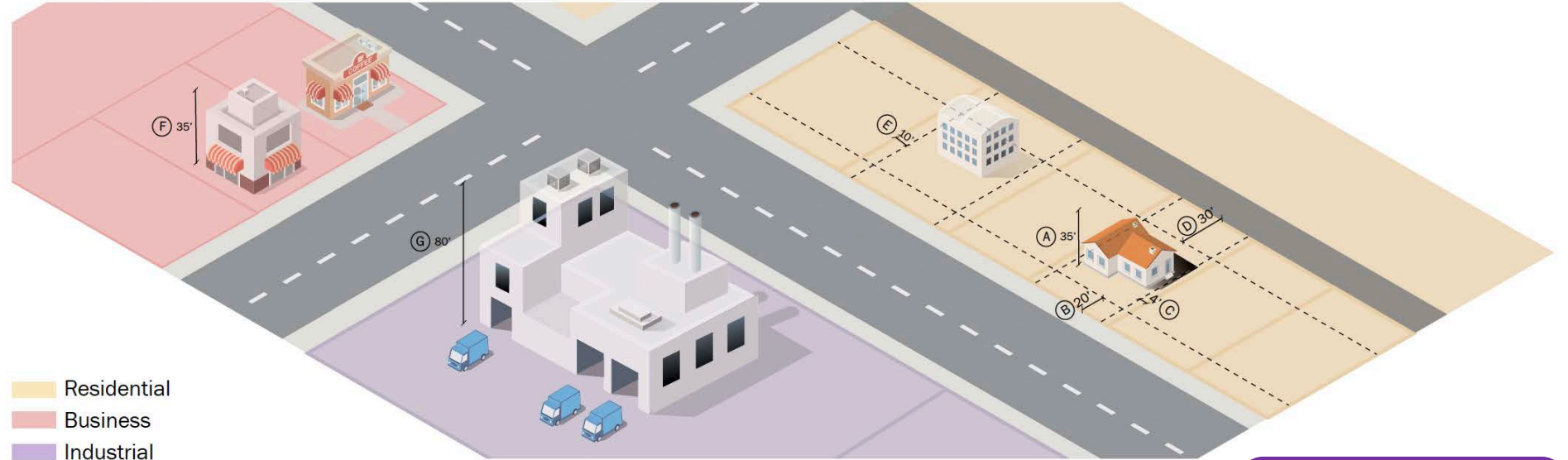
No detailed description found in the ordinance

“This district (M2) is designed for a wide range of industrial and related uses which can function with a minimum of undesirable effects.

Industrial establishments of this type provide a buffer between residential districts and intensive industrial districts.”

EXISTING ZONING

DIMENSIONAL STANDARDS



- Residential
- Business
- Industrial

	R1: SINGLE-FAMILY DWELLING	R2: MULTI-FAMILY DWELLING	B: BUSINESS DISTRICTS IN GENERAL	M4: INTENSIVE INDUSTRIAL
Lot area (min):	5,000 sf	7,000 sf	None	None
Lot width (min)	50'	70'	None	None
Lot coverage (max)	35%	35%	None	None
FAR (max)	None	0.5	None	None
Height (max)	(A) 35'	Unlimited	(F) 35'	(G) 80'
Front setback (min)	(B) 20'	(B) 20'	None	None
Side setback (min)	(C) 4' min/14' combined	(E) 10'	None	None
Rear setback (min)	(D) 30'	(D) 30'	None	None
Parking (min)	None	1.25/unit	None	1 per 800 square feet or 1 per 3 employees, whichever is greater

EXISTING ZONING

M4 USES

124

BY RIGHT USES

Example By-Right Uses

- Arcade
- Art gallery
- Bake shop, retail
- Barber or Beauty Shop
- Dry cleaning, laundry or laundromat
- Medical or dental clinic
- Nail Salon
- Restaurants
- Recreation

54

CONDITIONAL USES

Example Conditional Uses

- Lofts
- Residential use combined with commercial
- Library
- Museum
- Neighborhood Center
- Religious Institutions
- Dance Hall, public
- Outdoor Recreation
- Pawnshop

178

M4 ALLOWED USES

162

M3 ALLOWED USES

146

M2 ALLOWED USES

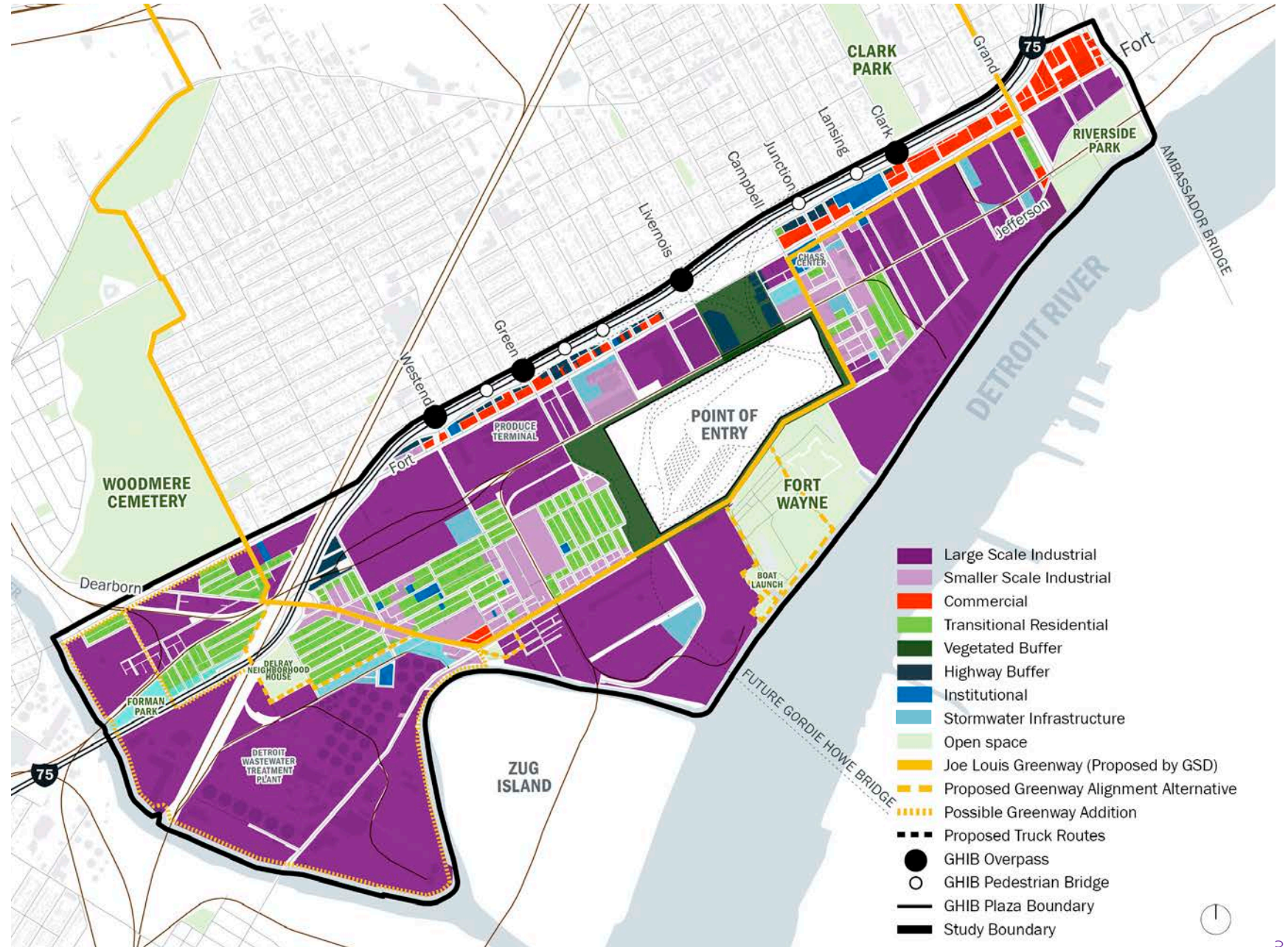
138

M1 ALLOWED USES

FUTURE ZONING

TRANSITIONAL ZONING

The TM Transitional-Industrial District is a special transitional district covering areas currently developed with a mixture of uses, which, among others, is a relatively large number of residential uses ...**The district regulations provide for a guided change to the terminal land use while, at the same time, protecting, as much as possible, the existing residential development. No new residential development shall be permitted in this district, provided, that the existing residential development shall not be considered nonconforming.** As the area changes from a residential to a non-residential character, a rezoning to the appropriate industrial classification should be effectuated.



INDUSTRIAL DEVELOPMENT

DEVELOPMENT PRIORITIZATION

By assessing existing land vacancy, parcel size, existing industrial types, land uses, etc., the team identified industrial topologies in Delray and categorized them into groups based on lot area size from smaller than 0.25-acre to larger than 10-acre.



Distribution Center (DC) / Fulfillment / Logistics

Delray lends itself well to this type of development given geography and access. Overall, pending financial feasibility analysis, this is a projected wide-spread typology in the neighborhood long term.



Manufacturing (auto related)

Projecting future uses / development centers around existing node of supplier manufacturers in the neighborhood and available built facilities.



Custom Manufacturing

Encompasses niche manufacturing including but not limited to custom garment / cut & sew, personal protective equipment (PPE), electronics, and beverage. (can utilize smaller parcels)



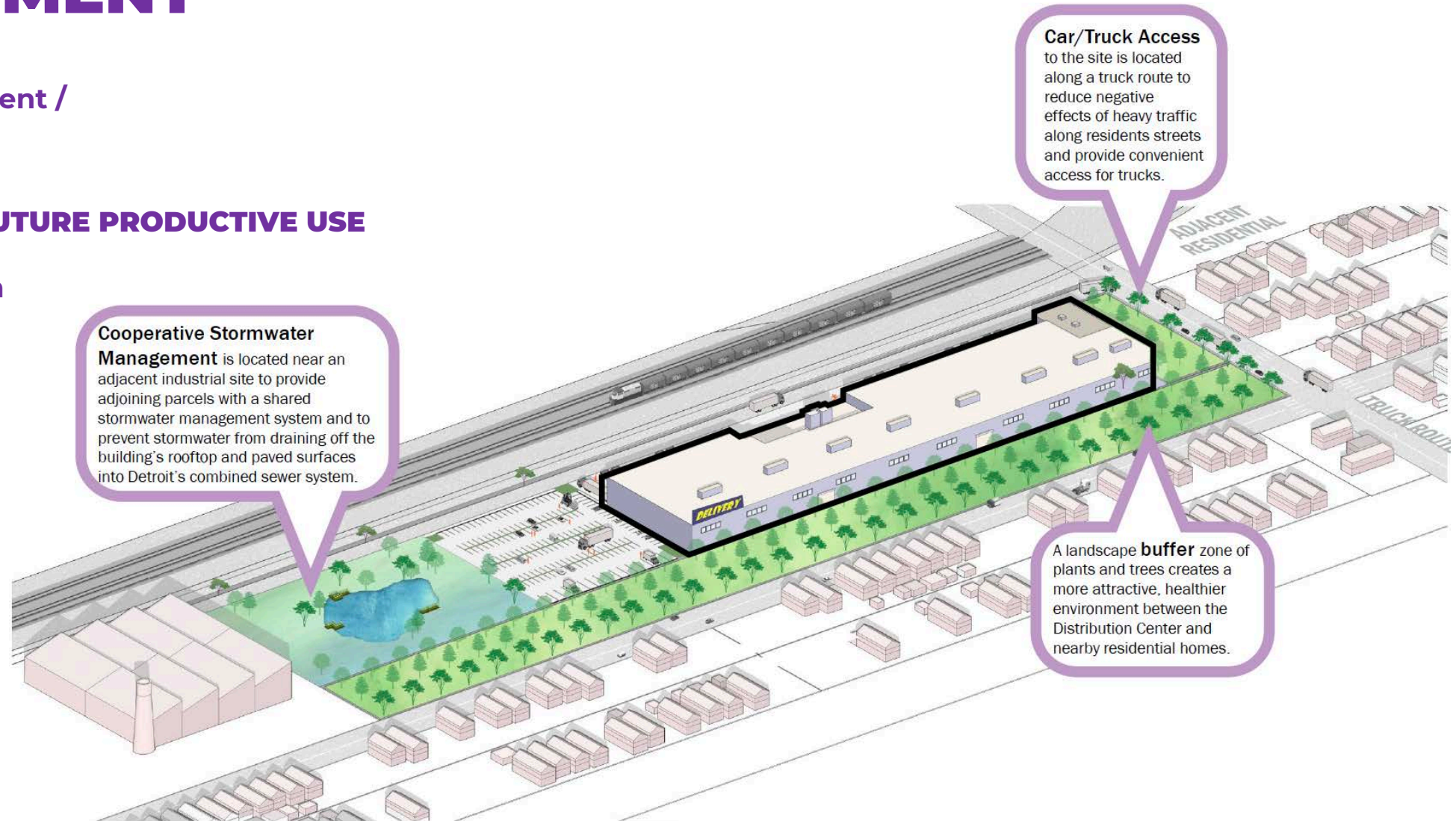
Food Distribution / Packing / Growing

Development centers around existing node at the Produce Terminal, existing buildings can be retrofitted to fit the end user's needs (can utilize smaller parcels and do not necessarily require new construction)

INDUSTRIAL DEVELOPMENT

Distribution / Fulfillment /
Logistics Center.

Demand: **55% OF FUTURE PRODUCTIVE USE**
Size: **> 10 Acres**
Future Demand: **High**



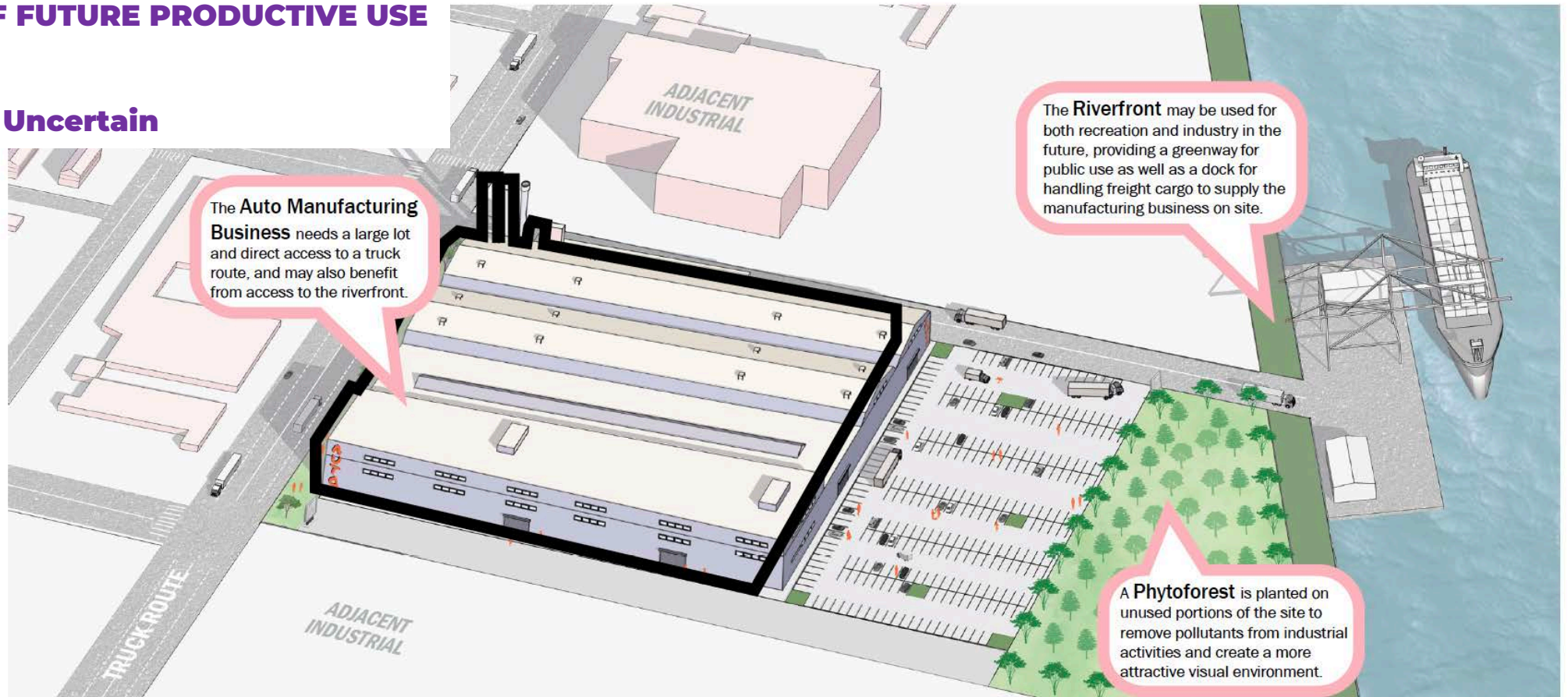
INDUSTRIAL DEVELOPMENT

Auto Manufacturing

Demand: **25% OF FUTURE PRODUCTIVE USE**

Size: **> 10 Acres**

Future Demand: **Uncertain**



INDUSTRIAL DEVELOPMENT

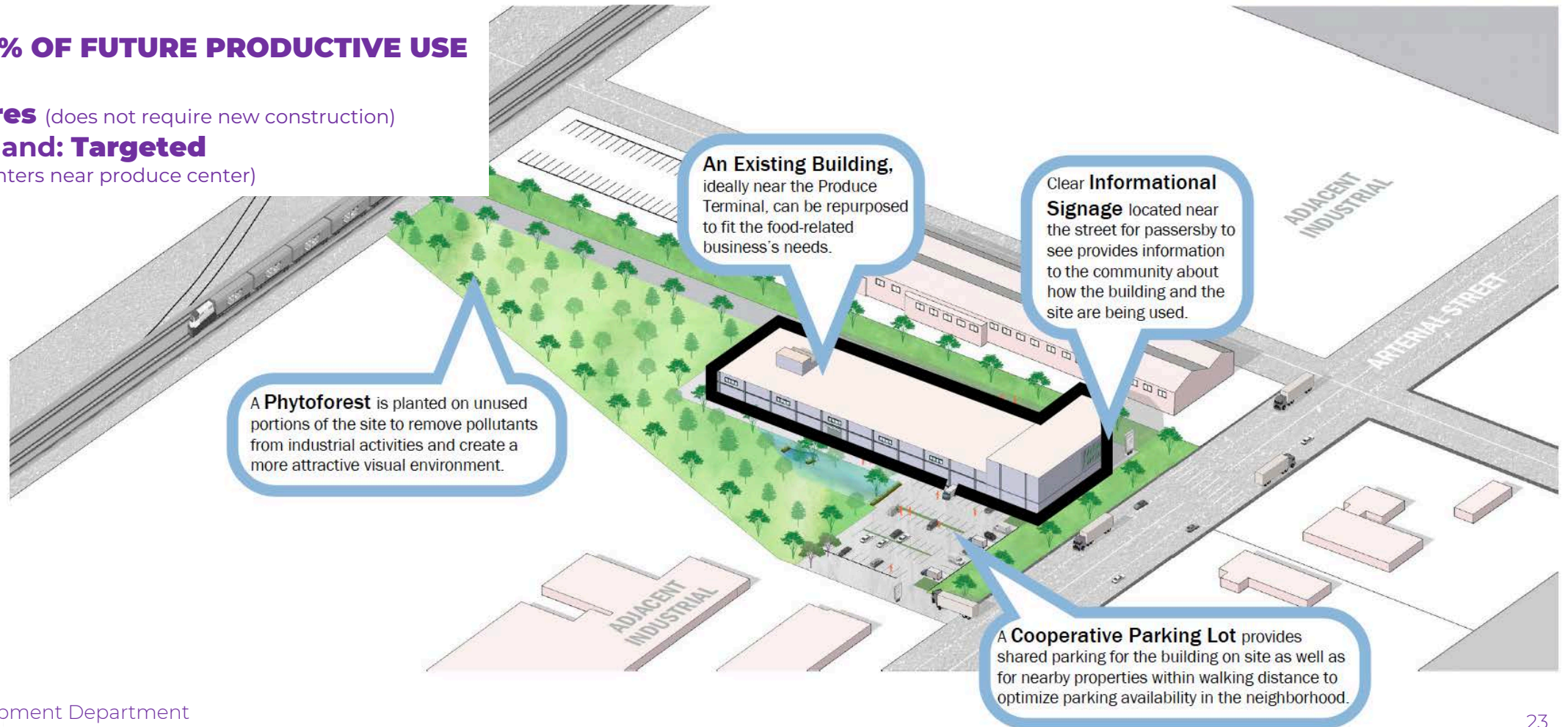
Food Distribution / Packing / Growing

Demand: **10% OF FUTURE PRODUCTIVE USE**

Size: **< 5 Acres** (does not require new construction)

Future Demand: **Targeted**

(development centers near produce center)



INDUSTRIAL DEVELOPMENT

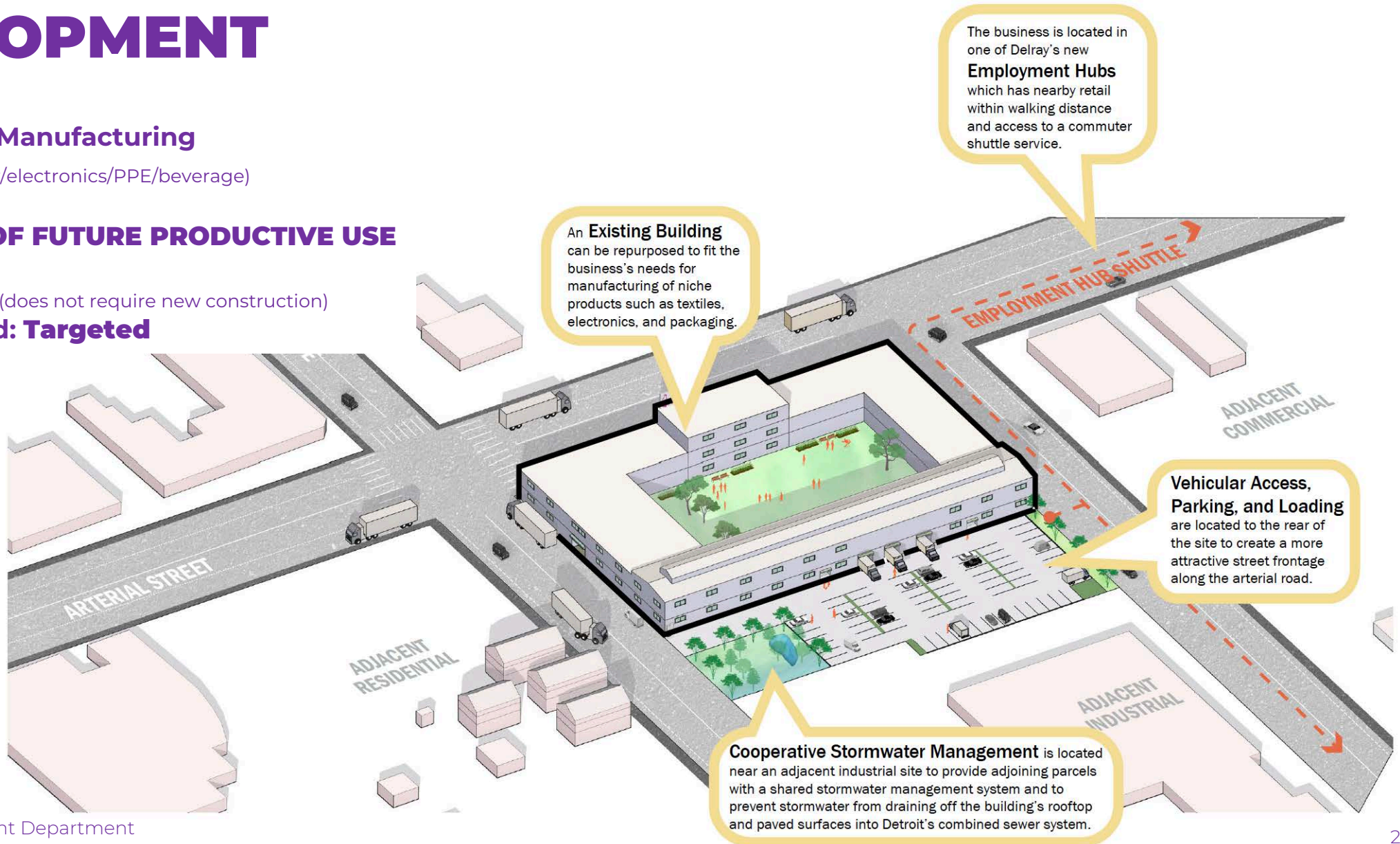
Custom/Niche Manufacturing

(garment/cut and sew/electronics/PPE/beverage)

Demand: 10% OF FUTURE PRODUCTIVE USE

Size: < 5 Acres (does not require new construction)

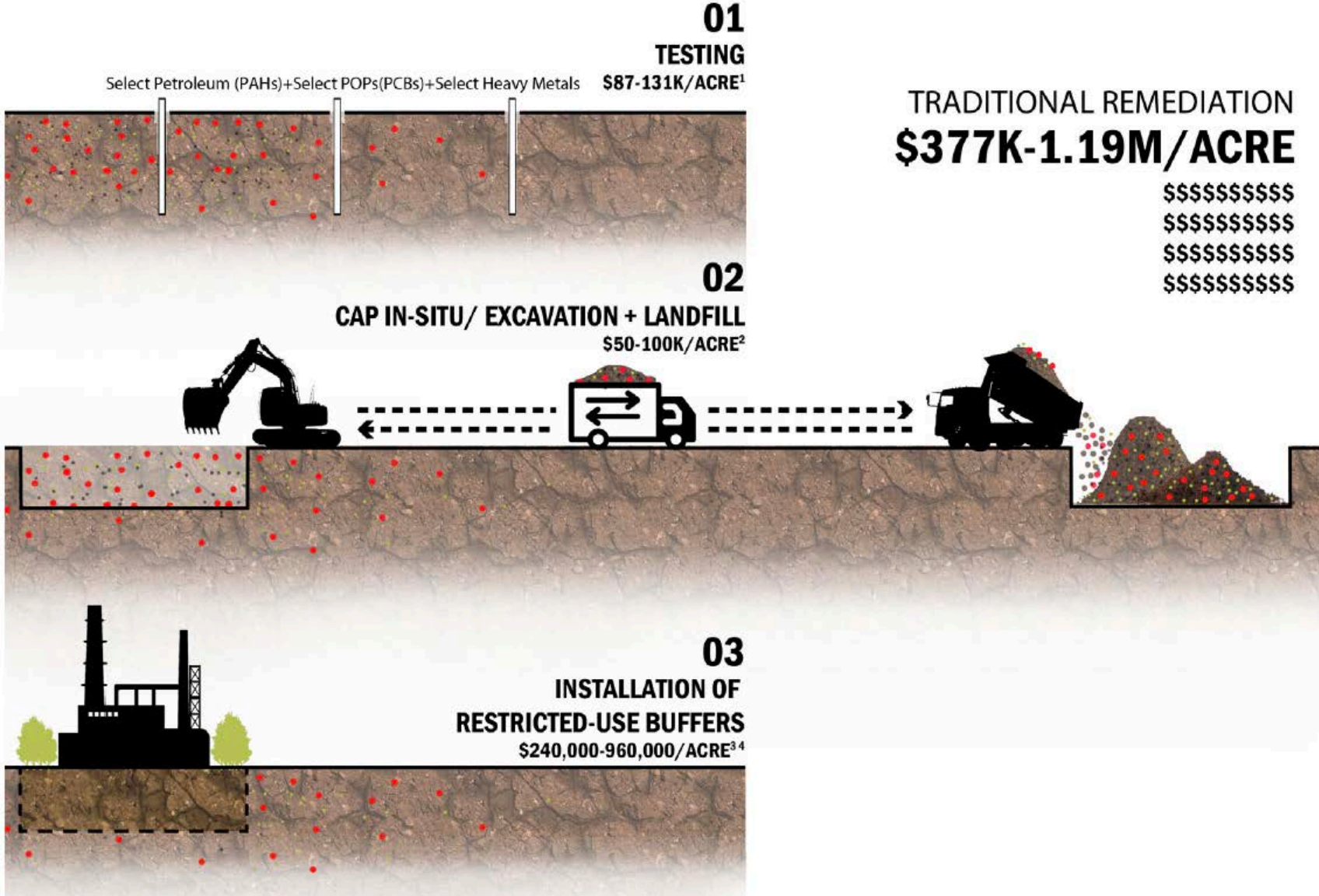
Future Demand: Targeted



PHYTO- REMEDICATION

TRADITIONAL REMEDIATION

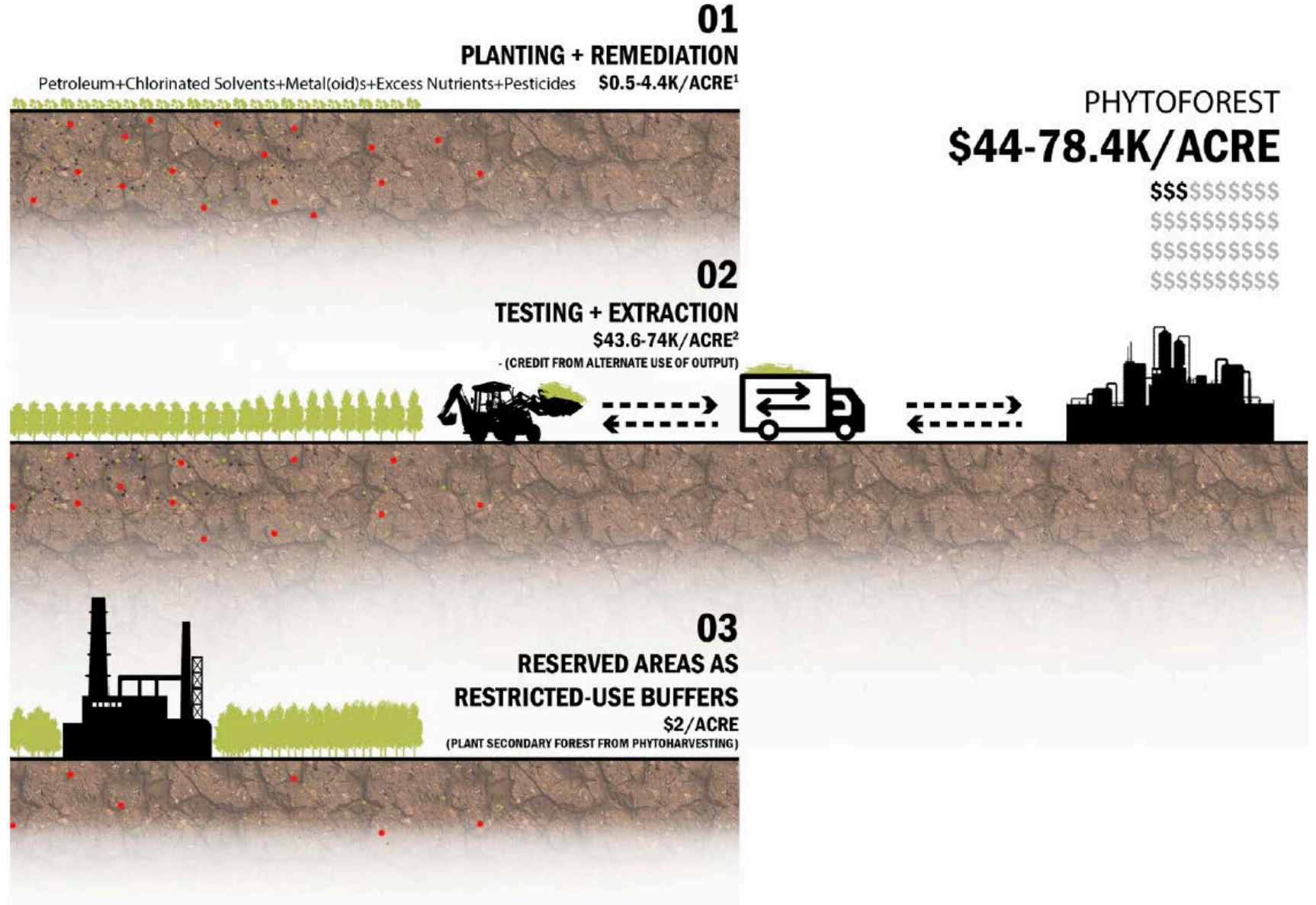
+ Skilled Labor Jobs



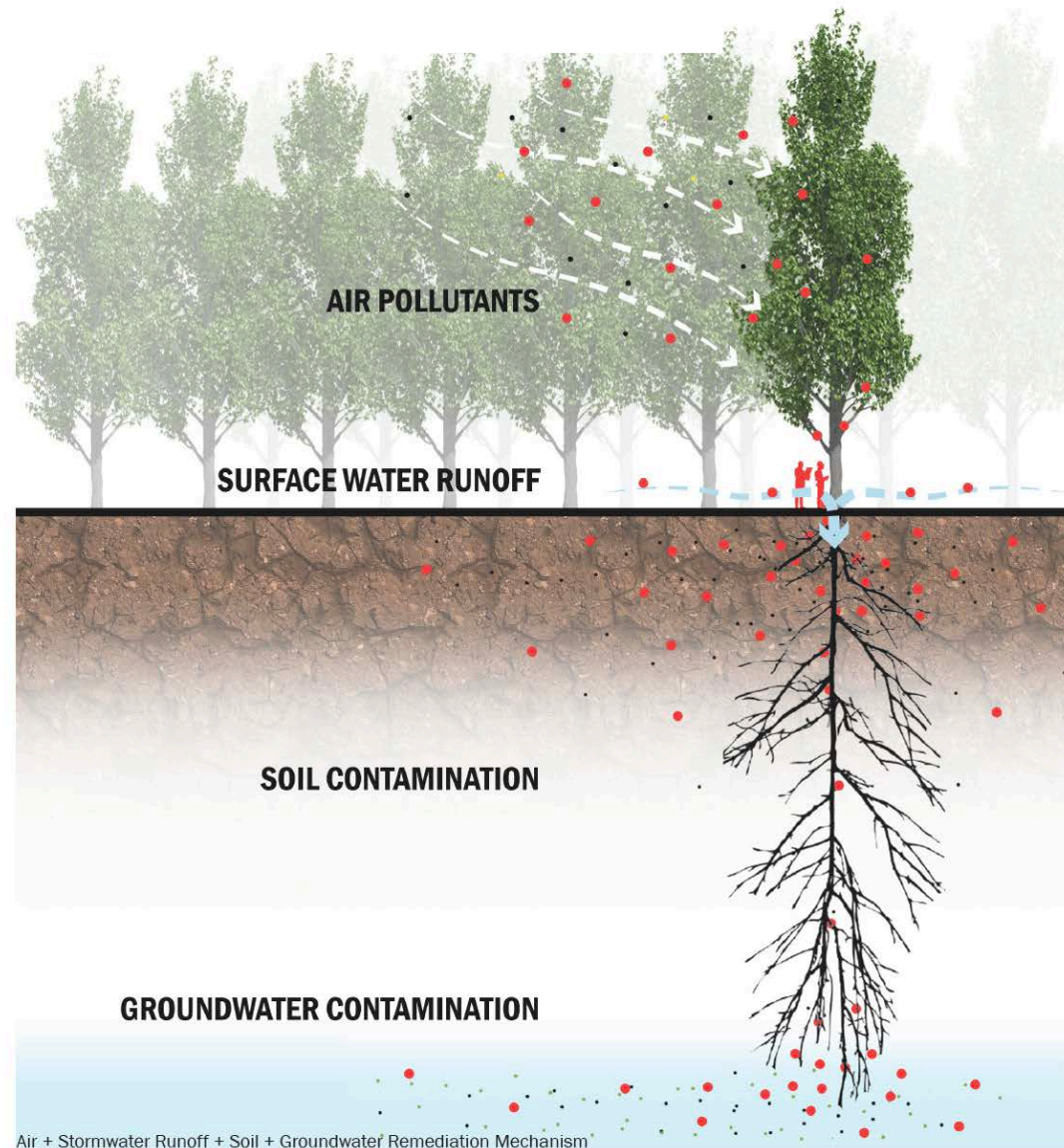
PHYTO REMEDiation

PHYTOFOREST REMEDIATION

- + Jobs
- + (alt) Products
 - Mulch
 - Wood Chips
 - Cardboard
 - Biofuel
- + Graywater Reuse
 - Offset some of the excess nutrient discharged from Detroit's WWTP
- + Educational
- + Habitat
- + Aesthetics



PHYTO REMEDICATION



LEAVES¹

- Phytovolatilization
- Phytometabolism
- Phytodegradation

ABOVE GROUND BIOMASS¹

- Phytoextraction

PHYTOSENSING

- Testing

ROOTS¹

- Phytostabilization
- Rhizodegradation
- Phytohydraulics

Sources: ¹ US EPA. Superfund Remediation & Technology Innovation (EPA 542-F-10-009). 2010. Phytotechnologies for Site Cleanup.
¹ DalCorso, G., Fasani, E., Manara, A., Giovanna, V., Furni, A., 2019. Heavy Metal Pollutions: State of the Art and Innovation in Phytoremediation. International Journal of Molecular Sciences.
¹ Kennen, K., Kirkwood, N., 2015. Phyto: Principles & resources for site remediation & landscape design.
 Image by BLD

PHYTOSENSING MECHANICS

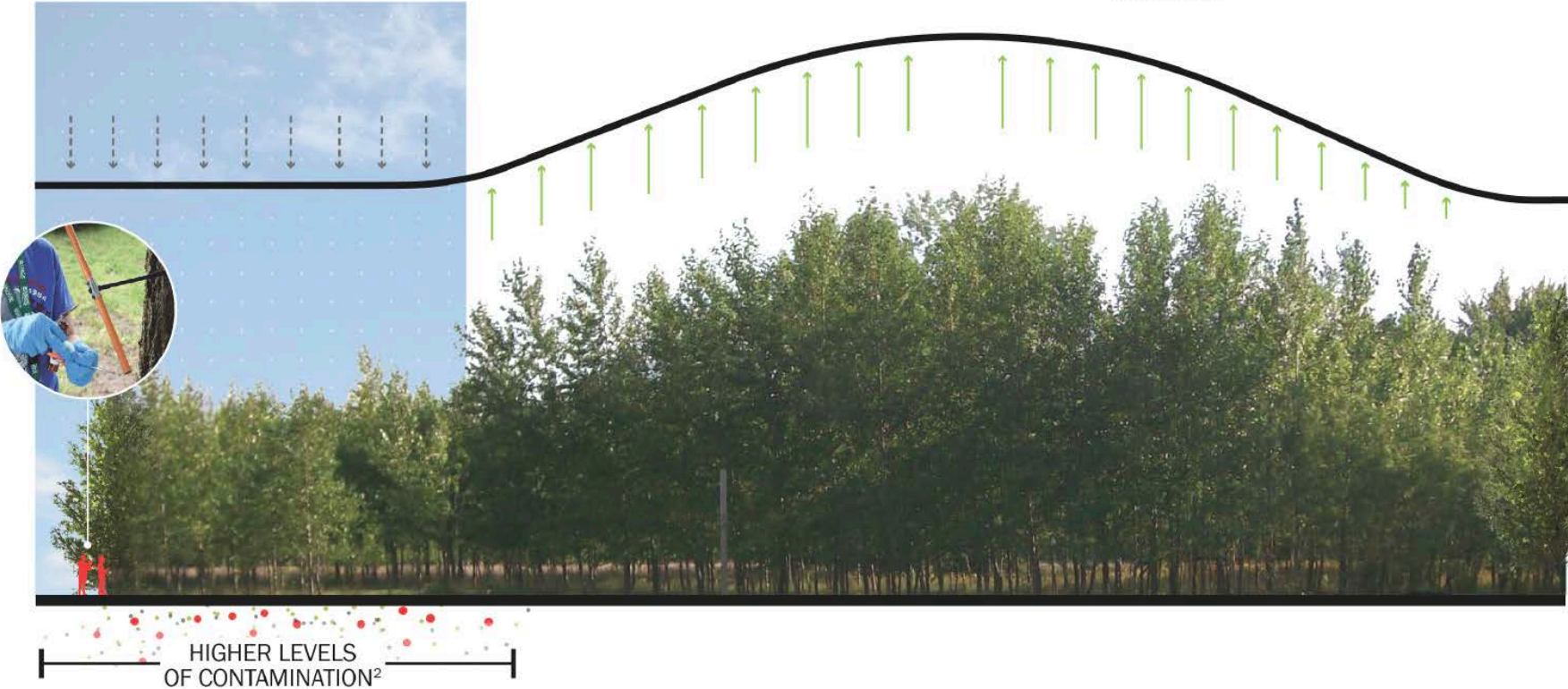


INSERT INCREMENT BORER HORIZONTALLY INTO TRUNK

COLLECT TRUNK TISSUE

SEND CORE SAMPLES TO LAB FOR TESTING

ANALYZE POLLUTANT TRACES AND PLOT RESULTS INTO GIS FOR MONITORING¹



HIGHER LEVELS OF CONTAMINATION²

PHYTO REMEDICATION

LANDSCAPE USE + TIME

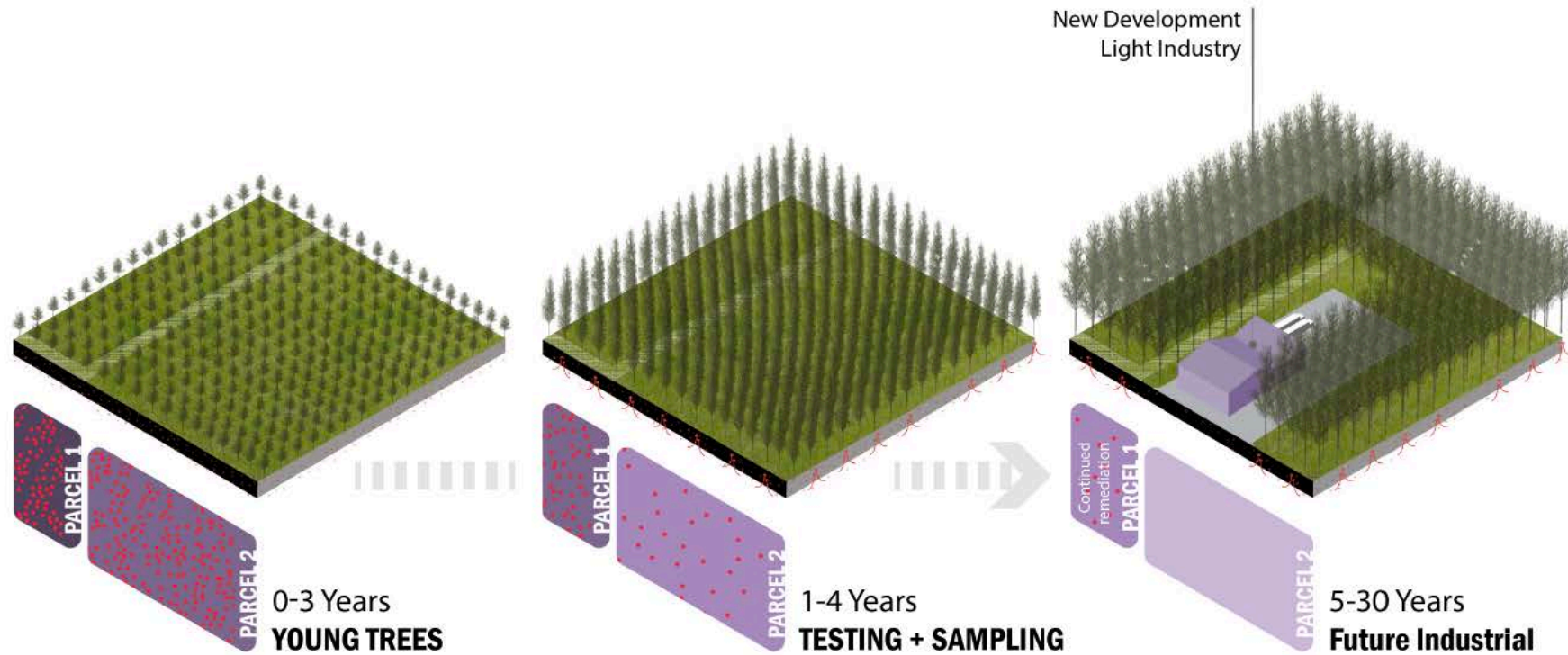
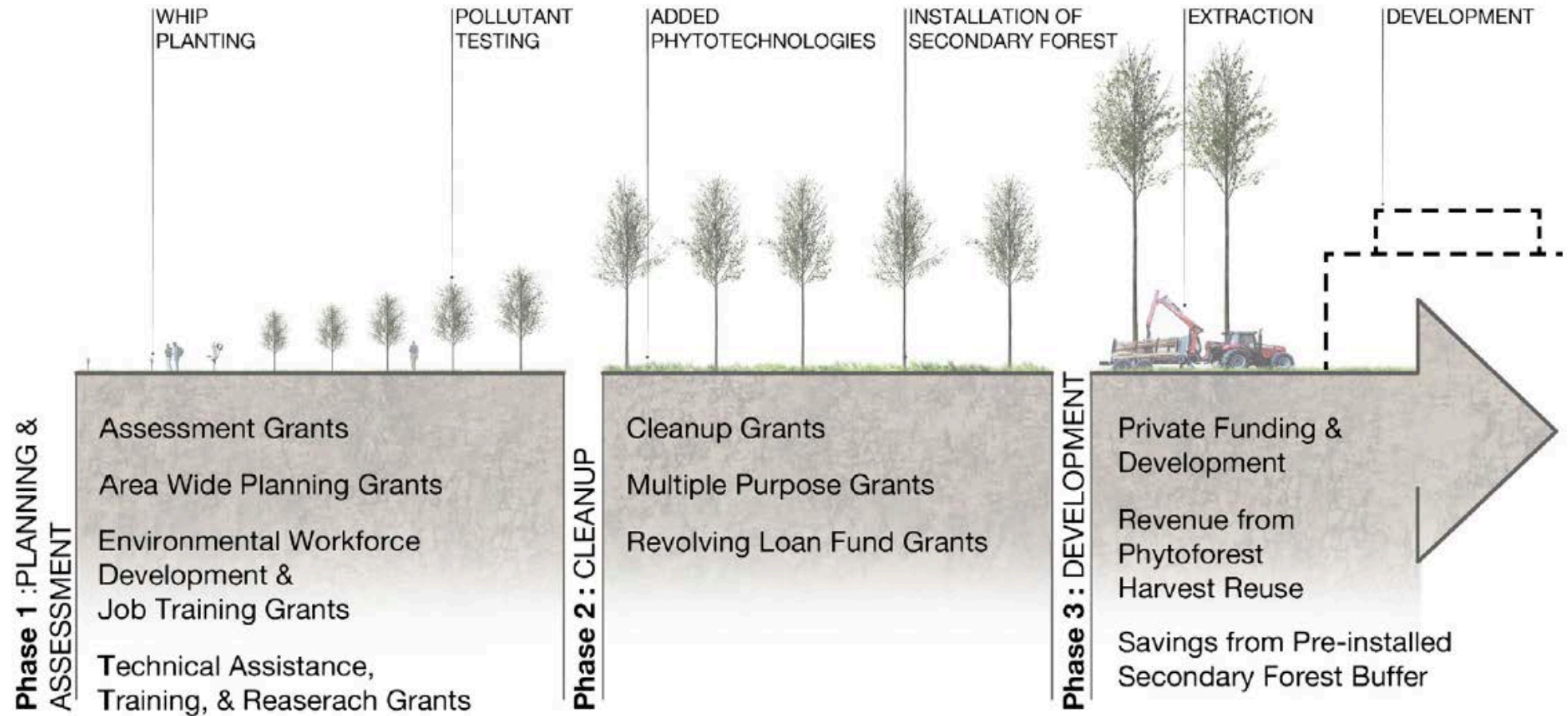


Image by BLD

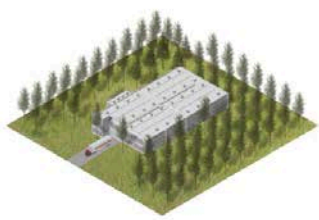
Broad Landscape + Land use Timeline

PHYTO REMEDATION

FUNDING

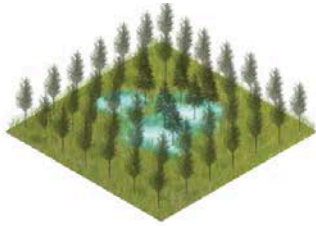


PHYTOFOREST VARIANTS



INDUSTRIAL PHYTOFOREST

With a recommended minimum buffer width of 60' (6 to 8 rows of trees along parcel boundaries), using a dense phytoforest grid of 8x8'- 10x10' and an additional secondary stabilization vegetative cover to hold contaminants in place to prevent them from migrating, this typology caters to the most intense contaminants released from industrial uses in Delray.



COOPERATIVE STORMWATER PHYTOFOREST

Cooperative Stormwater Phytoforests are designed primarily to reduce stormwater flow rate and treat runoff using a detention and/or retention basins to control the quantity of runoff while enhancing the quality of water infiltrating to the ground.

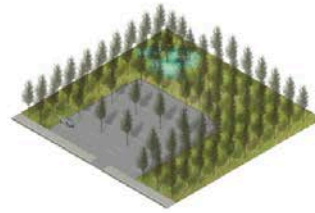
Designed as a shared infrastructure, *Drainage Charge Credits*⁵ can also be gained.



NON-INDUSTRIAL PHYTOFOREST

Traces of contamination (like lead) through prior industrial use on land can be seen to impact residences, commercial buildings, and offices that stand over these parcels today.

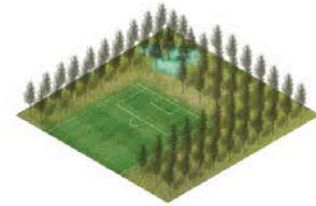
The non-industrial phytoforest type is designed to identify, stabilize/ treat these contaminants, and can also be used to gain *Drainage Charge Credits*.



PARKING PHYTOFOREST

Impervious surfaces that do not allow for stormwater to percolate directly in the ground dramatically increases the flow rate of runoff. This typology recommends the overall reduction of impervious surfaces by using a shared lot system between adjacent parcels that can function with staggered peak hours.

By using a dense grid and secondary vegetation, this typology can also be used to gain *Drainage Charge Credits*.



PARKLAND PHYTOFOREST

While Delray is zoned industrial, the neighborhood also hosts residential uses and historic attractions like Fort Wayne creating a need for recreational uses in Delray. The Parkland Phytoforest aims to buffer these recreational zones from neighboring industrial uses using a dense phytoforest grid. This phytoforest type assists in reducing excess fertilizers and nutrients often found in play areas and picnic zones with expansive lawns.



HIGHWAY + RAILROAD PHYTOFOREST BUFFER

These phytoforest buffers function primarily to trap air contaminants and particulate matter from vehicular corridors through dense foliage. Additionally, these treat road and car debris, petroleum and oil spills, salt and deicing chemicals, vehicular emissions, and vibrations through phytoremediating trees along the outermost edge of the ROW and evapotranspiration vegetative covers along the inner edges⁶.

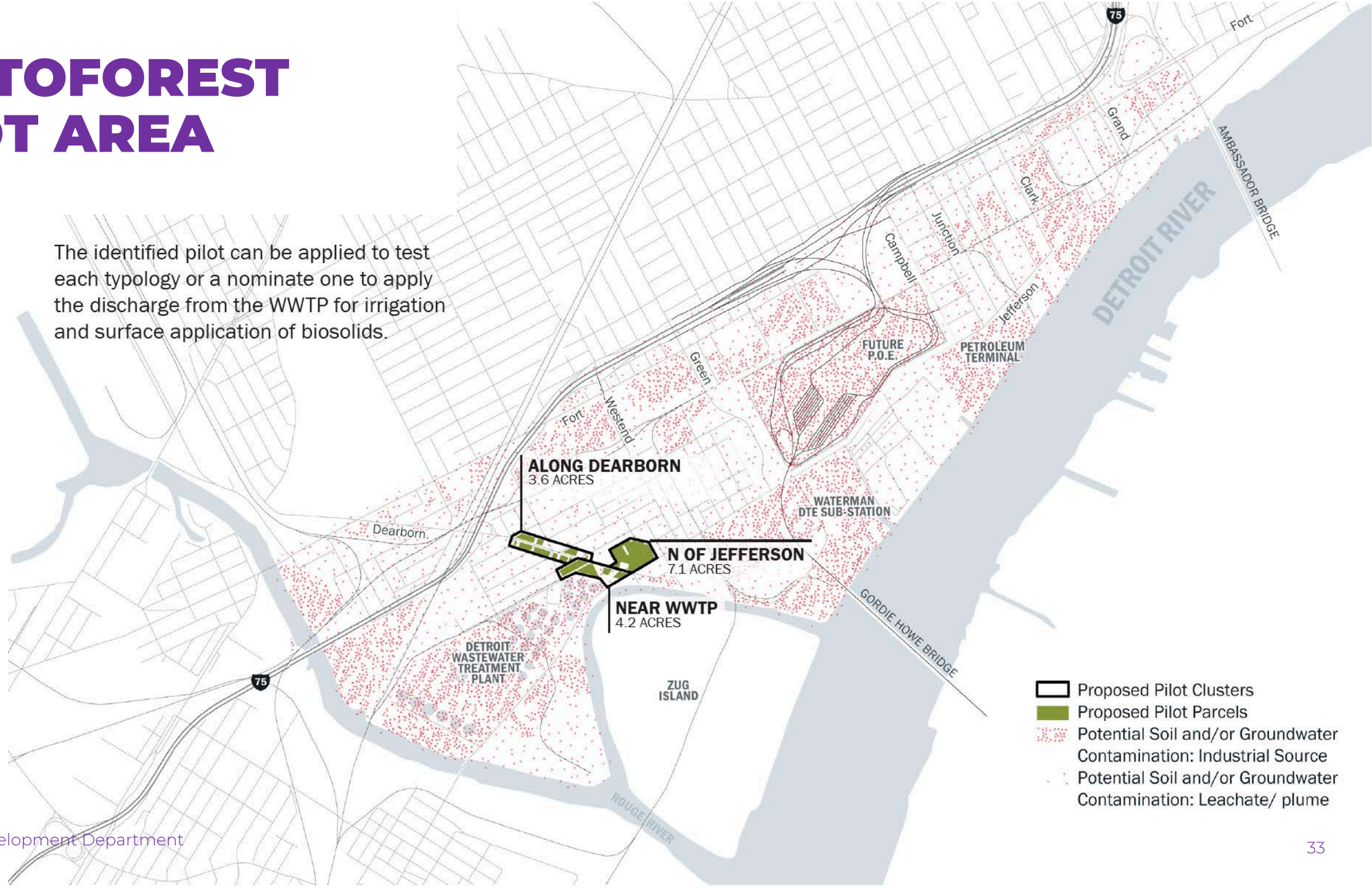


COMPOSTING PHYTOFOREST

Efficient on-site waste management can help offset emissions to a high degree. The composting phytoforest recommends the use of on-site composting for organic waste material from the neighborhood and waste sludge from Detroit's WWTP. Using phytoforest trees, excess nutrients and contained on site and a visual and olfactory barrier is created. The compost can be used to manufacture pellets (used as fertilizers and energy) thereby boosting Delray's economy.

PHYTOFOREST PILOT AREA

The identified pilot can be applied to test each typology or a nominate one to apply the discharge from the WWTP for irrigation and surface application of biosolids.



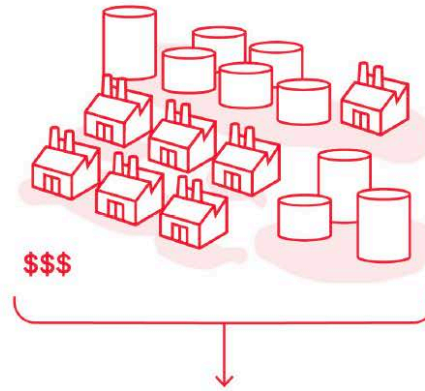
PHYTOFOREST CASE STUDY

MUSKEGON, MI

8 CONTAMINATED BROWNFIELD SITES¹
Industrial Vacancy

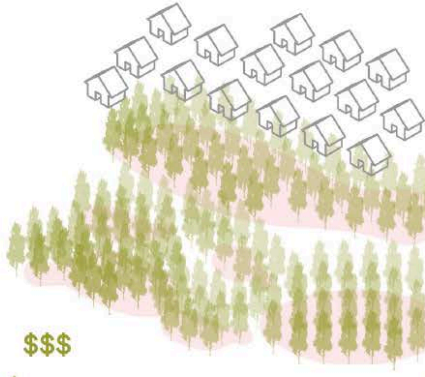
2012: 11 Acres
2017: 18 Acres

5 Types of Contaminants



POPLAR PLANTING
\$400,000 FUNDED BY?
U.S. Forest Service
Great Lakes Restoration Initiative

KEY PARTNERS
Environmental Forest Consultants
West Michigan Shoreline Regional Development Commission (WMSRD)
Michigan State University (MSU)
Montague Tree Farm, Merit Labs and Grand Rapids DEQ



CREDIT FROM WORKFORCE + PRODUCTS MANUFACTURED



Prior Industrial Vacancies: Manufacturing, Distribution, Petroleum storage, etc.¹



Current Poplar Grove: Improving Land Value + Activating & Beautifying Brownfields¹

Diagram by BLD

Sources:
¹The Delta Institute. 2016. From Brownfields to Beauty. Announcements.

BUFFERS/ SCREENING

BUFFERS/ SCREENING

TRUCK ROUTES & ROADWAYS

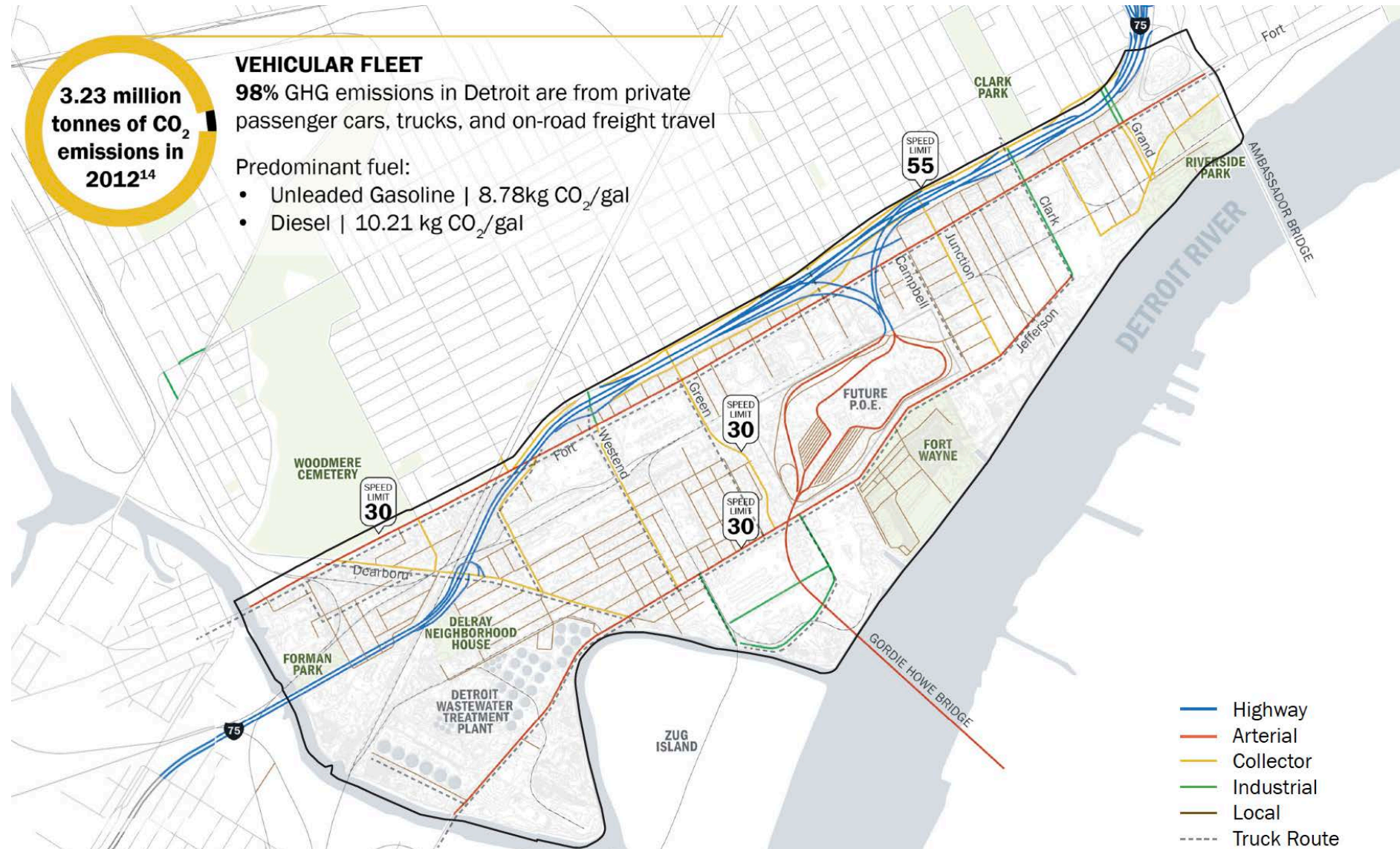
3.23 million
tonnes of CO₂
emissions in
2012¹⁴

VEHICULAR FLEET

98% GHG emissions in Detroit are from private passenger cars, trucks, and on-road freight travel

Predominant fuel:

- Unleaded Gasoline | 8.78kg CO₂/gal
- Diesel | 10.21 kg CO₂/gal



¹⁴ Carlson, J., Cooper, J., Donahue, M. 2014. City of Detroit Greenhouse Gas Inventory: An Analysis of Citywide and Municipal Emissions for 2011 and 2012.

BUFFERS/ SCREENING

COLLECTOR BUFFERS

66' ROW
MODERATE SPEED
MODERATE VOLUME

Total Buffer Width 20' - 30'
Tree Buffer Width 10' - 20'
Shrubbery Width 20' - 30'

EX. DEARBORN STREET



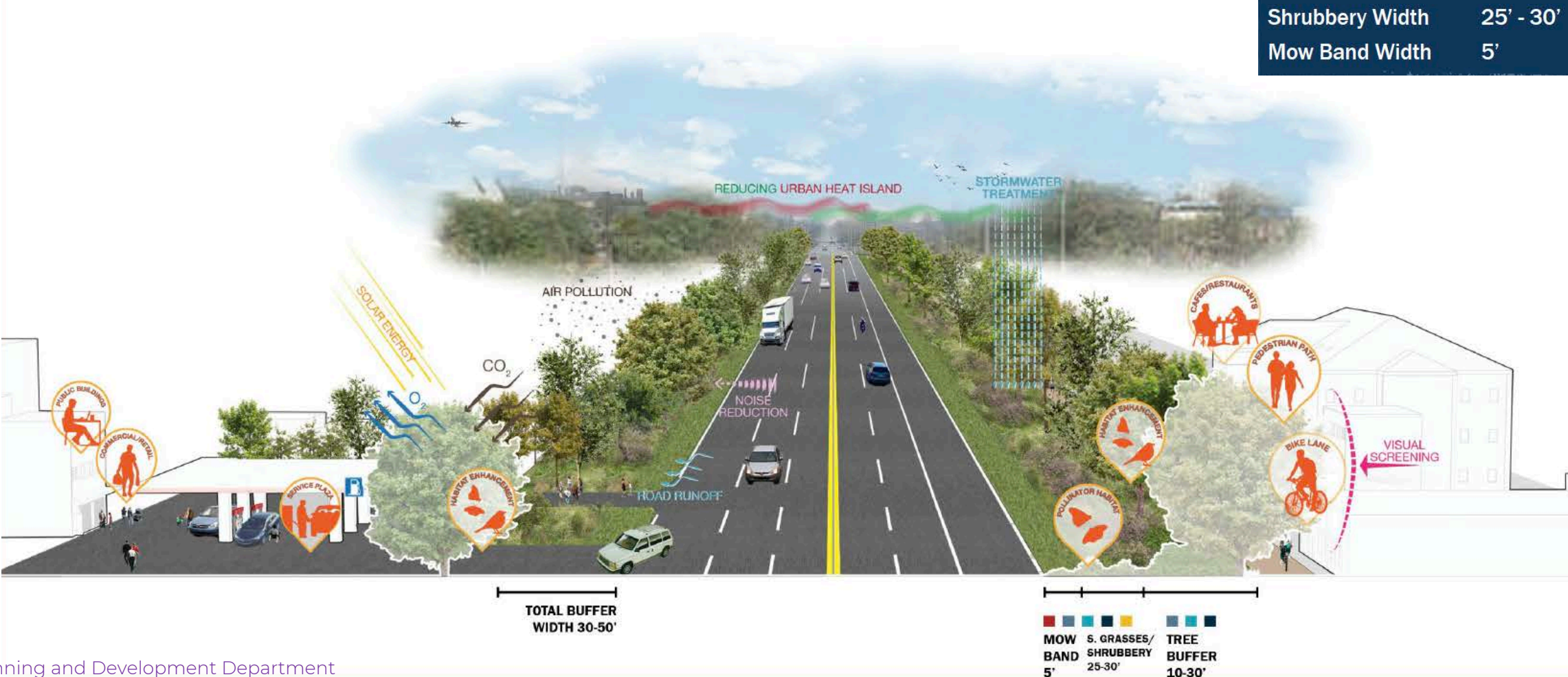
BUFFERS/ SCREENING

EX. FORT OR JEFFERSON

ARTERIAL BUFFERS

100' ROW
MODERATE SPEED
MODERATE-HIGH VOLUME

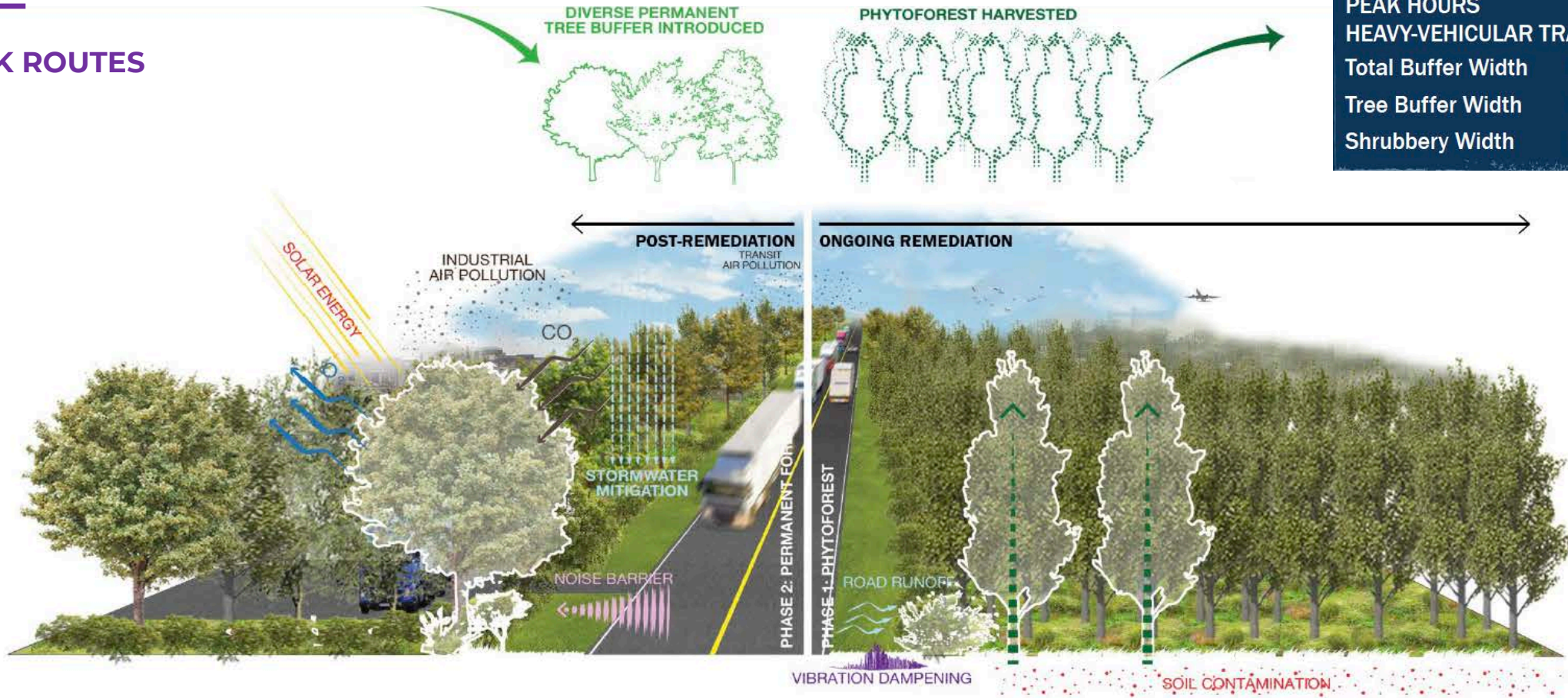
Total Buffer Width	30' - 50'
Tree Buffer Width	10' - 30'
Shrubbery Width	25' - 30'
Mow Band Width	5'



BUFFERS/ SCREENING

TRUCK ROUTES

N-S INDUSTRIAL CORRIDOR BUFFERS	
50' ROW	
MODERATE SPEED	
PEAK HOURS	
HEAVY-VEHICULAR TRAFFIC	
Total Buffer Width	60'
Tree Buffer Width	60'
Shrubbery Width	10' - 20'



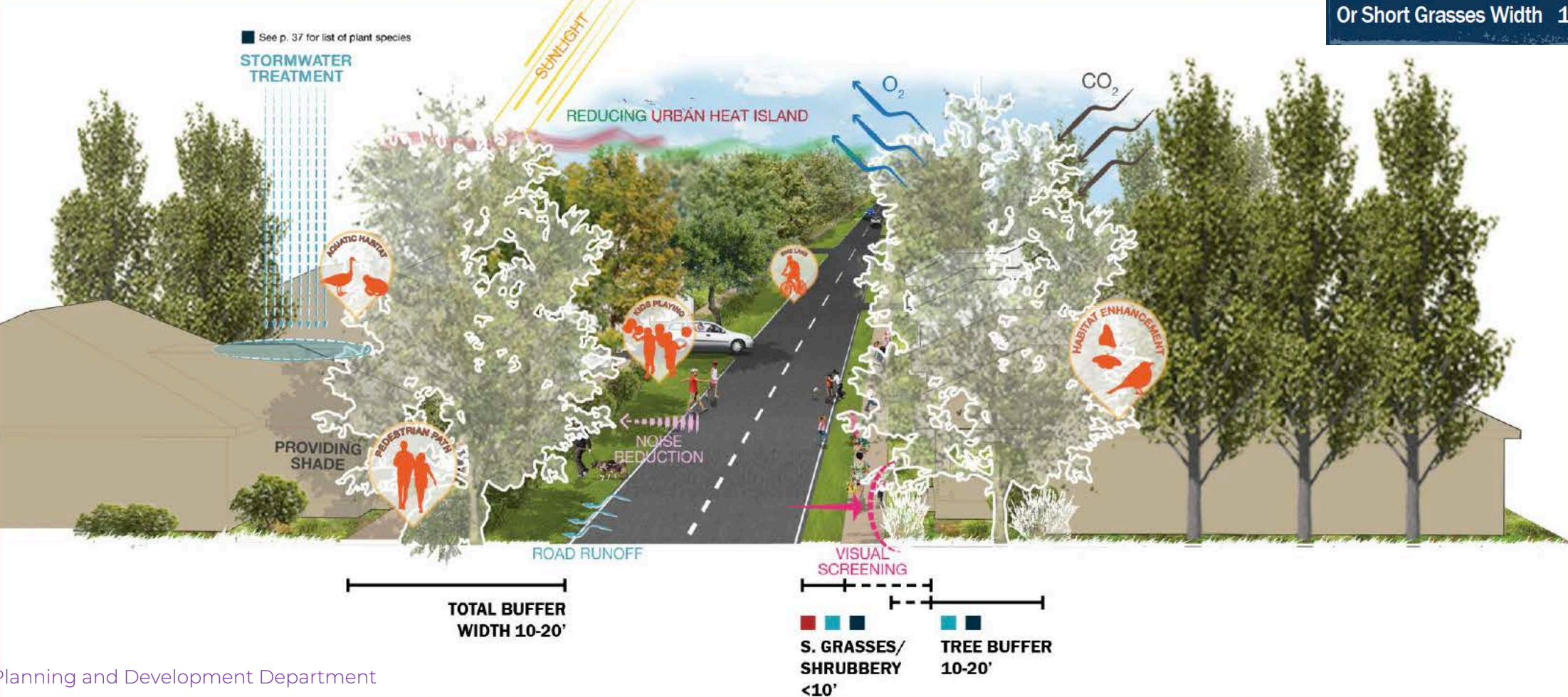
BUFFERS/ SCREENING

LOCAL/RESIDENTIAL STREETS

LOCAL BUFFERS

50' ROW
LOW SPEED + VOLUME

- Total Buffer Width 10' - 20'
- Tree Buffer Width 10' - 20'
- Shrubbery Width < 10'
- Or Short Grasses Width 10' - 20'



BUFFERS/ SCREENING

INTERSTATE - 75

HIGHWAY BUFFERS

> 100' ROW
HIGH SPEED
HIGH VOLUME

Total Buffer Width	150' - 400'
Tree Buffer Width	65' - 400'
Shrubbery Width	< 65'
Short Grasses	< 45'
Mow Band Width	5'

SUNKEN HIGHWAY BUFFER



BUFFERS/ SCREENING

BELOW INTERSTATE -75

ELEVATED HIGHWAY BUFFER



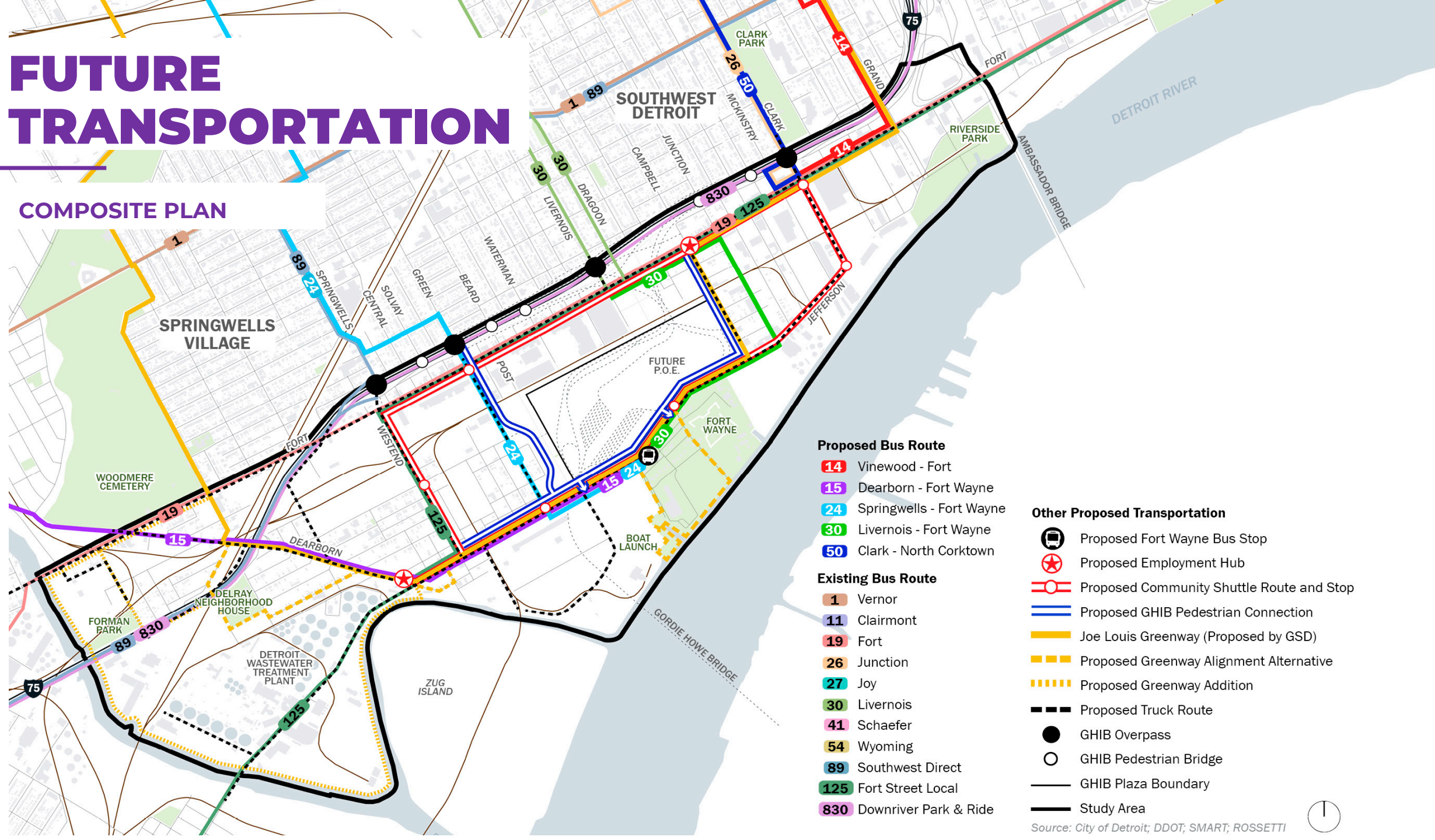
HIGHWAY BUFFERS

> 100' ROW	
HIGH SPEED	
HIGH VOLUME	
Total Buffer Width	150' - 400'
Tree Buffer Width	65' - 400'
Shrubbery Width	< 65'
Short Grasses	< 45'
Mow Band Width	5'

FUTURE TRANSPORTATION

FUTURE TRANSPORTATION

COMPOSITE PLAN



Proposed Bus Route

- 14 Vinewood - Fort
- 15 Dearborn - Fort Wayne
- 24 Springwells - Fort Wayne
- 30 Livernois - Fort Wayne
- 50 Clark - North Corktown

Existing Bus Route

- 1 Vernor
- 11 Clairmont
- 19 Fort
- 26 Junction
- 27 Joy
- 30 Livernois
- 41 Schaefer
- 54 Wyoming
- 89 Southwest Direct
- 125 Fort Street Local
- 830 Downriver Park & Ride

Other Proposed Transportation

- Proposed Fort Wayne Bus Stop
- Proposed Employment Hub
- Proposed Community Shuttle Route and Stop
- Proposed Ghib Pedestrian Connection
- Joe Louis Greenway (Proposed by GSD)
- Proposed Greenway Alignment Alternative
- Proposed Greenway Addition
- Proposed Truck Route
- Ghib Overpass
- Ghib Pedestrian Bridge
- Ghib Plaza Boundary
- Study Area

Source: City of Detroit; DDOT; SMART; ROSSETTI

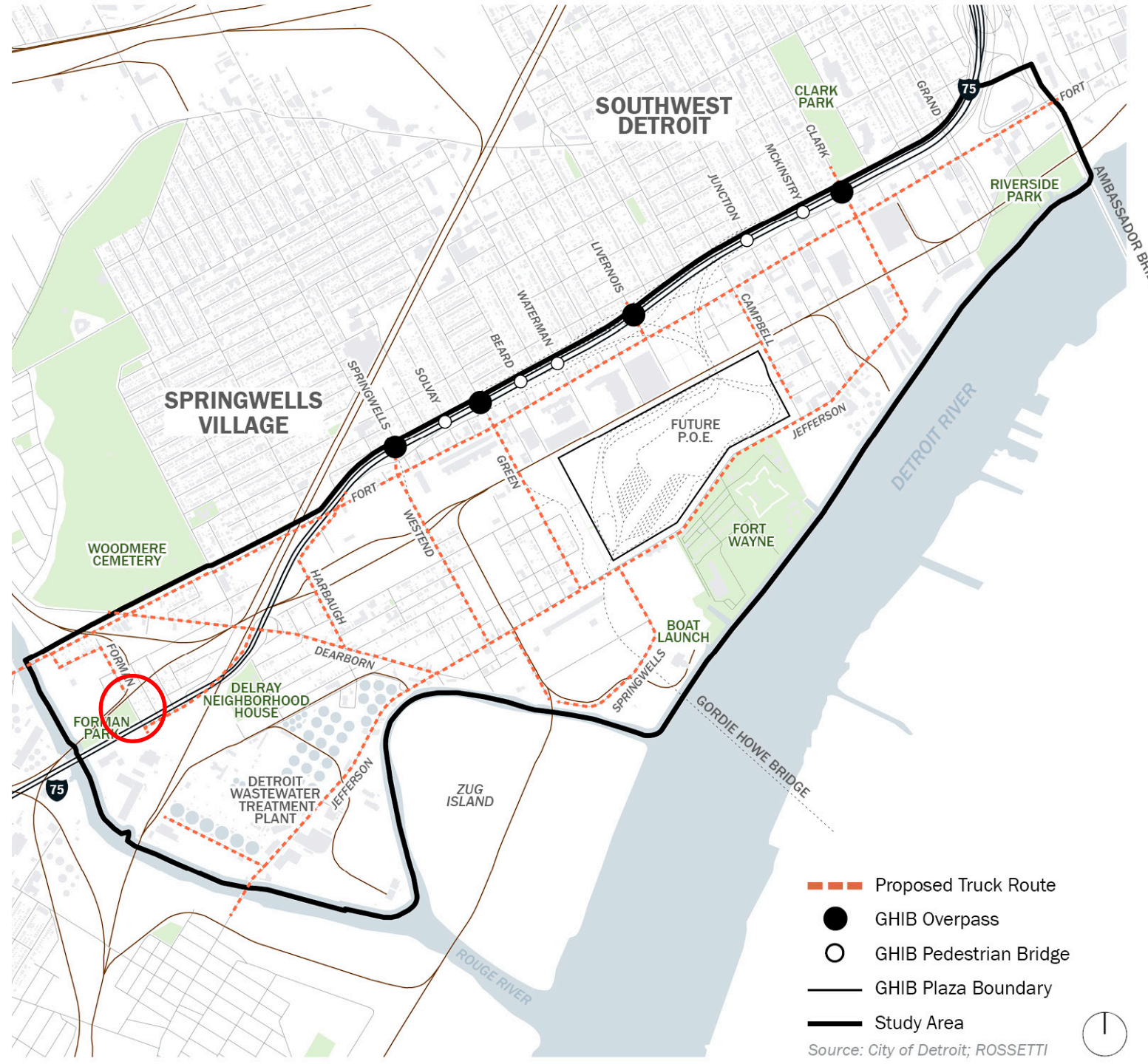


FUTURE TRANSPORTATION

TRUCK ROUTES

The City has recently proposed a truck ordinance and subsequent associated truck network that will impact Delray. The proposed network, once approved will be the city's first designated truck route network.

The Delray Framework adopts all proposed truck routes from the proposed network with the exception of the route that is proposed at Forman Street. The existing Forman Park is planned for future stormwater improvements and potential nonmotorized boat access to the Rouge River. Trucks accessing commercial property north of the freeway can access industrial properties via Fort Street. Trucks can access the DWSD Wastewater Treatment Plant vis the existing access Drive from Dearborn Street.

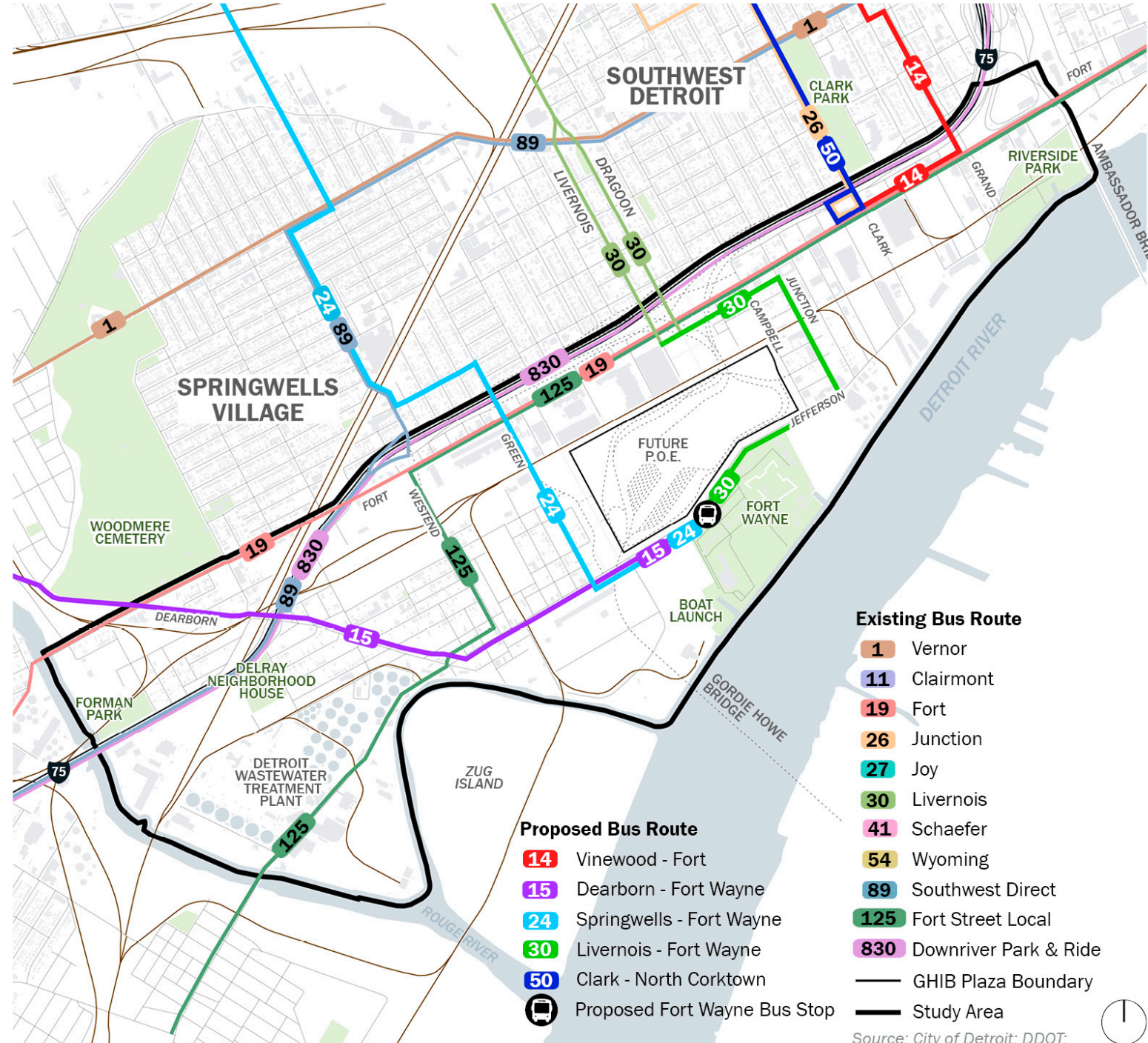


FUTURE TRANSPORTATION

PUBLIC TRANSIT

Detroit Department of Transportation (DDOT) and the Suburban Mobility Authority for Regional Transportation (SMART) each provide bus routes to and through Delray. With the construction of the GHIB some DDOT routes have been interrupted by the very nature of the removal of local streets for the construction of the plaza.

Proposed DDOT routes will continue within Delray providing multiple routes into and out of the neighborhood. however it does not provide circulation within the area. SMART currently only provides service on Fort Street. Employees or residents utilizing SMART service would likely need to access their homes, jobs or services on foot from Fort Street. Continued conversations with both DDOT and SMART should take place to seek opportunities to expand or realign service as needs change in the neighborhood.

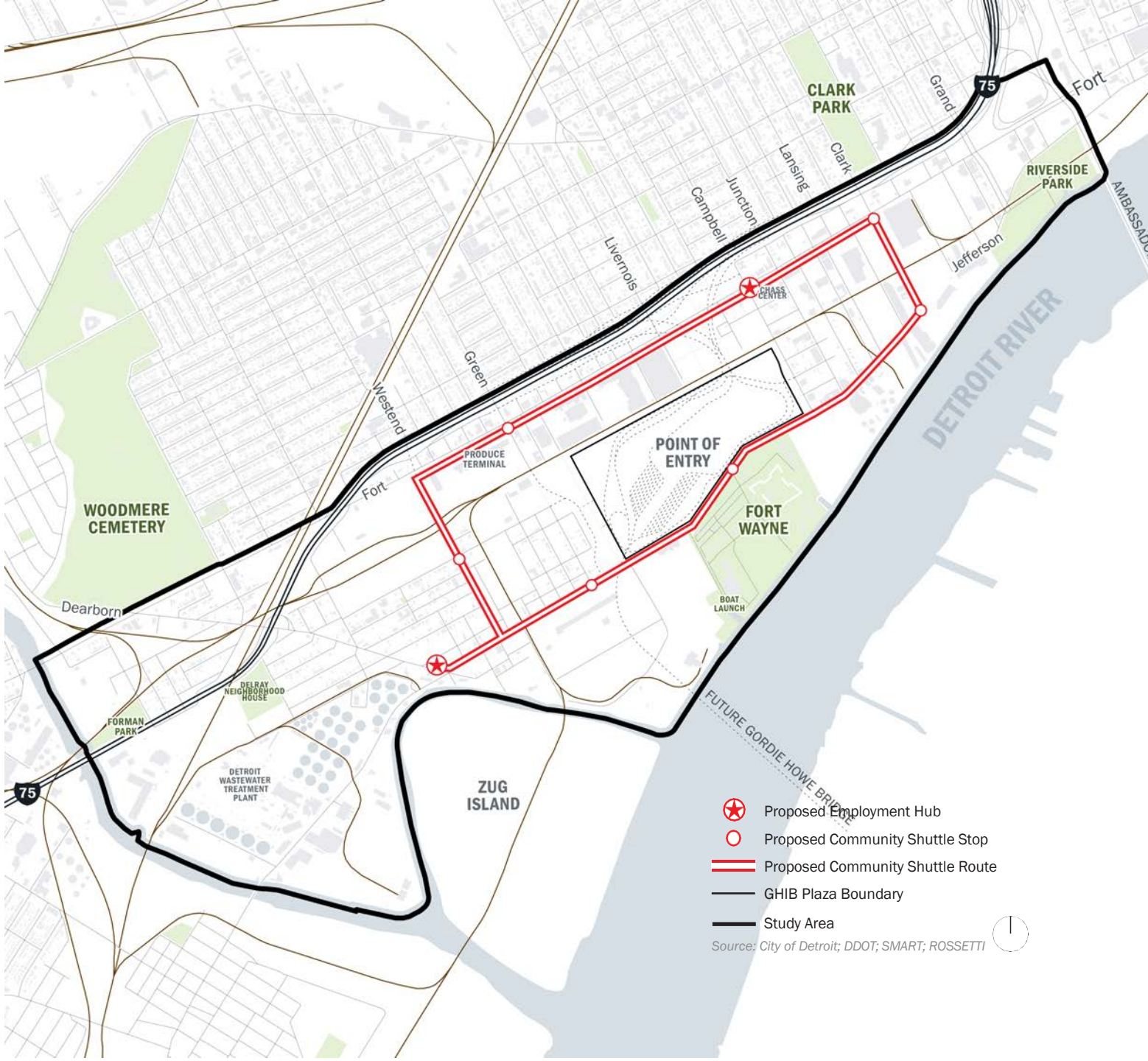


Source: City of Detroit; DDOT; SMART; ROSSETTI

FUTURE TRANSPORTATION

DELRAY SHUTTLE ROUTE

As a supplement to DDOT and SMART services a rubber tire shuttle service should be considered. With an influx of new warehouses, many communities are increasingly focusing on connecting these facilities to public transportation and have expanded their service to include industrial parks or employment areas that are not otherwise well served by public transportation



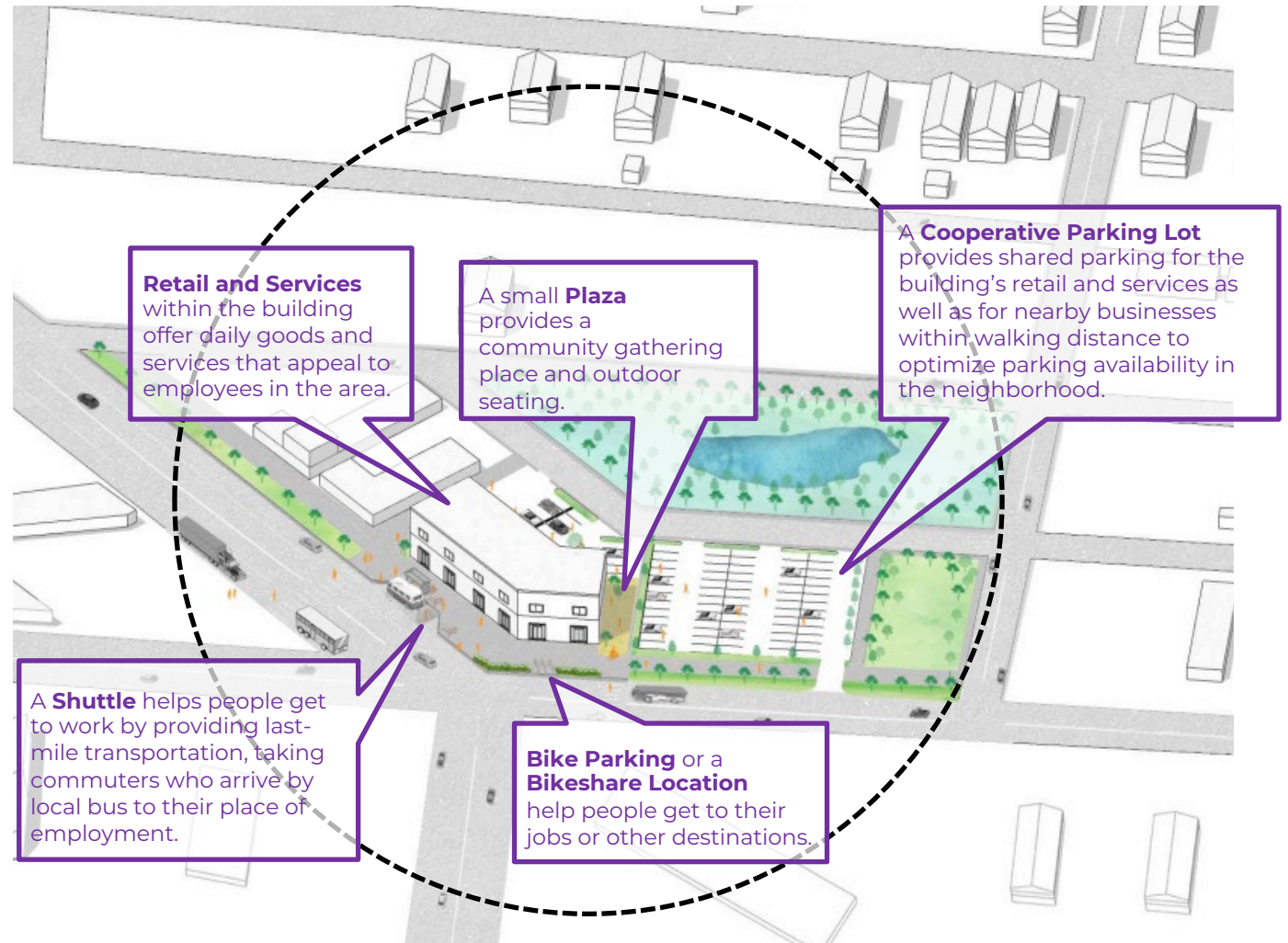
FUTURE TRANSPORTATION

EMPLOYMENT HUB

A **DELRAY EMPLOYMENT HUB** is an opportunity to provide community services either within existing organizations or commercial buildings that allow business owners the opportunity to offer employees valuable services such as workforce enrichment, education, possibly even childcare and daily goods.

Business can pay into a fund to provide these services at a discounted rate.

To provide maximum benefit, employment hubs should be connected by a Delray Shuttle that links transit lines and serves as enhanced last-mile transportation.

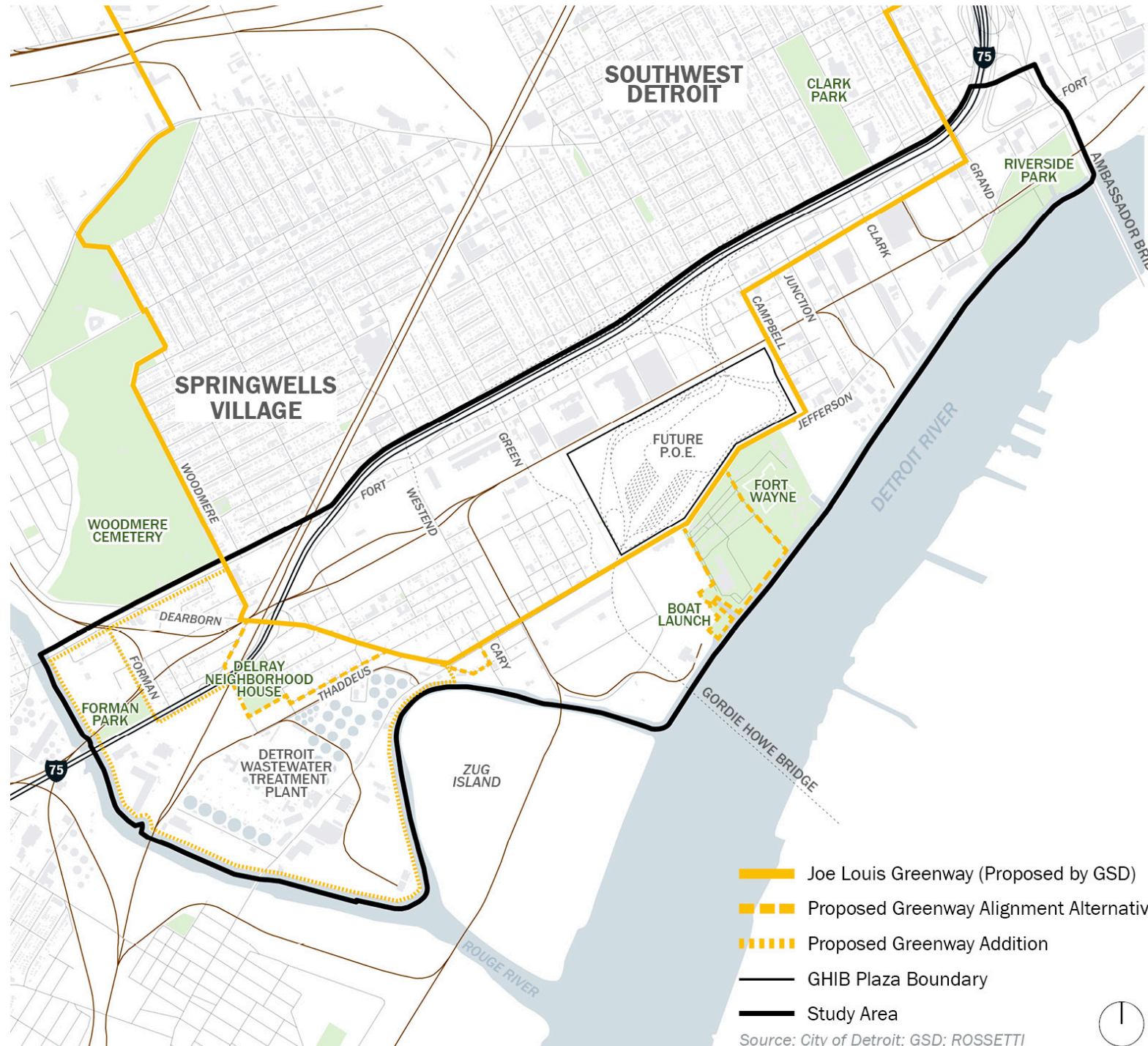


FUTURE TRANSPORTATION

JOE LOUIS GREENWAY

The proposed Joe Louis Greenway provides an opportunity to provide enhanced quality non-motorized access through the neighborhood and to its recreational amenities.

The proposed greenway alignment maximizes the previously committed pedestrian spaces as part of the GHIB Community Benefits Agreement. Additional alignments should be considered to minimize conflicts with rail corridors.

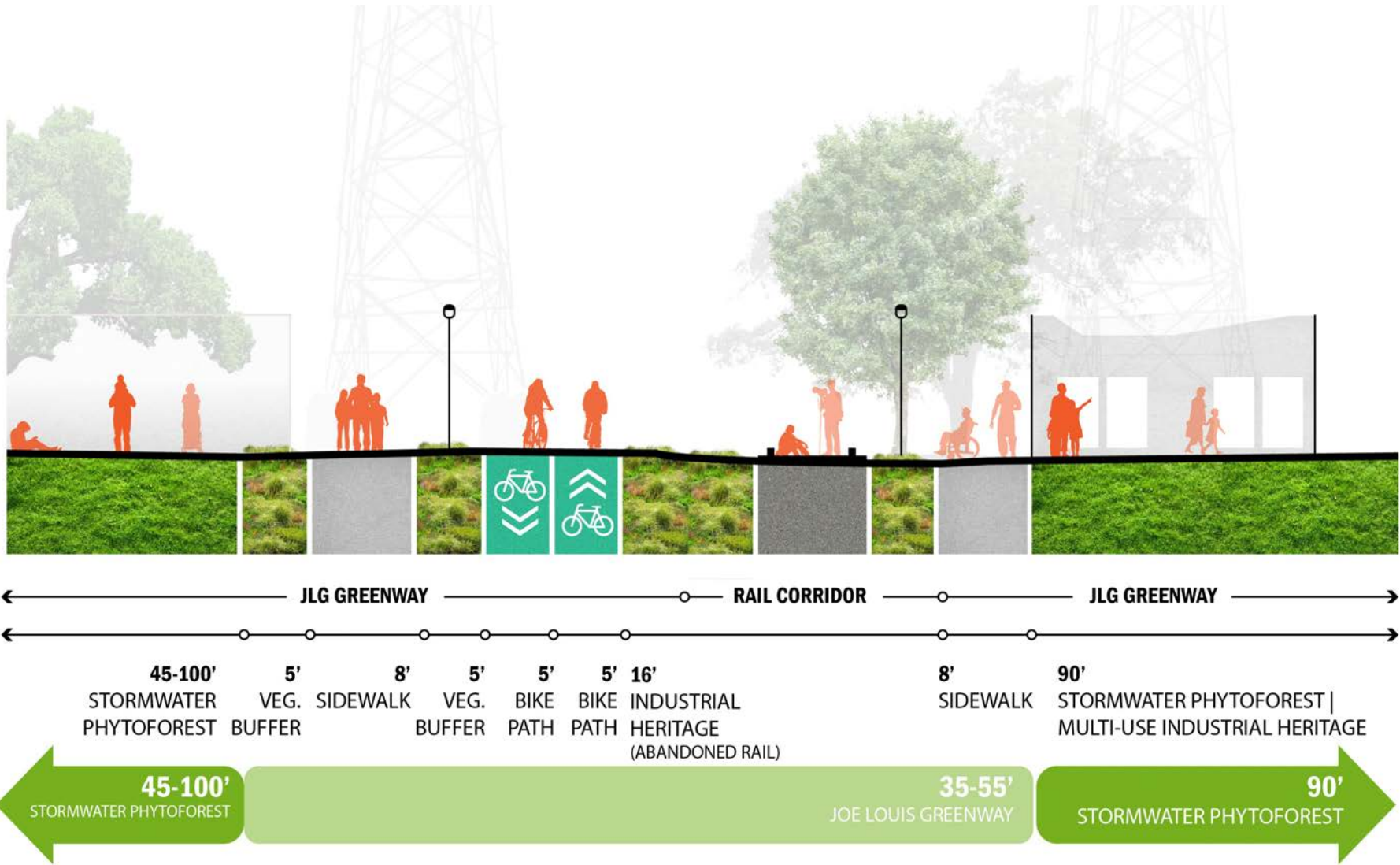


FUTURE TRANSPORTATION

JOE LOUIS GREENWAY



PROPOSED CROSS-SECTION:
VACANCY ALONG DEARBORN ST.
(WEST OF WWTP)

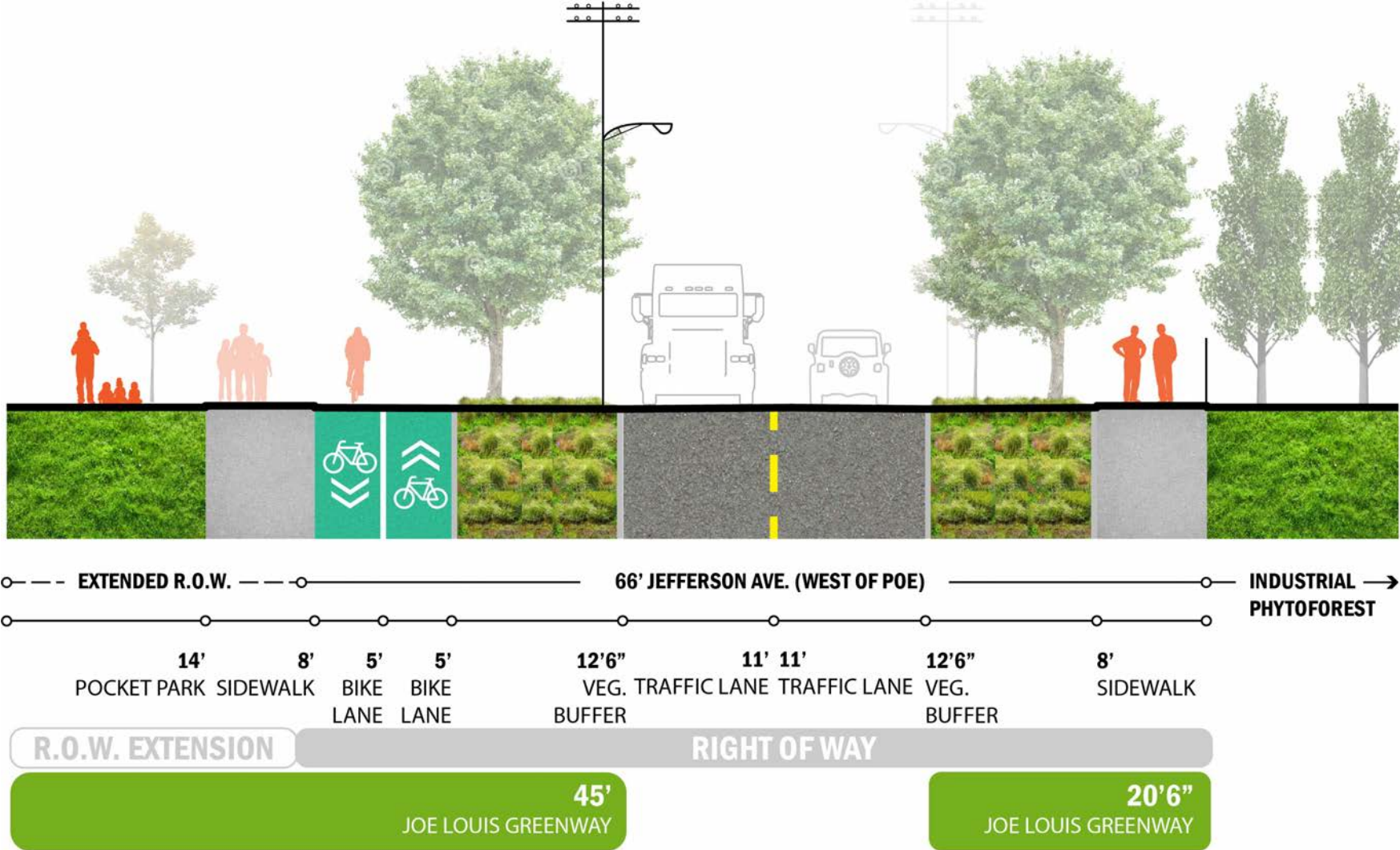


FUTURE TRANSPORTATION

JOE LOUIS GREENWAY



PROPOSED CROSS-SECTION:
JEFFERSON



NEXT STEPS

- **PRESENTATION TO CAG?**
- **FINALIZE IDEAS WITH PARTNERING DEPARTMENTS – GSD, DWSD**
- **PRESENTATION TO MAYORS OFFICE – TO BE VETTED BY ADMINISTRATION**
- **COMMUNITY OUTREACH BY PDD – ZOOM MEETING AND CITIZENS GUIDE DOCUMENT**
- **FINALIZE DRAFT BY END OF FEBRUARY 2021**
- **COMPLETE FRAMEWORK DOCUMENT BY END OF MARCH 2021**



THANK YOU!