Urban Infill and Redevelopment Tour

For the

Hazel Park

Downtown Development Authority,
Planning Commission &
Zoning Board of Appeals

November 11, 2000

McKenna Associates, Inc.
Community Planning & Urban Design
URBAN INFILL AND REDEVELOPMENT TOUR

for the

Hazel Park

DOWNTOWN DEVELOPMENT AUTHORITY
and
PLANNING COMMISSION
and
ZONING BOARD OF APPEALS

November 11, 2000

9:00 a.m. -- 1:00 p.m.
Urban Infill and Redevelopment Tour
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City Council
Ben Colley, Mayor
Donna Vance - Mayor Protem
Doug Pashakarnis
Ken Mayo
Jack Lloyd

Downtown Development Authority
Joseph Young, Chairman
Ed Bullock
Frank Tyndell
Jeffrey Johnson
John Hall
Marlene Gilliland
Barbara Flatt
Carl Taylor
Charles Hemple
Connie Counts
Donald Phillips
Gary Carey

Planning Commission
Michael Webb - Chairman
Richard Robbins
Robert Peterson
Al Sheridan
Elaine Carene
Joel Holcombe
Linda Zeiss
Lisa Crouch
Joseph Young

Zoning Board of Appeals
Bruce Kremhelmer
Gary Matkovich
Lawrence Mitrovich
Robert Hagberg
Wayne McPherson
Michael Webb

Administrative
Joseph Young - City Manager
Gary Carey - Community Development
Amy Vansen - City Planner
Ed Kloubcher - Special Projects Coordinator
Linda Hickmott - Administrative Assistant

McKenna Associates, Inc.
Phillip C. McKenna, AICP, PCP
Steven E. Pugsley, PCP, AICP
First discussion topic for today's bus tour comes from the recently adopted Master Plan. The conclusion of Section D, Income and Employment, of the Socio-Economic Analysis and Projections reads as follows:

**Conclusion:** The data and estimates of income reflect the aging of the population in the significant proportion of households with retirement income. The income levels also reflect the shift towards lower paying occupations and the loss of many manufacturing jobs. The City's unemployment rate is higher than that of the county-wide unemployment rate and income levels are lower than incomes county-wide. Income levels are, however, expected to increase. The City should adopt land use policies that will encourage better employment opportunities for residents and work with the School District to provide continuing education and employment training opportunities for residents. Another means of increasing income levels is to identify areas in which new, upgraded housing could be developed that will attract young families with greater earning potential.

Thus, an implementation strategy could be to create an innovative program to attract young families by:

- Promote a friendly, WALKABLE community with front porches and sidewalks:
  WALK TO:
  - School
  - Neighborhood Parks
  - Downtown
  - Work
  - Church

Become a 1 car family and save over $4,500.00 a year.

- Solicit High Tech firms to locate in redevelopment sites along John R, Dequindre, 8 Mile, 9 Mile and 10 Mile.

- Establish vocational and adult education training programs for residents in high tech fields such as computer programming, CAD (computer aided design), and CAM (computer aided manufacturing) and robotics.

- Solicit entertainment facilities that attract young people such as indoor mountain climbing, sports center, 5th Avenue Ballroom (pool tables and live bands).

- Encourage townhome developments on redevelopment sites.

- Encourage additions to existing homes to keep growing families in the neighborhood (revise the % of lot coverage in the zoning ordinance or simplify certain types of ZBA variances).

- More ideas.
Map 2-C

1/2 mile walking radius from CBD and entertainment center

Community Facilities

Hazel Park, Michigan
**TABLE 2-F**
HAZEL PARK COMMUNITY FACILITIES

<table>
<thead>
<tr>
<th>Municipal Facilities</th>
<th>Public Educational Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Hall</td>
<td>1) Hazel Park High School</td>
</tr>
<tr>
<td>Police Department</td>
<td>2) Beecher Middle School</td>
</tr>
<tr>
<td>43rd District Court</td>
<td>3) Webb Middle School (Ferndale)</td>
</tr>
<tr>
<td>Department of Public Works/Dog Pound</td>
<td>4) Roosevelt Elementary School</td>
</tr>
<tr>
<td>Fire Department</td>
<td>5) Longfellow Elementary School</td>
</tr>
<tr>
<td>Public Library</td>
<td>6) Hoover Elementary School</td>
</tr>
<tr>
<td>Viking Arena</td>
<td>7) Webster Elementary School</td>
</tr>
<tr>
<td><strong>Other Government Facilities</strong></td>
<td>8) United Oaks Elementary School</td>
</tr>
<tr>
<td>U. S. Post Office</td>
<td>9) Ford Elementary School</td>
</tr>
<tr>
<td></td>
<td>10) Clark Elementary School (Ferndale)</td>
</tr>
<tr>
<td></td>
<td>11) Edison Elementary School (Ferndale)</td>
</tr>
</tbody>
</table>

**Parks and Recreation**

Hazel Park Recreation Center

**Tot Lots**

1) Karam Park  
2) Fuller  
3) Maxlow  
4) Madge  
5) Tuski  
6) Caledonia  
7) Sylvester

**Neighborhood Parks**

7) Felker Field  
2) Kennedy Park

**Community Parks**

1) Green Acres  
2) McPherson/Scout

**Note:** Service clubs and organizations that include Hazel Park in their service areas but have no facility in Hazel Park include Chamber of Commerce (Madison Heights and Hazel Park), Democratic Club, Eastern Star (Ferndale), Fraternal Order of Police (Ferndale).
Recommendations from the recently adopted Master Plan for Hazel Park follow...
H. Neighborhood Planning Needs Analysis

The most frequently occurring findings in the socio-economic data analysis presented in this chapter are: the need to attract younger, working families with children or those planning to have children; the need to provide a variety of housing alternatives; the need to maintain the housing stock and to identify opportunities to provide new, larger homes; and the need to encourage education and employment training to assist in better employment opportunities.

There is no single solution to these concerns. The City of Hazel Park must work with other agencies to review existing policies for effectiveness and draft new policies and programs to alleviate the problems identified through this planning effort. This Development Plan is designed to serve as a general guide to assist the City in its efforts to address the issues and seize opportunities for improvement. Major findings and recommendations are summarized below:

- Hazel Park must position itself to compete for the region’s diminishing number of young families.

- A strict but fair building code enforcement program for all structures must be implemented.

- A commission on young families with the responsibility to encourage Hazel Park to attract and retain younger families should be considered by the Mayor and City Council.

- The City should continue to encourage development of housing alternatives for senior citizens and seek opportunities to provide larger, new housing for young families.

- Enhanced day care, recreational and educational opportunities should be considered as incentives to attract young families.

- A thorough site plan review process must be adhered to for all proposed developments, particularly for redevelopment and building addition projects.

- A comprehensive capital improvements program must be adopted and adequately funded by the City.

- Adoption of design guidelines and standards to assist in neighborhood revitalization must be considered.

- Increased attention must be focused upon the City’s overall appearance, especially at its entry points.
<table>
<thead>
<tr>
<th>FINDING</th>
<th>CONCLUSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population is decreasing</td>
<td>Need to attract young families with children</td>
</tr>
<tr>
<td>Median age is increasing</td>
<td>Need to attract young families with children</td>
</tr>
<tr>
<td>Housing stock is not diverse</td>
<td>Need to encourage variety of housing alternatives</td>
</tr>
<tr>
<td>Significant proportion of incomes are from retirement sources</td>
<td>Need to attract more working families</td>
</tr>
<tr>
<td>Household and family median incomes significantly less than County median incomes</td>
<td>Need to encourage employment and training opportunities</td>
</tr>
<tr>
<td>Manufacturing employment is declining and retail sales employment is increasing</td>
<td>Need to attract more skilled workforce and quality retail development</td>
</tr>
<tr>
<td>Housing stock is aging</td>
<td>Need to encourage strict code enforcement and identify opportunities for new housing.</td>
</tr>
</tbody>
</table>
C. Focus Areas

Map 8-B, Focus Areas, identifies general locations of focus areas where improvement and redevelopment efforts of the City should be concentrated. The strategies for individual focus areas are described in the following sections.

1. Downtown and Major Corridors. Downtown Hazel Park is the center of the City due to its excellent regional location with high visibility and excellent access from I-75. The existing shopping centers on diagonal corners of the John R and Nine Mile Roads intersection, and the hotel, the library and City Hall on the other two corners are the core of the Downtown. From this core, the City has been implementing streetscape improvements, parking and lighting improvements which have extended north and south of the Downtown along the John R Corridor.

The Downtown Development Authority (DDA), in cooperation with the City and Downtown businesses should continue to maintain and enhance the Downtown streetscape. The importance of building and zoning code enforcement, public safety and overall maintenance of the Central Business District cannot be overemphasized. These are the issues over which the City has control and can demonstrate its commitment to the Downtown area.

Recruitment of particular business types is more difficult to control and has been a challenge for most small city downtowns. Instead of trying to compete with the malls and big box retailers, the local character of the Downtown Area should be strengthened with specially shops, restaurants and other small shops. Landlords should be encouraged to lease storefronts to businesses that will complement the existing mix and appear to have good potential. In response to a request from several southeast Oakland County communities, the County created a position for a Downtown Business Recruitment Representative. The City should encourage Downtown property owners to seek assistance from this office as vacancies occur.

There has been concern about the City Hall and the inability to expand it at its current location. There have been discussions to relocate City Hall out of the Downtown area and make the site available for commercial redevelopment. An additional option to consider is expansion of the City Hall combined with commercial development at the current location by redeveloping the site with a taller structure. Such a proposal would be consistent with the scale of existing mid-rise development at Nine Mile and John R.

Also, a new city hall at the current location would be a significant and visible public investment in the Downtown area and improve the local identity.

The land use guidelines stated in the 1989 Downtown Development Plan are worth restating as they may be key to strengthening the Downtown and improving the image of the City.
• Encourage merchants to cooperate in setting store hours; undertaking promotional activities; devising and implementing strategies for guiding the retail mix; and encouraging more innovative and aggressive retailing.

• Encourage the expansion of retail shops and services, restaurants and entertainment attractions. Give special priority to encouraging new higher density development to locate downtown.

• Consider the incorporation of new mid/high-rise housing into the downtown.

• Promote a balanced mix of office uses and visitor attractions to complement downtown retail and neighboring residential development and to create a diverse center of urban activity.

• Evaluate the opportunity to create a central open space or activity center in the downtown.

a. **North John R Corridor.** The primary concern for the North John R Corridor is to retain local businesses and continue to strengthen the viability of the area. Recent streetscape improvements have enhanced the area and the City should continue to seek opportunities to provide parking areas, landscape treatments and potential areas for business expansion in the corridor. By maintaining the visual link with the downtown commercial area, a cohesive image of the John R Corridor can be strengthened.

b. **South John R Corridor.** As described in the 1996 South John R Enhancement Plan, there are three distinct sectors of this corridor. Unlike the North John R Corridor, the South John R Corridor is separated from the Downtown by the I-75 interchange and the commercial uses are different. While planned to remain commercial, image improvements such as landscaping, decorative screen walls and signage to identify the area are proposed. Closing select commercial street ends and enhanced parking lot screening are suggested here to reduce conflicts with adjacent residential neighborhoods.

The south sector of South John R is the oldest part of the corridor and has redevelopment potential. It is also planned to remain commercial and improvements are needed to improve visibility, upgrade the image and increase safety for the area. For instance, a south “gateway” feature at the John R. intersection at Eight Mile Road should be developed with attractive signage and lighting to complement the Eight Mile Road Boulevard Association activities. Land assembly opportunities should be sought to provide locations for new business and expansion of existing businesses.
to coordinate redevelopment plans with regional planning and design proposals for the Eight Mile Road Corridor.

2. **Dequindre and Eight Mile Roads**. The intersection of Dequindre and Eight Mile Roads is a significant entry to Hazel Park, designated a major gateway. This location has the unique distinction of being the meeting point of the boundaries of Wayne, Oakland and Macomb Counties, the three most populated counties in Southeast Michigan. Therefore, it is critical to redevelop this southeast corner of the City into a viable land use that makes a positive visual statement of the City. Vacant land north and west of the existing small commercial uses on that corner present an opportunity to assemble a large parcel. The larger scale, Corridor Business classification is proposed for this site as a “Gateway” project to redefine the City’s image, assist in redefining the image of Eight Mile Road and the regional significance of the location. The plan also anticipates closing Muir Street and creating a system of internal access drives and combined parking behind the business frontage to provide a linkage between redeveloped commercial from Dequindre to I-75, in addition to providing a buffer zone for adjacent residential.

3. **Mixed-Use/Entertainment (Race Track) Area**. This concept is intended to complement the traditional commercial recreation or entertainment use of the area by facilitating the development of a planned area with a strong identity. Rather than eliminating the race track as was proposed in the 1978 Land Use Plan with the industrial designation of the area, the focus in this plan is to allow for uses that can co-exist with the race track if it is to remain.

Implementation of the plan has begun with the substantial public investment in the Ice arena on Woodward Heights. This provides a recreational anchor to the southwest corner of the area that opens up the area to further development as a complex of movie theaters, restaurants, and other indoor recreation or entertainment facilities. This type of development can complement the existing industrial park quite well and, with appropriate establishments and carefully designed landscaping and signage, a significantly improved image of the City as a regional entertainment destination could emerge.

4. **Residential Neighborhoods**. Although a specific site was not selected for implementation of the Residential Neighborhoods Focus Area Plan, the plan proposes this concept as one which could be applied anywhere in the City where a significant number of vacant lots and/or dilapidated houses exist to warrant redevelopment. The intent is to create a pilot project in an area small enough to permit an economically feasible redevelopment, yet large enough to make a strong visual impact.

The Housing and Neighborhood Preservation Strategy prepared in 1994 identified the southwest portion of the City as the area with the greatest concentration of housing in poor condition. Two of the three proposed target areas were just north of Eight Mile Road west of I-75. The fact that these areas were targeted does not necessarily require that they be used for the pilot program proposed in this Plan. The City should carefully select an area that is not an isolated pocket of poverty. The project area
should be near an area that is improving in value due to housing rehabilitation or in-fill construction.

It is recommended, although not essential, that the project area include a minimum of four City blocks with vacant lots and houses that could be acquired to assemble larger parcels. The project area could be designated as a Neighborhood Enterprise Zone (NEZ) to provide a tax incentive to attract prospective developers of an upgraded single-family residential neighborhood. The substandard houses would be demolished and lots would be reconfigured from 30 foot widths to a minimum of 45 or 60 feet.

Specific design criteria should be developed to create a variety of houses with three to four bedrooms. The target market would be young, middle-income families and designed to accommodate the preferences demanded by that market such as two bathrooms, a first floor half bath, fireplace, central air conditioning, formal dining room, family room, full basement, two car garage and quality construction.

As part of a pilot redevelopment project, the City also should seek sites for parks and open space, particularly if located in the south end of the City which is public deficient in recreation space. A new neighborhood park could be provided adjacent to the new residential development and then used as a focal point around which future redeveloped neighborhoods could emerge.

Additionally, techniques for single family lot layout as provided in The Lexicon of the New Urbanism, 1999 illustrated on this page, should be followed in any redevelopment project. These typologies allow efficient use of a 50 to 60 foot wide lot and maintain the traditional neighborhood character found in Hazel Park’s existing neighborhoods. The most important feature of this layout is the placement of the garage at the rear of the lot accessed by either a side driveway or an alley. These arrangements also permit a flexible side yard setbacks to maximize utilization of the lot. In these examples, the hatched area in front represents the living space and the rear hatched box represents the garage.

The Hazel Park Neighborhood Initiatives (HPNI), Inc. which was established as a result of the Housing and Neighborhood Preservation Strategy, is one vehicle which could be used in implementing the Residential Focus Area Plan. The City Council and the Planning Commission should work closely with HPNI and housing market experts to develop sound design guidelines that will result in a marketable, upgraded neighborhood that can be implemented in other areas in need of redevelopment.
<table>
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<th>Project</th>
<th>Responsible Agencies</th>
<th>Funding/Sources</th>
</tr>
</thead>
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<tr>
<td>Residential Neighborhoods</td>
<td>Targeted Housing Rehabilitation</td>
<td>Community Development, Building, HPNI</td>
<td>County; MSHDA; FHA203k</td>
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<td>New Construction Program</td>
<td>Community Development, Building</td>
<td>FHLB-CIP&amp;AHP; Private Sector</td>
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<tr>
<td></td>
<td>Rental Housing Inspection</td>
<td>Building</td>
<td>City; County CDBG; FHA203k</td>
</tr>
<tr>
<td></td>
<td>Expand Parks and Open Space</td>
<td>Parks &amp; Recreation, Public Service, Community Development</td>
<td>DNR; General Fund</td>
</tr>
<tr>
<td></td>
<td>Tree Maintenance Program</td>
<td>Public Services, Parks &amp; Recreation, DNR</td>
<td>DNR; General Fund</td>
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<tr>
<td></td>
<td>Update Codes</td>
<td>Building, Administration</td>
<td>General Fund</td>
</tr>
<tr>
<td>Downtown</td>
<td>Complete Streetscape</td>
<td>Planning, Public Services</td>
<td>MDOT; DDA-TIF</td>
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<td>Recruitment &amp; Retention</td>
<td>DDA, Planning</td>
<td>General Fund</td>
</tr>
<tr>
<td>Commercial Corridors</td>
<td>Code Enforcement</td>
<td>Planning, Building</td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td>Parking Lots for Corridors</td>
<td>Planning, Public Services</td>
<td>Special Assessment</td>
</tr>
<tr>
<td></td>
<td>Streetscape Improvements</td>
<td>Planning, Public Services</td>
<td>Special Assessment</td>
</tr>
<tr>
<td>8 Mile/Dequindre</td>
<td>Acquire Blighted Buildings &amp; Vacant Lots for Land Assembly</td>
<td>Planning &amp; DDA, Administration, Building, Council Private Sector</td>
<td>City DDA, Private Sector</td>
</tr>
<tr>
<td></td>
<td>Facilitate &quot;Gateway Development&quot;</td>
<td>Planning, Administration; Council</td>
<td>General Fund; Private Sector</td>
</tr>
<tr>
<td>Race Track</td>
<td>Create Mixed-Use Entertainment District</td>
<td>Planning, Administration</td>
<td>General Fund</td>
</tr>
<tr>
<td></td>
<td>Identify Recruit Potential Commercial Recreation Businesses</td>
<td>Planning, Administration</td>
<td></td>
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<tr>
<td></td>
<td>Prepare &amp; Implement Concept Plan</td>
<td>Planning, Council, Administration</td>
<td>CDBG</td>
</tr>
</tbody>
</table>

**Notes:**
- DDA = Downtown Development Authority
- HPNI = Hazel Park Neighborhood Initiative
- MSHDA = Michigan State Housing Development Agency
- FHA = Farmers Home Administration
- FHLB = Federal Housing Lending Bank
- DNR = Michigan Department of Natural Resources
- CDBG = Community Development Block Grant
Map #1

Dearborn

Project Name: Sharon Steel
Address: Tireman (west of Maple)
Type of Project: Brownfield redevelopment to residential
Site area: 11 acres
Uses: Residential SFD 47 (6,000 - 8,000 s.f. lot sizes)

Total Project Cost: $11,000,000

Homes starting in $200,000 price range

Developer is Northwind L.L.C.

Demolished old industrial building (Sharon Steel)
Map #3  Dearborn

Project Name:  Kenwall Products Corporation
Address:  Warren Avenue (east of Lonyo)
Type of Project:  Brownfield redevelopment
Site area:  N/A
Uses:  Industrial

Total Project Cost:  $12,000,000.00
Map #4  Dearborn

Project Name: Bradford Village

Address: Mercury and Hubbard (SE corner)

Type of Project: N/A

Site Area: N/A

Uses: Residential -- attached single family townhomes with attached garages

Total Project Cost: N/A
Map #5

Project Name: Beech Street Medical Building
Address: Beech between Monroe and Mason
Type of Project: Brownfield redevelopment
Site area: N/A
Uses: Commercial -- 2 story

Total Project Cost: $1,700,000
Map #6 Dearborn

Project Name: West Village

Address: Michigan Avenue and Newman between Mason and Howard

Type of Project: Redevelopment -- City purchased stores and land

Site area:

Uses: Commercial -- New shops on Michigan Avenue

   Residential -- Town Homes

Total Project Cost: $14,000,000 (city portion)
Map #7

Dearborn

Project Name: Scott Street

Address: S. Telegraph and Scott Street (NW Corner)

Type of Project: Adaptive Reuse of City owned property - it was City Public Works storage yard

Site area:

Uses: Residential -- 7 Duplexes

Total Project Cost: N/A
Project Name: Streetscape Improvements
Address: Plymouth Road between Inkster and split into Ann Arbor Road
Type of Project: Streetscape
Site area: 3.5 miles

Uses:
- Inkster to Middlebelt is complete
- Garden and screening walls
- Landscaping
- Street trees
- Street lights
- Banners are color coded for each section
- Intersection stop lights being replaced with street arms
- Intersection and crosswalk designs at Middlebelt and Farmington
- 17 Bus Plazas for Smart Buses

Total Project Cost: $20,000,000 (approximately $8 million completed to date)

Funding sources:
1. Tax Increment Finance Authority (TIFA) revenue bonds
2. TEA -- 21 grant ($395,000)
PLYMOUTH ROAD MERCHANTS
INVITE YOU TO SEE THE CHANGES

This issue of the Plymouth Road Development Authority (PRDA) newsletter is being sent to all Livonia homes and businesses. We want everyone to know about the many improvements our merchants have made to their business locations. The upgrades have been mostly to existing buildings. The new look is exciting and dramatic. The changes are complemented by the new landscaping, lighting, curb and sidewalk additions provided by the PRDA. It all reflects the important rejuvenation of the entire corridor.

We thank and recognize those business owners who have recently located on Plymouth Road and, in the process, renovated an existing building or built a new building. We also recognize those merchants who have caught the fever and upgraded present buildings:

- **Share Our Hair Salon** - exterior painting and new awning.
- **Lutheran Homes of Michigan - Livonia** - replaced an ugly abandoned building with an extremely attractive facility. New landscaping and parking completes the change.
- **M&S Concrete and Synthetic Plaster** - new exterior to existing building.
- **Autozone** - replaced an abandoned building with a new auto parts facility with added parking and landscaping.
- **Firestone Tire Co.** - exterior painting and upgrade of showroom.
- **Wonderland Lanes** - exterior painting.
- **Sun Oil Station** - refaced front of building.
- **The Bread Basket Deli** - exterior painting.
- **Eternal Tattoo** - enlarged existing building.
- **VIP Floor Covering** - new warehouse, new façade entry, repainted entire building.
- **Burger King** - interior renovation.
- **Furniture Express** - refaced entire front and sidewalk, added a new attractive entrance.
- **Livonia Family Medical and Dental Center** - Complete renovation, inside and out, of vacant fast food restaurant. New landscaping and parking lot resurfaced.
- **Wonderland Mall** - Major interior renovation including new stores, entertainment offerings, and an extensive food court with a spacious open dining and entertainment area.
- **Wards** at Wonderland Mall has an updated modern interior with better lighting, wider aisles, and more convenient and attractive checkout stations. The exterior of building is being redone to reflect Wards' new modern image.
- **Quality Inn and Suites** - Exciting facelift for this longtime motel. New protective entrance drive and landscaping.
- **Harmony House** - Former auto parts store received new windows, exterior paint and complete interior renovation.
- **Archie’s Restaurant** - More spacious and open eating area with all new booths, carpets, tile and lighting. Expanded, resurfaced and landscaped parking lot.
- **Ameritech Cellular and Paging** now occupies a building formerly housing rebuilt appliances. New exterior siding and awning.
- **The Livonia Chrysler-Jeep dealership** purchased an adjoining vacant lot and reworked it into an attractive parking area for employees. It has been resurfaced, striped and landscaped.
- **Plymouth Road Technical Center** - major rebuilding of the entire manufacturing structure (former General Motors building).
- **Allstate Insurance and Sunrise Home Repair** duplex. A new exterior covering the entire building.
- **The Mr. Muffler shop** is showing off a repainting of the entire building.
- **Knmart** - now a Big K store with much added space, wider aisles and a new attractive front.
- **Red Lobster** - exterior repainted with corporate colors.
- **Midas Auto Systems** - upgraded exterior plus new drive and parking area.
- **Custom Stone Work** - the former Livonia Tire store has a new owner, and with it a new look inside and out.
- **Allen Electric** - newly renovated exterior plus interior changes to provide offices, lunchroom and training facilities.
- **Edwards Glass** - a significant addition to the warehouse area plus improved product display space. The exterior has been completely refaced with, you guessed it, glass. The dark tone glass provides a dramatic front. New parking and landscaping welcome their retail and industrial customers.
SEE THE CHANGES
(Continued from page 1)

- **Commercial Lawnmower** - Former furniture store is now being remodeled for this new tenant.
- **Bill Brown Ford** - Complete renovation. A new two-story building with new showroom and offices. An enlarged, clean, updated customer service area was added.
- **Bill Knapp's Restaurant** - The exterior and interior have been repainted in a contemporary style. Seasonal outdoor dining.
- **Legacy of Livonia Restaurant** - Completely gutted and enlarged to a vacant fast food restaurant. An attractive interior, plus new exterior, parking lot and landscaping completed the change.
- **Zerbo's Health Foods** - This longtime Plymouth Road merchant completely renovated and enlarged their store. New: parking lot with trees and shrubbery.
- **Volkswagen/Mazda Dealership** - New showroom and used car offices, planned for the near future.
- **New Car Alternative** - Showroom and service center replaced a vacant building.
- **Parkview Homes** - A new home development.
- **The Purple Rose Florist** - Now occupies the former Wedding Chapel. The building was completely renovated to fit the new owners.

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Edwards Glass Reinvests

Edwards Glass has been family owned since 1953, when Ed Williams opened his glass shop on Ford Road in Garden City. In 1960, the business moved to 32000 Plymouth Road and has been at that location since. A recent renovation has doubled the building’s size, increasing the showroom, warehouse and production area and creating a commanding new presence on Plymouth Road.

The decision to stay on Plymouth Road was not automatic. The major portion of income for Edwards Glass comes from commercial construction projects throughout Metro Detroit, not just the Livonia retail showroom. The business could have gone anywhere, even hidden away in an industrial park, probably at a lower property cost.

Jerry Wordhouse, who now owns Edwards Glass, explains some of the thought process that went into the decision to stay on Plymouth Road and renovate their aging building: “The reason we invested a substantial amount in a building of that age was based on what we’ve seen accomplished by the PRDA and other merchants in the area. We could have spent less, but that would have been reflected in the final outcome. So we went 100% on the exterior and the landscaping. We wanted to give back to a community that has given so much to us.

“The fact that the PRDA is active, that we've seen the project carried out, that it's been on time, and that we've seen the plans for the future, reinforced our decision that Plymouth Road was a great place to make an investment. You don’t put money in unless you expect a return.”

The decision to keep Edwards Glass on Plymouth Road and the decision to make a substantial investment in the building has been good for business. Showroom foot traffic has increased by an estimated 40-50%. People are coming into Edwards Glass who never even realized it was there before. “This is a good, solid area,” says Wordhouse. “It will be vibrant, and we want to be part of that.” It looks like Edwards Glass will indeed be part of Plymouth Road for a long time to come.
Wonders Abound at Wonderland Mall

Wonderland Mall opened in 1959 as an open-air shopping center. It was built on the former site of an unpaved airstrip used by a small delivery business. The builders, who also built the houses south of the property, developed Wonderland Mall to provide local shopping for the area's new residents. Along with Northland, Wonderland Mall is one of the first shopping malls in Metro Detroit.

In 1979, the food court was added in the former location of the Federal department store. Schostak Brothers, the current managers, purchased the property in 1983. They enclosed and remodeled the mall, holding a grand opening celebration in 1986.

Located at the corner of one of the most traveled intersections in Metro Detroit, Wonderland Mall is now at the heart of the PRDA Improvement project. While most of the recent improvements have been inside Wonderland Mall, they are important for the overall good of the area. "We have a responsibility beyond a point of sales," says Lemke. "We've tried to be a proactive partner in the revitalization and set a good example. If our improvements help increase property values, that will attract more investors to the area."

To schedule a community event at Wonderland Mall, call the Wonderland Mall Marketing Department at (734) 522-4100. For information about upcoming events, visit Wonderland Mall on the web at www.newwonderlandmall.com.
Who's On the Board

Michael Polsinelli
Chairman
Jerry Wordhouse, Jr.
Vice Chairman
Jack Kirksey
Mayor
John Nagy
Director
Stan Anderson
Rod Grider
Scott Grace
Dennis Kujawa
Tom Mette
Lowell Peterson
Bill Pike
Adelard "Butch" Raby
Mary Walker
Duane Wolfgang

PRDA TO PROVIDE BUS PLAZAS

The Plymouth Road Development Authority (PRDA) and SMART are collaborating to decide bus stop locations along the corridor. Recognizing that shoppers and employees utilize public transportation, several bus stops will be provided. Each bus plaza will be brick paved and will be sloped gradually to the street level for easier bus access. In addition, each plaza will have perennials and shrubs bordering the brick walkway. For comfort and cleanliness, a bench and trash receptacle will be provided.

The following street crossings on Plymouth Road are planned locations for the bus plazas: Inkster, Harrison, Garden, Middlebelt, Sears Drive, Milburn, Berwick, Loveland, Farmington, Yale, Levan and at Wayne Road. Some of the plazas will be provided with shelters.

PLYMOUTH ROAD DEVELOPMENT AUTHORITY —

CITY OF LIVONIA

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Livonia, Michigan 48154

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Map #2

Livonia

Project Name: Plymouth Road Technical Center
Address: 28400 Plymouth Road
Type of Project: Renovation of 1.1 million s.f. of former GM Fisher Body Plant built in 1954
Site area: 110 acres
Uses: 6 industrial suites
(ranging in size from 100,000 square feet to 600,000 square feet)

Renovation Cost: $9,276,000
Soft Cost: $7,216,000
Total: $16,492,000

(see attached brochure)
28400 Plymouth Road • Livonia, Michigan

Excellent Livonia Location with Easy Access to I-96 and I-75
Flexible Floor Plan Conducive to Technical, Light Industrial, Warehouse and Distribution Users
Extensive Car and Trailer Parking
Comprehensive Renovation Program

Call
Gary Glotzhofer, SIOR, CCIM
Ralph Steinbrink or Larry Kelly
248-540-1000
Livonia, Michigan
A Dynamic Community!

Livonia is the perfect community in which to locate your company. Livonia is a city that has it all: a full array of housing to accommodate all income levels, several regional shopping centers, strip business development on nearly all north-south, east-west mile roads, and an industrial corridor combining major railroad and highway access to all parts of the metropolitan region.

Livonia began as a rural farm community and has evolved into the eighth largest city in Michigan. However, Livonia has preserved much of its heritage through historic preservation, and the acquisition and development of over 1,800 acres of park land and open space.

New development is taking place down the Interstate 275 Freeway corridor spilling over from southern Oakland County. This unique combination of factors has resulted in growth which has been without equal in other parts of the county.

The Interstate 96 Freeway and CSX Railroad form the spine of Livonia's industrial corridor running east and west. The I-275 Freeway provides excellent north-south transportation access.
General Property Specifications:

- Building Areas:
  - Main Building 1,100,000± sq. ft.
  - Office: To suit, existing 36,000 sq. ft. available
- Land: 110 Acres
- Parking: 2,500 Cars, 400 Trailers
- Zoning: M-2, General Manufacturing
- Year Built: 1954
- Construction: Steel Framed with Face Brick/Glass/Metal Siding
- Plant Bay Sizes: Typical 40' x 48'
- Rail: CSX Available
- Utilities
  - Electrical: Detroit Edison, Primary Service 4800 Volt, Two Feeds @ 4MVA each, 10 Substations, Primary/Secondary 4800/480 volt
  - Gas: Consumers Energy
  - Sanitary Sewer: Municipal, 12" Main
  - Water: Municipal, 10" Main

Renovation Specifications:

- Unit Size: 100,000 sq. ft. to 600,000 sq. ft.
- Ceiling Heights: Up to 259,588± sq. ft. 30' Clear; 108,000 sq. ft. 40' Clear
- Truckwell Access to all Units
- Painted Ceilings
- Metal Halide Lighting
- Separately Metered Utilities
- Offices to Suit (2% Office included in Base Lease Rate)
- ESFR Fire Protection
- Radiant Tube Heat
Map #3

Livonia

Project Name: Lutheran Home for Aged
Address: Plymouth Road (north side between Harrison and Middlebelt)
Type of Project: Business expansion
Site area: N/A
Uses: PRDA purchased property next to Lutheran Home for Aged and demolished the structure so they could expand.

Total Project Cost: $44,000
Map #4

Livonia

Project Name: Cut Stone (next to Henderson Glass)
Address: Plymouth Road (north side and west of Merriman)
Type of Project: Business expansion
Site area: N/A
Uses: PRDA purchased adjacent property and demolished the structure so Cut Stone could expand.

Total Project Cost: $55,000
Map #5  Livonia

Project Name:  George Burns Theater
Address:  Plymouth and Farmington
Type of Project:  Demolish/Redevelop
Site area:  21 acres
Uses:  Commercial -- 65,000 square feet
        Residential -- 160 Town Homes

Total Project Cost:  N/A
Developer:  Phoenix Development
(same developer for the West Village project in Dearborn)
Map #6

Livonia

Project Name: Zerbos Health Foods

Address: Plymouth Road (north side at Stark next to Walters Home Appliance)

Type of Project: Business expansion

Site area: N/A

Uses: PRDA paid to demolish 2 homes that Zerbos Health Foods acquired to expand their parking

Total Project Cost: $8,000
Map #7
Livonia

Project Name: New Car Alternatives
Address: Plymouth Road (south side next to Mazda west of Stark Street)
Type of Project: Business expansion
Site area: N/A
Uses: PRDA purchased and demolished a vacant gas station for this upscale used auto business

Total Project Cost: $80,000
Map #8
Livonia

Project Name: City Hall/Police & Fire/Court/Senior Center/Library/Park

Address: 33000 Civic Center Drive (on 5 Mile east of Farmington Road)

Type of Project: Governmental Services Complex

Site area: 70 acres

Total Project Cost: N/A
Map #9

Livonia

Project Name: Infill Housing

Address: Fairfield south of 5 Mile Road

Type of Project: New condos in older mixed residential neighborhood

Site area: 390' x 260' deep (2.32 acres on Fairfield)

Uses:

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</table>

Total Project Cost: $250,000/per unit (very custom features)
Map #11: Livonia

Project Name: Livonia Corporate Center at Millenium Park
Address: Middlebelt and Schoolcraft Road S.E. corner
Type of Project: Redevelopment of former Ladbrooke DRC Racetrack
Site area: 120 acre project out of a total site of 200 acres.
Uses: 4 industrial buildings ranging in size from 180,000 square feet to over 759,000 square feet

Site Development Cost: $14,000,000
Developer

Ashley Capital is the largest owner and developer of warehouse/distribution space in Metropolitan Detroit. Their current portfolio consists of over 8 million square feet and over 1000 acres of land for future development in the following communities: Brownstown Township, Canton, Livonia, Van Buren Township, Warren, Romulus, and Detroit.
Features

- Divisible to 50,000 sf
- 32' Clear Height
- 50' x 50' Column Spacing
- 1000 Watt Metal Halide Lighting
- Rail Service Available
- Approx. 1 Dock per 6,000 sf
- Offices to Suit
- Radiant Heat
- ESFR Sprinklers
- Multiple Drive In Doors
- Build to Suit Sites also Available
- Plentiful Car and Truck Parking
Detroit Chamber article on communities in the Metro area that are magnets for jobs in emerging high-tech firms
Detroiter magazine - November 2000
High-tech hot spots
Take a short guided tour of four communities in our region that are magnets for jobs in emerging high-tech firms

By Jenny King
A research firm that tracks growth trends in the technology industry, recently published a list of the top 20 cities for high-tech jobs in the Great Lakes region. Among them were Ann Arbor (No. 5), Troy (No. 9), Farmington/Farmington Hills (No. 12) and Madison Heights (No. 20).

What makes these four communities a magnet for high-tech jobs? To get the answer to that question, the Detroiter talked with economic specialists and business people in each city and found that the “secret” of their success reflects managed planning, residential-business balance, careful use of tax incentives and, often, the good fortune to be in a great location even as business and business centers shift.

In fact, the features that attract small, high-tech companies to a community tend to be the same ones that draw other types and sizes of businesses. Cities that provide great roads, excellent schools, access to cultural activities, attractive parks, useful retail and pleasant residential neighborhoods will have the edge over those that fall short in some areas.

Toss in central location, good value for tax dollars, tax incentives, a healthy business community, economic planning, business retention and the latest in communications technology and you’ve got fertile ground on which small, high-tech operations can take root and larger ones can flourish and expand.

Here’s a short guided tour of each of our high-tech hot spots, as ranked by CorpTech, a wholly owned subsidiary of OneSource Information Services Inc. of Concord, Mass.

Ann Arbor: Room to grow
Ann Arbor is a city that appears to hold most of the best cards. It also has the advantage of green fields in surrounding townships. The downtown and campus real estate in Ann Arbor may be saturated, but satellite townships are absorbing the overflow, including numbers of high-tech industries.

"There’s tremendous growth south of I-94," says Woody Holman, president of the Ann Arbor Area Chamber of Commerce. "The Avis Farms development includes research, manufacturing, office and business.”

Holman credits the Ann Arbor IT Zone for supporting and stimulating high-tech operations in the area. The organization provides networking opportunities for IT firms in Ann Arbor - and Holman says there are some 400 of them in the area.

"It has a facility, the Launch Pad, that offers meeting space and even temporary office space," he says.

http://www.detroitchamber.com/docs/htmlpages/detroit/pastiss/1100/hight.html 11/7/00
The Ann Arbor IT Zone is a collaborative effort by community and business leaders, The University of Michigan, Washtenaw Development Council, Ann Arbor local government and the Ann Arbor Area Chamber of Commerce.

Ann Arbor area universities and colleges churn out a steady stream of highly qualified people for high-tech industries, says Mark McFadden, director of planning with the Washtenaw County Metropolitan Planning Commission. The Ann Arbor Tech Park, the Jackson Road corridor, Scio Township, Pittsfield Township all have their strengths. Scio and Jackson Road have space for incubator businesses as well as places for these fledgling companies "after the incubator pops," he says.

"I do see a desire for cleaner and greener in this area," he says. "There's not much heavy industry. And there is a desire for less growth. It's hard to stop development. We need to do more planning for economic development areas."

Troy: Attract and retain

Troy continues to thrive with its business mix of outstanding retail centers, lots of Class A office space and light and heavy industry. Half-residential, half-commercial, the 36-square-mile city has a residential population of 85,000 and a daytime census of 110,000. It boasts the second-largest tax base in the state and the lowest city tax rate in Oakland County.

"We're the Southfield of 10 to 15 years ago," declares Doug Smith, Troy real estate and development director. Smith says Troy serves four basic "customers:" residential, business owners, employees of local companies and visitors.

Its success, he says, is based on at least three factors.

"The Troy Council years ago established strict standards for buildings, including green space and setbacks," he says. "We have excellent schools with great places to live in all price ranges, and we are in a very good location."

The city is directing considerable attention to infrastructure issues like drains and arterial roads.

Smith says Troy has offered very few tax abatements in the past. However, there is a tax law on the books that would be helpful to some high-tech companies. It allows personal property tax abatements if business equipment exceeds real property value by a 3:1 ratio. It's one thing to attract new companies. It's another to hold onto them. Business retention and real estate redevelopment are practiced by communities that make Top 20 charts.

Troy is preparing to make its Maple Road corridor a premier industrial site. Older facilities properties like the Troy Hilton, Stanley Door and Ford Tractor are being prepared for development. "You do want a blend in a city," Smith says. "It provides stability." That includes some old technology, office parks, and a certain number of - but not too many - restaurants, he says. Smith says municipalities could be better at working with other communities.

"We haven't always done a good job in that respect," he says, citing east-west roads that are six lanes in Troy funneling into much narrower thoroughfares in neighboring Sterling Heights.

Farmington area: Quality of life

Farmington/Farmington Hills has found success in offering quaint,
historic neighborhoods, the fast pace of the 12 Mile Road/Northwestern Highway corridor, industrial areas that look like parks from the road and plenty of shopping.

"Companies considering this area look at the quality of life here," says Christine Long, Farmington Hills economic development specialist. "They consider commuting time - this is an area where people can live near their work. "There is a lot of green space that gives the community a serene look," she says. Housing is not always visible from the main thoroughfares. It may be tucked behind office buildings.

An industrial park at 10 Mile and Grand River isn't evident until one drives onto the premises. "One of our strengths is quick access to other places on I-275 and I-696," Long says. "So far, traffic has not prohibited development." If a company leaves the community, it likely is because there is limited space for expansion. "We're almost built-out," Long says.

**Madison Heights: A contender**

Squeezed in the southeast corner of Oakland County and straddling I-75, Madison Heights has managed to maintain its older industrial areas like "Tool Town" on 10 Mile Road while elsewhere offering incubator-size industrial buildings, a new tech park (I-696 at Dequindre) and the Stephenson Highway corridor, home to Saturn Corp.'s Engineering Center.

Jim Schafer, economic development specialist for the city, says good municipal services and the ability to respond to business needs keep this seven-square-mile city a contender with Troy, its neighbor to the north, and other high-tech hotbeds.

Schafer says less than 4 percent of the area is vacant land. But Madison Heights established a Downtown Development Authority in 1997 to upgrade commercial and industrial developments and secure a good tax base for the area, which is served by three school districts. The city does employ business tax incentives. The Industrial Facilities Exemption Act (Public Act 198) gives local governments the ability to reduce property taxes for industry and research and development.

"Companies that qualify may pay one-half the existing millage rate on new buildings, building additions or remodeling and/or on new equipment," says City Assessor Dwayne McLaughlin. "This is at the discretion of the local community and can run from one to 12 years."

Schafer says Madison Heights is 40 percent residential and 30-35 percent industrial/commercial. Remaining land is for public use, with schools and parks.

**Special section - not in printed publication**

**Information please**

For more information on the communities profiled in this story:

- Ann Arbor IT Zone (734) 623-6286
- Ann Arbor Area Chamber of Commerce (734) 665-4434
- Farmington/Farmington Hills Chamber of Commerce (248) 474-3440
- Farmington Hills Economic Development (248) 426-4458
- Madison Heights/Hazel Park Chamber of Commerce (248) 542-5010
- Madison Heights Economic Development (248) 583-0831
- Troy Chamber of Commerce (248) 641-8151

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Special section - not in printed publication

WHY ONE COMPANY CHOSE FARMINGTON HILLS
Custom Business Solutions has been in Farmington Hills since its founding five years ago.
It's not that the information technology consulting company didn't consider other locations. It's just that Farmington Hills had more of what it needs than competing communities like Livonia, Brighton and Troy.

Those needs include a nice address at a reasonable cost, says Dean Paxton, manager of information technology. "It was very important to make ourselves as intelligently located as possible," Paxton says. "We have customers in Lansing and Flint. In addition to sending our consultants to their offices, we hold training classes here for customers."

The proximity of I-696 and I-275 is an advantage. And, Paxton says, at 10 Mile and Orchard Lake roads, Custom Business Solutions is some distance from "the 12 Mile-Orchard Lake (traffic) nightmare." Other key considerations for Custom Business Solutions, as well as all high-tech, Internet-dependent operations, are local options for Internet access and telephone service, Paxton says.

"Businesses are asking if they can get a cheap, fast connection to the Internet from their offices," he says. In communities like Farmington Hills, the answer is yes. That isn't the case everywhere. Some cities offer only slower, more traditional Internet access.

Monthly communications costs may exceed the rent a company pays, he says. But it's crucial to maintain communications among employees. Paxton says his reference to a "nice address" on a company's letterhead and business cards still carries weight. It seems to matter to some customers, he says, and Farmington Hills is more affordable than Bloomfield Hills.
Custom Business Solutions employs 100 consultants and had revenues of $9 million in 1999.

Special section - not in printed publication
Top 20 cities for high-tech jobs in the Great Lakes Region

Rank City Jobs*
1. Chicago 25,086
2. Milwaukee 11,801
3. Des Plaines, Ill. 8,274
4. Rockford, Ill. 8,061
5. Ann Arbor 6,621
6. Madison, Wis. 5,501
7. Grand Rapids 5,473
8. Schaumburg, Ill. 5,343
9. Troy 5,340
10. Waukesha, Wis. 4,934

http://www.detroitchamber.com/docs/htmlpages/detroit/pastiss/1100/hight.html 11/7/00
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*Jobs in emerging firms with under 1,000 employees. Worldwide employment is assumed to be concentrated in the city of the ultimate parent's home office.*

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**November 2000**

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