

04

Appendix

A vision for the East Riverfront

30-year strategy to drive investment

Existing as-of-right capacity for +20M SF of new development

Create “20 minute neighborhoods” north and south of Jefferson

Implementation Overview

- Development Strategy
- Coordinated development attraction
 - Development market & incentives
 - Infrastructure investment
 - Development approvals
 - Implementation responsibilities
- Implementation timeline and next steps

Implementation Overview

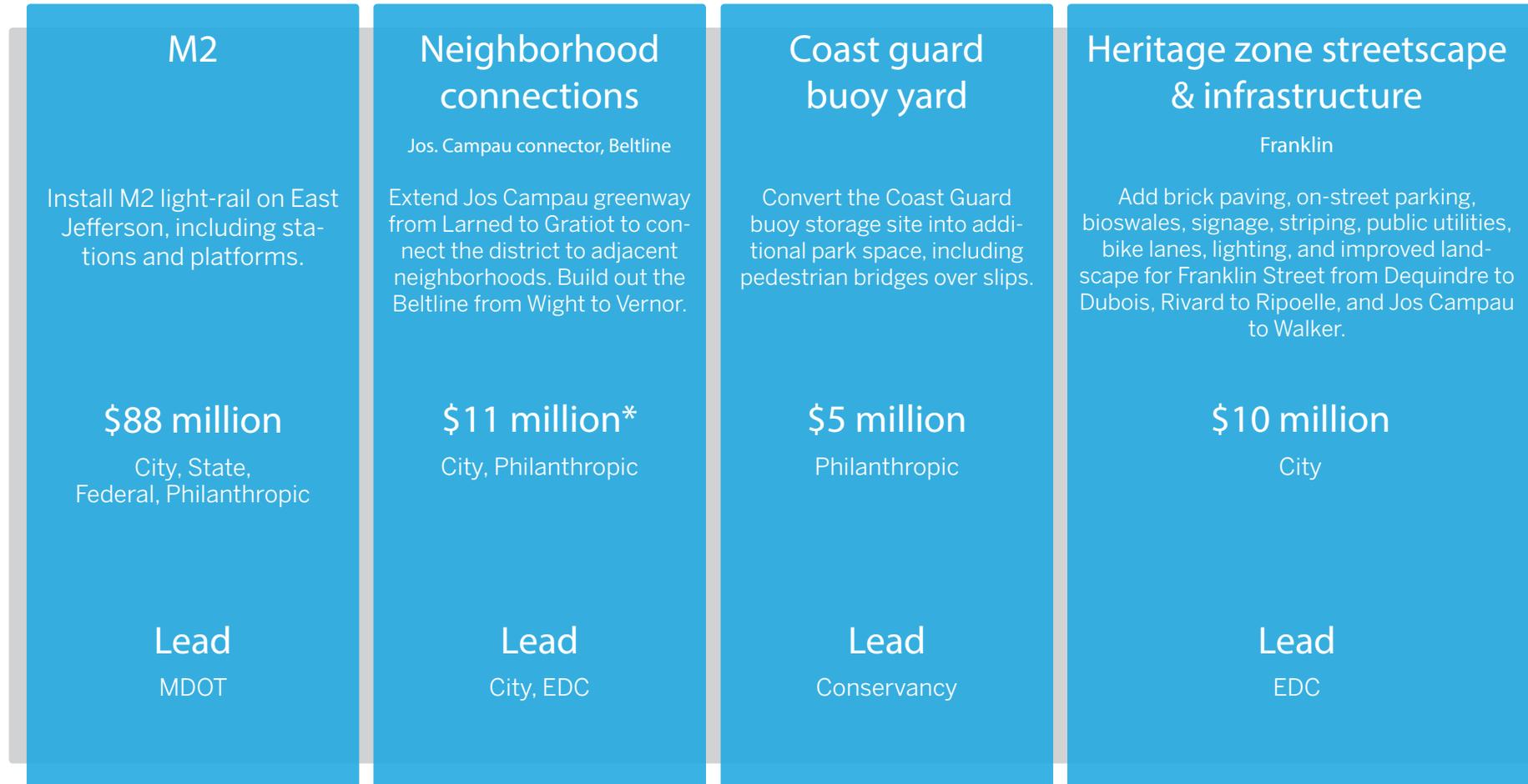
<p>Priority initiatives Years 1 - 5</p>	<p>Streetscape Jos. Campau & E. Jefferson</p> <p>Replace sidewalks, add brick paving, signage, striping, public utilities, bike lanes, and lighting.</p>	<p>Greenway Jos. Campau</p> <p>Create Campau connector as pedestrian/bicycle link across Jefferson & Larned, with an endowment for the greenway.</p>	<p>Riverfront park expansion</p> <p>Convert parcels south of Atwater into new riverfront park space.</p>	<p>RiverWalk extension</p> <p>Complete RiverWalk extension through to Gabriel Richard Park, including building new pedestrian bridge across existing slip.</p>	<p>Shared parking deck</p> <p>Establish shared parking to accommodate needs for public parking and new development on the riverfront.</p>
<p>Funding \$46 million (inc. ~ \$13 million city)</p>	<p>\$13.5 million City, State</p>	<p>\$2 million City, Philanthropic</p>	<p>\$9 million City, State</p>	<p>\$10.5 million Federal</p>	<p>\$10 million Private finance</p>
<p>Implementation responsibilities EDC & Riverfront conservancy collaboration</p>	<p>Lead City</p>	<p>Lead EDC, Conservancy</p>	<p>Lead City</p>	<p>Lead Conservancy</p>	<p>Lead EDC, Conservancy*</p>

Coordination with East Riverfront Committee, including Mayor's Office and Planning & Development

*Parking deck project lead will depend on source of funding and land. Publicly-subsidized projects will be led by EDC, while privately-financed projects will be led by the Conservancy.

Priority Initiatives

Longer Term



Coordination with East Riverfront Committee, including Mayor's Office and Planning & Development

*Cost for the Beltline does not include acquisition costs.

Getting started now...

Strategy 1: Parks and Green Open Space

Key Moves

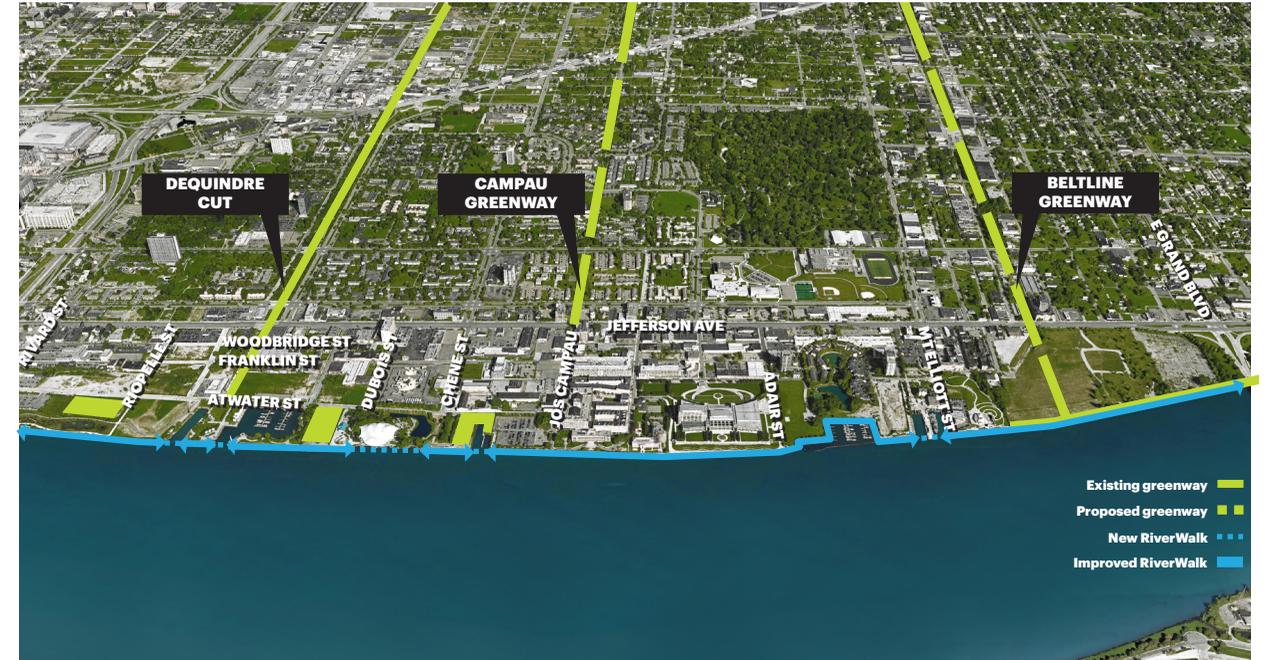


Complete the international RiverWalk and create additional park space

- Convert key parcels south of Atwater to new riverfront park space
- Complete RiverWalk extension across Uniroyal site to connect to Gabriel Richard Park
- Build new pedestrian bridge across existing slip

Strategy 2: Greenways

Key Moves



Continue to connect ERF with greenways

New Campau connector

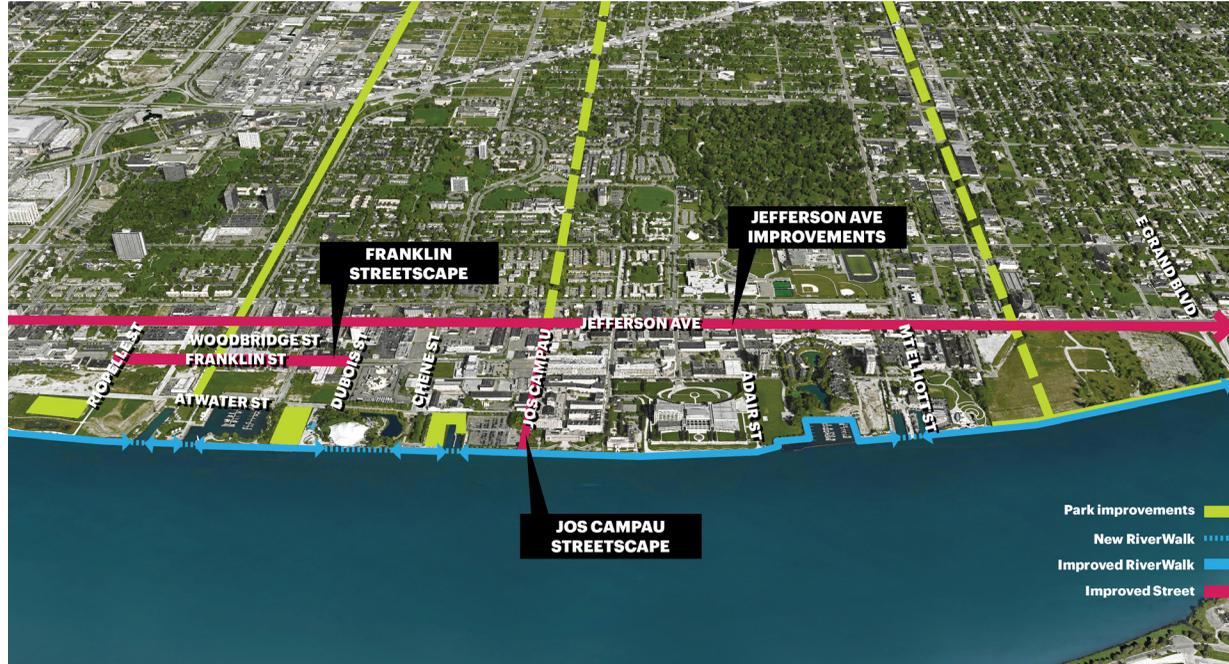
- Pedestrian/bicycle link across Jefferson and Larned

Beltline Greenway

- Complete Phase 1 to RiverWalk and East Riverfront

Strategy 3: Streetscapes

Key Moves



Prioritize strategic infrastructure and streetscape improvements

- Replace sidewalks
- Bike lanes
- Lighting
- Street trees
- Upgrade storm sewer

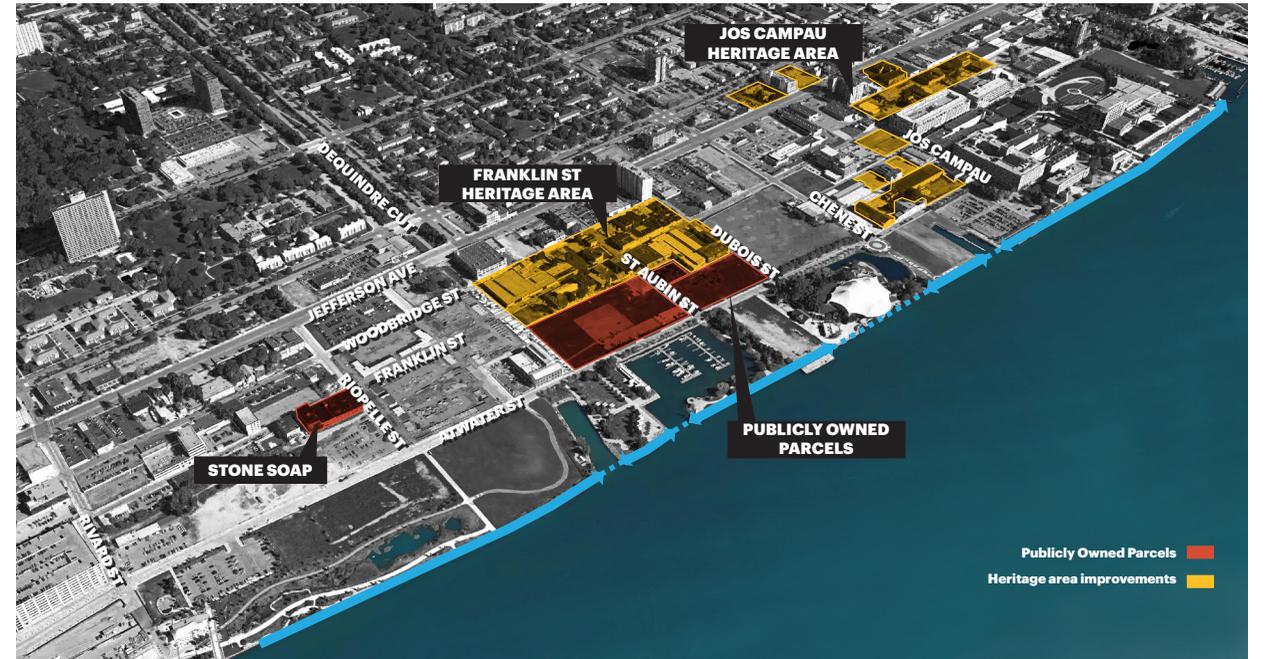
Existing infrastructure improvements

Streetscape improvements Jefferson Ave Woodward to Van Dyke

- Sidewalk repairs
- Bike lanes
- Landscape median
- Street trees
- “Flex zone” / Re-striping

Strategy 4: Development

Key Moves



A coordinated first phase

- Build on momentum of smaller, near-term projects and existing assets
- Focus initiatives around Joseph Campau corridor

Phase 1 development

- Deploy coordinated development attraction
 - Infill and new construction
 - Heritage area improvements
 - Parking structure

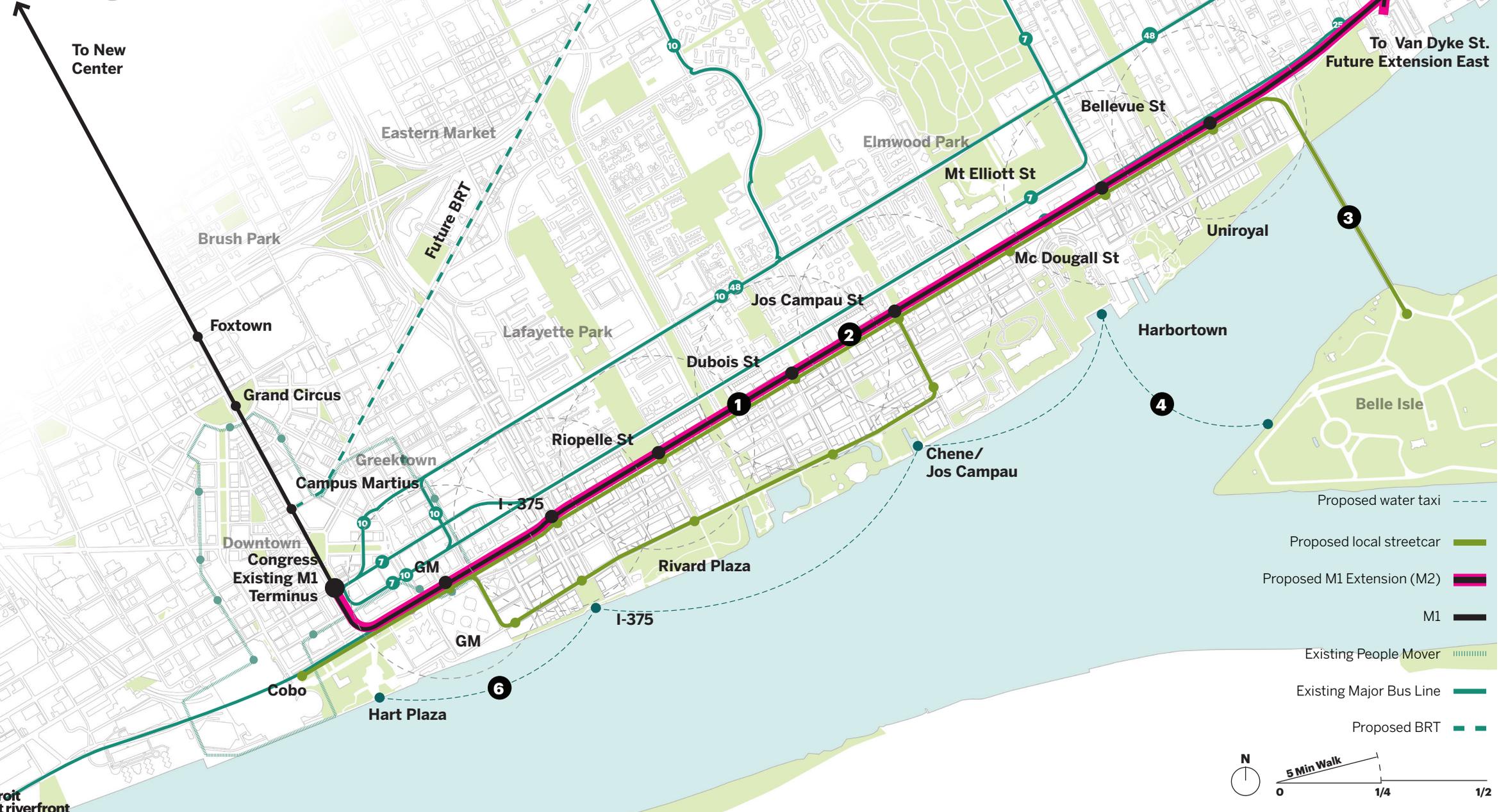
Phase I Development Program

The Phase I development program will build off the existing historic assets situated at Jos. Campau as well as access to the waterfront, delivering a mix of new construction and rehabilitated residential mixed-use buildings and commercial adaptive reuse. Phase IA concentrates along Jos. Campau from Larned Street through Woodbridge, Franklin, Wight, programming 424 residential units and additional commercial and open space. Phase IB focuses efforts to the river, through Guion, and Atwater Streets, delivering 536 units with 15 acres of open space.

		Phase IA <i>Larned to Wight</i>	Phase IB <i>Wight to the river</i>	Total Phase I <i>Larned to the river</i>
DEVELOPMENT	Residential /Retail	Total Units: 424 Rehab: 154 New Construction: 269 Retail: 56,000 SF	Total Units: 536 New Construction: 536 Retail: 67,000 SF	Total Units: 960 Rehab: 154 New Construction: 806 Retail: 116,000 SF
	Commercial	93,000 SF	59,000 SF	152,000 SF
	Total Dev't	625,000 SF	770,000 SF	1.39M SF
OPEN SPACE	Open Space	0.7 Acres	15 Acres	16 Acres

Longer Term

Utilize mobility enhancements to connect 20-minute neighborhoods to the Riverfront



- Proposed water taxi - - - -
- Proposed local streetcar —
- Proposed M1 Extension (M2) —
- M1 —
- Existing People Mover · · · · ·
- Existing Major Bus Line —
- Proposed BRT - - - -



Longer Term

Encourage future development with strategic infrastructure and streetscape improvements

- Emphasize walkability and mobility enhancements
- Improved streetscape
- Integrate comprehensive parking strategy
- Utilize green infrastructure investments
- Streetscapes to re-establish the street grid



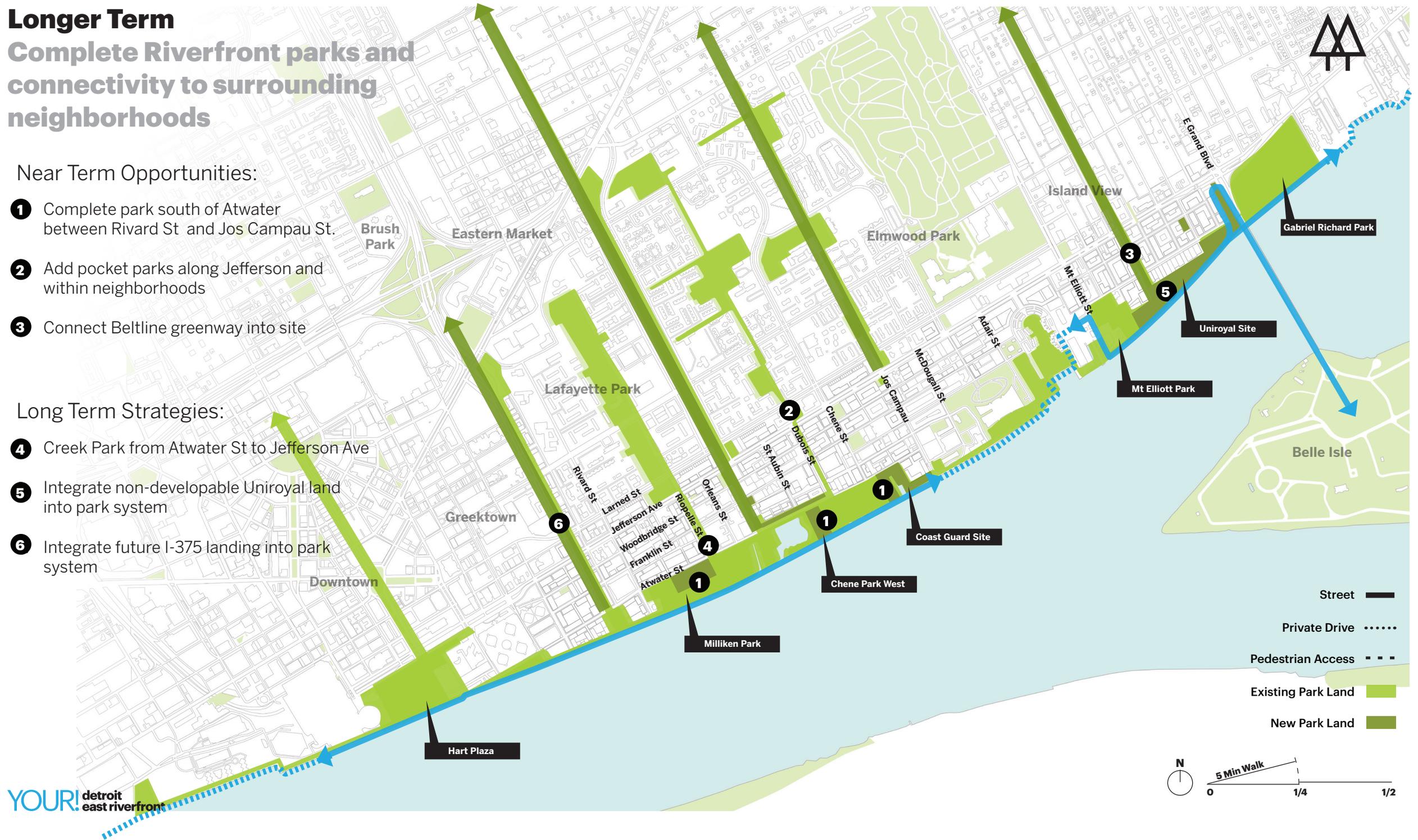
Longer Term Complete Riverfront parks and connectivity to surrounding neighborhoods

Near Term Opportunities:

- 1 Complete park south of Atwater between Rivard St and Jos Campau St.
- 2 Add pocket parks along Jefferson and within neighborhoods
- 3 Connect Beltline greenway into site

Long Term Strategies:

- 4 Creek Park from Atwater St to Jefferson Ave
- 5 Integrate non-developable Uniroyal land into park system
- 6 Integrate future I-375 landing into park system



- Street ———
- Private Drive ·····
- Pedestrian Access - - -
- Existing Park Land ■
- New Park Land ■

Preparing for what's next

Focus and prioritize development zones:

- Riverfront sites
- Historic fabric
- TOD on Jefferson Avenue

Total development potential:
 + 20M GSF of new construction
 + Continued adaptive reuse



Coordinated development attraction

Implementation elements

The partners in creation of this East Riverfront Framework Plan are committed not only to the vision for the East Riverfront, but also its implementation. This framework describes the plan for phased development and associated incentives; infrastructure funding and execution; and advancement of development approvals. It also identifies the agencies and organizations responsible daily for advancing implementation of the East Riverfront framework plan. This implementation strategy is designed to increase the predictability of the East Riverfront development environment, thereby minimizing developer risk, strengthening potential investment returns, and ultimately reducing costs for the City.

Support development that leverages current assets

1. Focus on locations that build off of:
 - Historic fabric
 - Waterfront
2. Build value to drive future transit corridor creation East Jefferson.

Dedicate targeted incentives for East Riverfront

1. Create an as-of-right tax abatement (i.e., advance district pre-approval or Neighborhood Enterprise Zone).
2. Expand tax increment financing to capture sales tax.
3. Create a targeted retail fund.
4. Leverage public land to incentivize private investments.

Implement infrastructure

1. Advance Phase I infrastructure to build district value.
2. Evaluate transit mode and investment for East Jefferson.
3. Secure long-term infrastructure funding.

Streamline development approvals

1. Establish clear design guidelines.
2. Advance zoning and bonus revision/overlay.
3. Explore affordable housing bonus.

Establish focused implementation responsibility

1. Establish dedicated gateway to incentivize delivery, zoning and land-use coordination, and infrastructure advancement.

Development market and incentives

Emerging from a citywide and national economic downturn, Detroit is currently witnessing a renewed real estate market. Rising rents, low downtown vacancies, and a significant development pipeline suggest rising optimism in a rapidly growing and increasingly dynamic market.

However, despite the recovering environment and significant momentum in downtown, development still requires additional subsidy in order to realize projects across product types. Currently, an array of incentives ranging from tax abatements, gap filler funds, and incremental tax value reimbursements are needed to ensure economic viability. In order to support the construction of the initial Phase I development and build the market on the riverfront for future densities, a coordinated incentives strategy will need to be coupled with a streamlined approvals process.

By creating greater predictability regarding incentives (as well as zoning and land-use expectations and approval processes), and reducing the time and cost associated with predevelopment, Detroit can reduce costs to developers, and ultimately the City, fueling the development market.

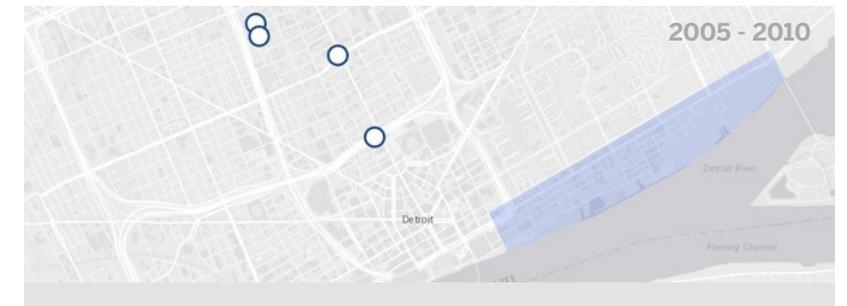
Residential

Rising rents, low vacancies, and a surge in development pipeline indicate renewed optimism in Downtown Detroit's residential market.

After years of limited deliveries across downtown Detroit, the multifamily residential market has witnessed renewed investment over the past five years. With vacancy rates declining to 3.1%, ongoing net positive absorption, and rents for new developments climbing above \$2.00 per square foot, demand for housing has fueled numerous development projects, which have been largely concentrated on rehabilitation of Downtown's historic assets and ground-up low-rise apartments in Midtown.

Thousands of new units are currently proposed or under construction across the city, including developments like Orleans Landing and Water's Edge on the East Riverfront, signaling growing potential in the district. A recent housing demand study by Zimmerman Volk, updated in April 2016, indicated a projected Greater Downtown absorption potential of 7,800 to 9,700 new units over a 5-year period. Based on current share of housing in the East Riverfront, the district could feasibly capture 700 units of this demand. Future investments to infrastructure and the public realm and the cultivation of an enhanced waterfront can fuel market growth and increase this absorption, potentially to a rate of 1,000 units over the next 5 years, with the pace of absorption escalating over time. However, despite market optimism, development economics still require subsidies across the board to make projects feasible, even in more active Downtown and Midtown.

Maps of multifamily development deliveries



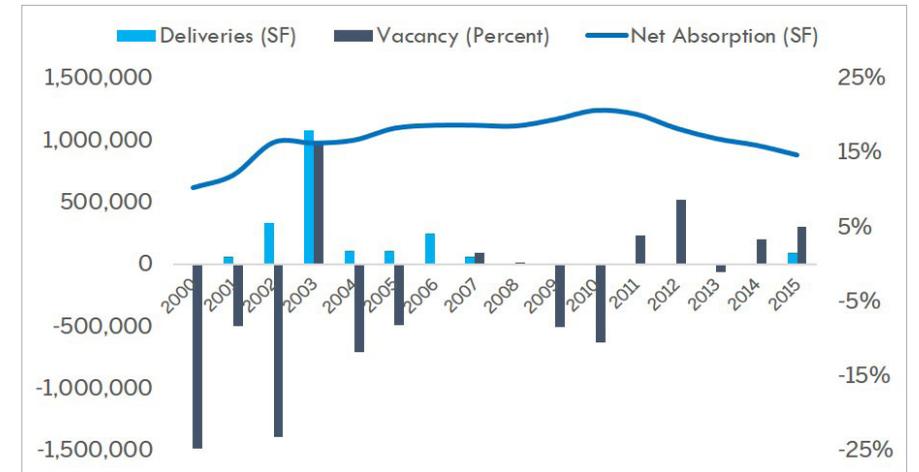
Source: Zimmerman/Volk, CoStar

Commercial

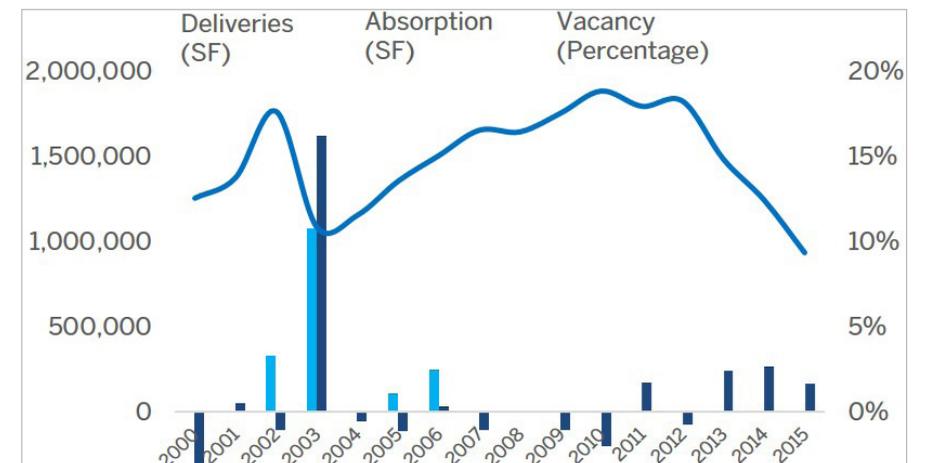
Sites closest to downtown can be positioned to capture future demand from tenants seeking contiguous Class A space in increasingly scarce supply.

In recent years, there has been limited overall office development across downtown Detroit. In the core Central Business District, a 6.9% vacancy rate in Class A office product has produced a lack of available large-floorplate, contiguous space for large new or growing companies. While this represents potential opportunity and pent-up demand, East Riverfront's ability to capture Class A demand in the near term is limited as the district is currently comprised of predominantly Class B/C buildings with 15% vacancy. As the riverfront develops, proximity to the CBD can create demand for new, efficient-floorplate office construction, however, near-term phasing should consider creatively adapting the existing historic fabric to attract more specialized commercial tenants. Projecting from historical trends from the Bureau of Labor Statistics, Greater Downtown could see approximately 4,800 new office-using jobs over the next five years with potential demand for 1.1 million square feet of office space. Based on its current share of new commercial absorption, the East Riverfront district can expect to capture approximately 83,000 square feet in net new office demand over the next 5 years, though subsidies are necessary to support new construction. Sites closest to downtown, which are viewed by the market as being effectively a part of the CBD, will be most suitable to accommodate near- and long-term new office construction. Commercial development in the balance of the district will likely focus on smaller-scale users.

Greater downtown office history (all classes)



Greater downtown office history (class A)



Source: Bureau of Labor Statistics, Quarterly Census of Employment and Wages; CoStar

Commercial

Maker and incubator space for the city's growing creative economy can function as an interim strategy, boosting regional draw and attracting the next generation of Detroiters.

As the East Riverfront awaits commercial market maturation, near-term uses can help build towards long-term commercial demand by capitalizing on historic assets, particularly in the Franklin/Woodbridge heritage corridors, and along the Chene Park cultural core, to support Detroit's growth industries and entrepreneurs. By supporting creative office space, the East Riverfront will be able to:

- Leverage existing resources and competitive advantages
 - Capitalize on Detroit's low rents and existing building stock to support growing digital, creative, and manufacturing industries, currently supporting 47,000 employees
- Build regional attractiveness
 - Draw in businesses and venture capital through cultivating an innovative citywide ecosystem
- Support Detroit's local entrepreneurs and small businesses
 - Create space to support and grow Detroit's 23,000 employees in local businesses



DETROIT-BASED RESOURCES:

/DETROIT
VENTURE PARTNERS



LUDLOW
VENTURES

RENAISSANCE
Venture Capital Fund

BUILD
INSTITUTE



Detroit StartupWeek
Powered by CHASE

DETROIT-BASED START-UPS:

DETROIT DENIM CO

crowdrise

cribspot



Rebel Nell

levelleven

DETROIT LABS

Ambassador

Source: Detroit Future City, Grow Detroit, TechTown Detroit

Retail

A total of 60,000 to 100,000 square feet of new retail space can be supported on the East Riverfront, curating a distinct identity for the neighborhood and increasing street-level vibrancy.

Centered on East Jefferson, retail spaces on the riverfront are mostly small-format stores that house a mix of convenience and amenity retail. Analysis of existing supply and total spending potential within driving distance of the riverfront suggest a current unmet spending potential of \$20 to \$35 million annually from residents, employees, and visitors that can be captured on the East Riverfront, translating to 60,000 to 100,000 square feet of potential new retail space. A curated retail activation strategy that highlights the district's unique identity will satisfy this unmet demand and also serve to brand the neighborhood as a retail and dining destination, build street-level vitality and placemaking, and attract future residents and employees. This retail will provide amenities and character that will bolster the success of the commercial maker and incubator spaces, particularly in the near-term.



Curate retail to create distinct identity

A curated, **unique retail program can add character and identity** to the neighborhood as distinct from Downtown and other competing areas.

Support future residents

Additional retail demand will be largely driven by **new residents** on the riverfront and a larger capture of **residents from the Detroit metropolitan area**.



Begin as a restaurant destination

Growing supply of restaurants indicates that downtown Detroit **is a dining destination** that can set the stage for the East Riverfront's identity.



Invest in a retail-attracting environment

To realize the opportunity for **60K SF of additional potential comparison retail**, an environment attractive to retailers is needed to draw in potential **anchor tenants**.

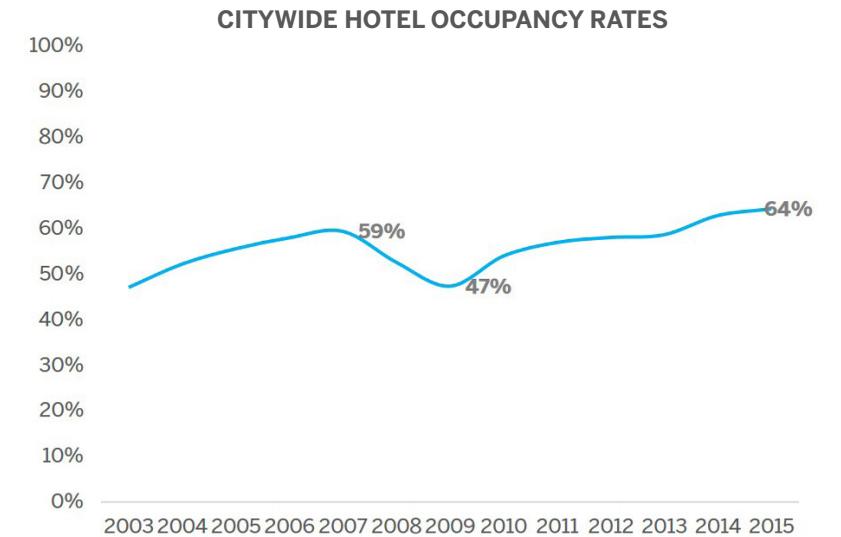


Hotel

While hotel occupancy is on the upswing, current pipeline suggests opportunities for new upscale product in the district should be explored in the longer term.

Hotel occupancy rates have risen steadily across the city, exceeding prerecessionary highs and approaching the 70% industry-standard threshold for new hotel development. Paired with increasing average daily rates and revenues per room, Detroit's hotel market is experiencing favorable trends in demand. In response, developers have planned for more than 1,300 new rooms in Downtown and Midtown, indicating a potential near-term glut. In the long term, new upscale hotel product in the district could complement targeted investments and create additional demand from the riverfront's 3 million annual visitors.

Source: Smith Travel Group



Source: Smith Travel Group

The East Riverfront presents opportunity, but requires targeted investment

Residential

- Over 5,000 new multi-family units proposed and under construction city-wide
- Significant rent gap remains at East Riverfront to make low-rise construction feasible
- East Riverfront plan should bolster demand and Detroit's share of regional growth to fuel absorption

Commercial

- High citywide overall office vacancy; Downtown Class A, with low vacancy, may offer potential
- Creative economy tenants present short-term opportunity to highlight existing fabric in heritage and cultural corridors along Franklin, Woodbridge, and Chene
- Longer-term office development is most likely on East Riverfront sites closest to existing downtown office

Retail

- Untapped demand for some comparison retail presents an opportunity, once a welcoming environment is established
- Dining will be an essential first-mover to create an attractive mixed-use environment
- Jos. Campau and Franklin Street present short-term opportunities within East Riverfront, within existing character zones

Hotel

- Growing occupancy for hotels suggests possibility for new supply in the future
- Over 1,300 rooms proposed and under construction in the City, potentially a near-term glut
- Long-term potential for an East Riverfront hotel that capitalizes on riverfront location and mixed-use district

Create a distinctive environment that leverages the waterfront to capture and strengthen demand

While the East Riverfront is beginning to see development momentum, its ability to attract and generate demand will be fortified by creation of a distinctive riverfront that provides unique waterfront access, high-quality design, a distinctive historic fabric, and access for all. A targeted strategy that enhances the public realm and attracts private investment will catalyze growth on the riverfront in the near term and sustain development of the neighborhood in the long term.

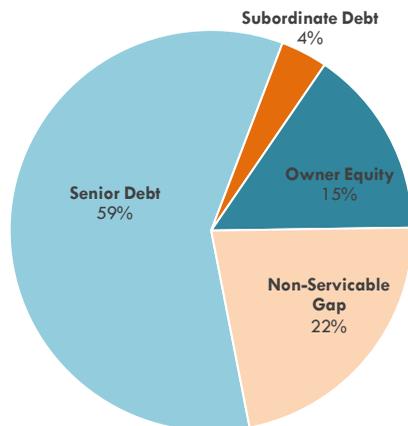
Phase 1

Mixed-use development funding gap, and projected sources to fill the gap

Approximately 1,000 residential units are anticipated to be developed within Phase I (years 1 through 5). A funding gap will need to be filled to advance this initial phase of development (in addition to tax abatements) under current rents and construction costs, until public infrastructure investments and ongoing market strengthening enable construction to proceed without subsidies. Recent multifamily developments in Detroit have required subsidies and outside incentives to fund almost a quarter of project costs that aren't covered by equity or senior and junior debt. Direct City & State subsidies have been required to fund approximately 10% of project costs.

Based on the capital stack for precedent residential and mixed-use projects in downtown, a **\$15 million City & State public contribution could leverage the additional \$137 million** in senior debt, equity investments, and other grants, subordinate debt, and tax credits to support the first 500 units. Additional incentives, like TIF reimbursements and tax abatements, will also be required in addition to initial funding sources.

Illustrative Capital Stack in Detroit



Other Subsidy/Funding includes:

- **Gap Fillers**
EPA Brownfield Loan Fund, MDEQ CMI Brownfield Fund, NMTC, Historic Tax Credits
- **Private Support and Subordinate Debt**
Foundations, Corporate, CDFIs
- **State and Federal Funding**
CDBG, Neighborhood Stabilization Program, HOME Funds, LIHTC, HUD Funding
- **Abatements and TIF**
OPRA, CRA, NEZ, Brownfield TIF, CIA TIF

Dedicate targeted incentives for the East Riverfront

The City is committed to working with the State to secure funding to fill financing gaps sufficient to support the development of an initial 500 units of housing in the East Riverfront, an anticipated allocation of **\$3 million per year over the next five years** in Community Revitalization Program (CRP) funds or other sources. These subsidies are intended to catalyze initial development and strengthen the market until such time as future subsidies are unnecessary. Phase I development will necessitate the strategic expansion of existing incentive programs and the creation of new, targeted incentive programs and processes. The following initiatives are recommended not only to enhance development economics, but also – in conjunction with streamlined development approvals – to provide greater predictability within the East Riverfront development environment, thereby minimizing development risk and increasing the district's attractiveness to investors.

Create As-of-Right Tax Abatement

Current market conditions create a need for an array of tax abatements to make projects economically feasible. Abatements available under the Neighborhood Enterprise Zone program can reduce up to half of state millages for up to 15 years for individual residences or condominiums, and small rehabilitated rental buildings. Those available under the Commercial Redevelopment Act can reduce nearly all property taxes by up to 50% for new or restated commercial properties. For larger residential developments, abatements available under the Commercial Rehabilitation Act and the Obsolete Property Rehabilitation Act can reduce all local and debt tax millages for up to 10 to 12 years, with the OPRA also partially reducing state school taxes for up to 6 years. However, the application processes currently require layers of municipal and state approvals granted on a project-by-project basis for each individual development. These processes require first the establishment of an abatement district which must undergo sign-offs from multiple City agencies, public hearing, City Council approval, and sometimes County-level approval. Subsequently, individual property owners must apply for a tax exemption certificate through the City Clerk, to again undergo City agency sign-offs, public hearing, and City Council, in addition to final approval from the State tax commission.

The current process can delay projects for months and disincentivize interested developers from pursuing projects in Detroit. Pre-approval at the district level would eliminate the first half of this process for future projects and streamline the applications. This can be achieved by seeking advanced approval for the East Riverfront District. In addition, the City can consider aiding in the application of exemption certificates, such as instituting a more streamlined process, assistance and facilitation with the application, or applying on behalf of the developer.

Expand TIF and Capture Sales Tax

The City will explore the potential for a district-wide TIF – via a Targeted Redevelopment Area (TRA) under the Brownfield Redevelopment Act – in order to offset costs associated with site remediation, select site infrastructure (i.e. vertical parking, urban stormwater management), and public district infrastructure. The East Riverfront can apply for upfront approval of a district-wide TIF with the creation of a Targeted Redevelopment Area (TRA) under the Brownfield Redevelopment Financing Act. The TRA would allow the designation of a brownfield plan for between 40 and 500 parcels without need to qualify each property individually, thus streamlining the approvals process. In Phase 1, the district would be drawn around parcels with anticipated projects and expected to benefit from infrastructure investments around Jos. Campau and the Heritage Zone. Revenues captured from the brownfield TIF, which can be delayed for up to 5 years to maximize value, can fund infrastructure improvements, such as streets, utility lines, site remediation and preparation, and underground and multi-story parking structures. An overlay of the brownfield TIF with the Corridor Improvement Authority TIF or the expansion of eligible activities under the brownfield TIF can provide greater flexibility in funding vertical development.

Expand Targeted Retail Funds

The City will target citywide programs that assist retailers and small business to advance face improvements and tenant fit-out within the East Riverfront's Heritage Zone, thereby preserving and strengthening the character of this important Detroit neighborhood, and sustaining and growing local businesses.

Partnering with nonprofit organizations and lending partners, a targeted fund could be established to support and attract retail and other commercial tenants by providing loans and grants for capital improvements, subsidized and affordable rents, and matchmaking property owners with eligible businesses for ground-floor retail space. This fund will build on the model of Motor City Match, which helps match local businesses with vacant commercial space and offers grants and loans for space renovation and fit out. Other models include Techtown's Retail Boot Camp, which provides start-up capital and aid in finding affordable space for entrepreneurs, and the Urban Retail Loan Fund established by Invest Detroit and MEDC, which provides revolving loans to support neighborhood-based retail and storefront businesses in targeted neighborhoods in Greater Downtown -- including the East Riverfront -- by supporting tenant improvements, working capital, and equipment purchase.

Loans and grants that focus on or serve the needs of storefront retailers linked to local maker and light-manufacturing businesses will build a distinct identity within the district and celebrate the industrial heritage and culture of the riverfront. The co-location of production and retail in flexible spaces can create a mixed-use environment that both supports the growth of Detroit's creative industries and cultivates a dynamic retail experience.

Leverage Public Land To Incentivize Private Development and Open Space Creation

Disposition or development of City-owned properties can act as a key opportunity to advance public goals along the riverfront. In particular, City-owned land can act as a strategic lever to guide private development plans. Public land can also be used to provide additional parks to enhance the public realm. Parcels situated south of Atwater, currently owned by the Economic Development Corporation, will be converted into open space in the early phases of the plan. Other parcels owned by the EDC may provide an opportunity for private development including the location of a public parking garage that meets park users' needs and diminishes the need to build structured parking for private developments.

Infrastructure investment

Establishing an inclusive and innovative waterfront neighborhood on the East Riverfront requires targeted investments that enhance the public environment, improve access for all Detroiters, reduce costs for future development, and attract private investment.

In Phase I, public infrastructure investments will focus on activating and improving Jos. Campau Street from East Jefferson Avenue to the Riverfront, laying the groundwork for this corridor of historic structures and existing residential and commercial uses to become a dynamic center of gravity for the East Riverfront. This will include creation of a new gateway to the district, with a new green connection at the intersection of Jos. Campau and East Jefferson that establishes a continuous greenway between the East Riverfront and neighborhoods to the north.

Creation of additional park space on the riverfront and extension of the RiverWalk to Gabriel Richard Park will complete the public realm at the river's edge. Investments will also enhance streetscapes and mobility along East Jefferson, strengthening this edge of the site as planning for future transit investments position the corridor for growth.

In order to fund Phase I improvements and eventual district-wide infrastructure costs, the East Riverfront will require the strategic allocation of private, local, state, and federal funding. Additional long-term infrastructure needs and potential sources are also identified here, as a reference for the future as East Riverfront development advances.

Phase I infrastructure sources & uses

City, state, and federal funds, and private grants, advance initial infrastructure until TIF revenues flow to support future investments.

Phase I infrastructure will require \$46 million in total public and private investments, including \$13.5 million to improve streetscape and infrastructure on Jos. Campau corridor and East Jefferson Ave, as well as \$22 million for open space expansion, including three parks at a total of seven acres, a pocket park along Jos. Campau, and public realm improvements, such as the extension of the RiverWalk. These needs can be met through a funding approach that layers city, state, federal, and philanthropic resources until tax revenues from incremental property value generation can begin to reimburse expenditures in later phases. An additional \$10 million for construction of a public parking garage will be privately financed.

	USE	COST	CITY	STATE	FEDERAL	PRIVATE				
Streets	Streetscape – East Jefferson (Woodward to Van Dyke)	\$10M	\$5M	Act 51 Road Funds, CDBG, DWSD Funds	\$5M	MDOT				
	Streetscape & Infrastructure – Jos. Campau	\$3.5M	\$3.5M							
	Total streetscape	\$13.5M								
Open Space	Jos Campau/Jefferson connector (acquisition and construction)	\$250K	\$125K	Bond funds, CDBG			\$125K Philanthropic			
	Endowment to maintain greenways	\$2M					\$2M Philanthropic			
	Riverfront park expansion (7 acres east of Milliken State Park)	\$9M	\$4.5M	DWSD Funds	\$4.5M	MDNR DEQ				
	Riverwalk extension (Mt Elliott Park to Gabriel Richard Park)	\$9M				\$9M DRFC federal earmarks (MDOT partnership)				
	Riverwalk/pedestrian bridge	\$1.5M				\$1.5M				
	Total open space	\$22M								
Park- ing	Shared parking deck	\$10 M	\$5M	Bond funds			\$5M Private financing			
	Total	\$45.5M	\$18M	40%	\$9.5 M	21%	\$10.5M	23%	\$7M	15%

Long-term potential funding sources

A package of public funding resources can be leveraged to fund the major long-term capital investments on the riverfront. A variety of federal programs, such as TIGER grants and FTA grants, can help support investments in transit on East Jefferson. For public realm improvements, such as open space and enhanced streetscape, funding may be sourced from state actors such as the Michigan Department of Transportation and the Department of Natural Resources, federal funding, as well as private and philanthropic resources.

In addition to public and private funding, value capture mechanisms may be useful in providing necessary funding in later stages of development as property values within the district rise due to infrastructure enhancements and development momentum.

USES	FUNDING SOURCES		
Streets and Infrastructure		<ul style="list-style-type: none"> • State (MDOT) 	<div style="text-align: center;">  </div> <p style="text-align: center;">TIF Proceeds</p> <p style="text-align: center;">in net present value of incremental local, county, and state school tax revenues over 30 years via the Brownfield Redevelopment Authority and Corridor Improvement Authority TIF programs</p> <p style="text-align: center;">Additional funds may be available through expanded TIF program with ability to capture sales tax</p>
Open Space		<ul style="list-style-type: none"> • State (MDNR) • Federal (LWCF) • Private & Philanthropic Funding 	
Transit		<ul style="list-style-type: none"> • State (MDOT) • Federal (TIGER, FTA) • Private & Philanthropic Funding 	

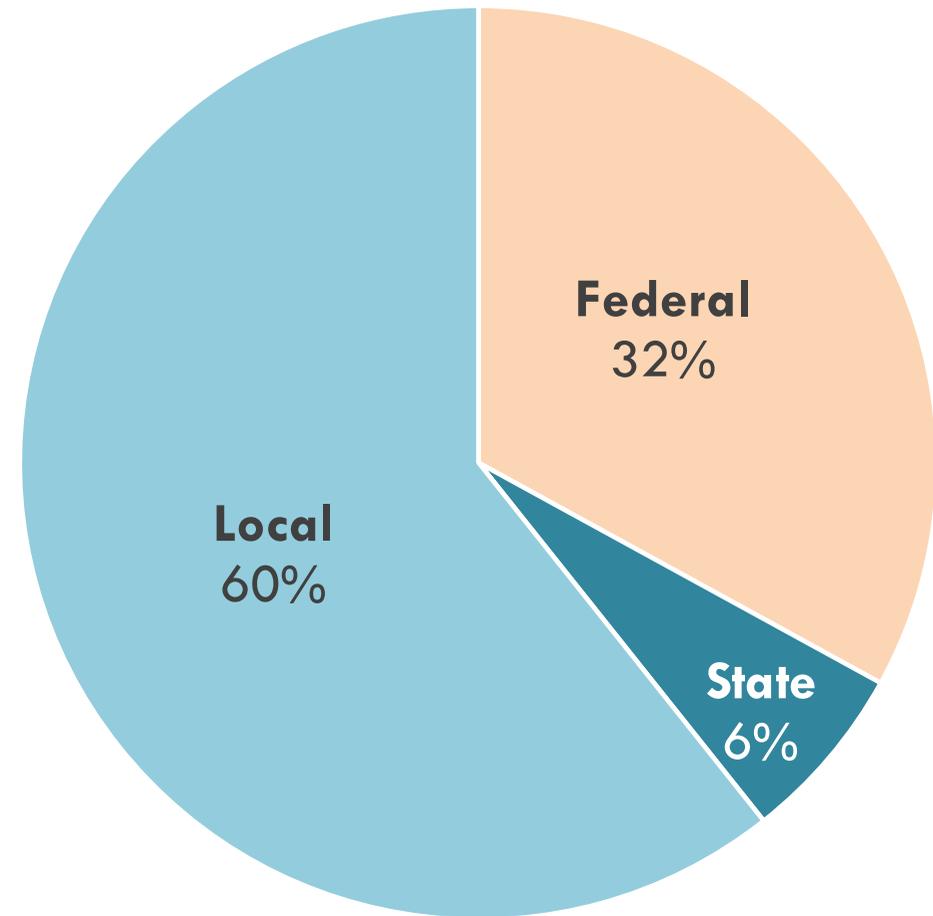
M2 funding source

Under a funding strategy similar to other streetcar projects nationwide,

\$53M in local funding

can leverage sources sufficient for \$88M M2 project

Funding for the installation of the 3-mile light rail and road reconstruction on Jefferson Avenue will require a cost of approximating \$88 million, including stations and platforms. Based on the distribution of funding for other streetcar projects nationwide, \$53M in local (City/County) contributions (including value capture strategies) and \$35M in state and federal funds can leverage sufficient State, Federal, and other funds to complete the project.



* Precedent streetcar funding sources are drawn from Atlanta, GA; Cincinnati, OH; Los Angeles, CA; Portland, OR; Seattle, WA; and Tucson, AZ



An overlay of Targeted Redevelopment Area Plan with a Corridor Improvement Authority Plan can streamline the TIF process, creating future source to reimburse costs for site infrastructure, vertical development gap, and district infrastructure.

The process for creating TIF funds to capture incremental tax values and reimburse costs for initial phase and longer-term infrastructural and vertical development costs requires the following steps:

1. Establish Corridor Improvement Authority TIF

Establish a CIA TIF overlay for the district (applicable to parcels within 500 feet of East Jefferson) in order to capture local taxes for

broader application in reimbursing acquisition and vertical development costs for an unlimited timeframe. Because taxing jurisdictions can opt out of tax capture, establishing a Brownfield TIF after the CIA TIF can absorb taxes from non-participating jurisdictions. CIA TIF districts require approval from City Council.

2. Establish Brownfield TIF

Establish a Targeted Redevelopment Area Plan, consisting of 40 to 500 parcels, freezing base tax values at current levels and allowing capture of state school and local taxes to fund reimbursement of projects indicated in the TRA plan, for a period up to 30 years. Brownfield plans will be developed by DBRA and approved by City Council and the Michigan Strategic Fund. Incremental capture can

be delayed for up to 5 years after approval while implementation advances.

3. Phase I Implementation

Individual projects in Phase I, including infrastructural improvements and vertical development, will enhance taxable values of properties within the TIF district. Incremental values of taxes associated with these improvements will flow into the dedicated Brownfield and CIA authority. Projects must be completed within 5 years or less.

4. Phase I Reimbursement

Funds from the Brownfield TIF can reimburse costs for demolition, BEA activities, environmental remediation, site preparation, underground parking, and public infrastructure such as streets and streetscaping. Funds

from the CIA TIF can more broadly reimburse costs for land acquisition, vertical renovation and construction, site improvements, development studies and plans.

5. Plan Revision

The TRA and CIA TIF project plans will need to be amended to include additional projects and parcels as they are identified. Amendments will need to be approved by City Council.

6. Additional Phases

After amendment to the TIF plans, costs of development of additional phases will be reimbursed with additional funds due to incremental tax revenue.

Tax increment value capture

The establishment of a Brownfield TIF in a Targeted Redevelopment Area (TRA) provides the widest tax capture mechanism, inclusive of both local and state school tax reimbursements. Values captured by the TIF can fund a variety of site preparation, environmental remediation, demolition, and infrastructural improvement activities, such as electrical services and utility lines, as well as development of underground parking. The overlay of a Corridor Improvement Authority TIF, or the expansion of eligible reimbursable activities under the Brownfield TIF, can provide even greater funding flexibility to encompass vertical development costs.

In order to capture increments from new development projects as well as value generated to existing properties by broader infrastructure investments, the plan recommends an upfront approval of a TRA TIF district extended across the larger East Riverfront area. Besides maximizing revenues, a district boundary will also streamline the approval process, reducing delays to development.

Projecting incremental taxable values over 30 years is a particular challenge in the Detroit market, which is only recently starting to see investment returning. To determine a range of possible situations for TIF revenue capture, three scenarios were generated:

1. **Baseline Market Conditions**
Assumes straight-lined current baseline demand (absorbing 700 residential units, 150,000 square feet of office, and 100,000 square feet of retail over a 5 year period)
2. **Improved Market Conditions**
Assumes a 2% escalation in absorption rates with strengthening market
3. **Aspirational Market Conditions**
Assumes an aspirational 5% escalation in absorption rates, seen in cities like Cleveland and Milwaukee.

Redevelopment of the district is expected to generate approximately \$113 to \$156 million in incremental tax revenues over the next 30 years given existing millage rates. This accounts for frequently used tax abatements, such as the Commercial Rehabilitation Act tax abatement and the Obsolete Property Rehabilitation Act tax abatement, which currently extend 10 to 12 years. Future sunset of these abatement programs can significantly increase level of revenues generated.

30-Year Net Present Value	Baseline Market Conditions	Improved Market Conditions	Aspirational Market Conditions
Total Tax Increment	\$177,700,000	\$198,500,000	\$239,900,000
State School Tax Increment	\$77,400,000	\$89,400,000	\$114,400,000
Local Tax Increment	\$63,900,000	\$69,500,000	\$79,900,000
Debt Tax Increment	\$36,400,000	\$39,700,000	\$45,600,000
Capturable Tax Increment	\$141,200,000	\$158,900,000	\$194,300,000
Less DBRA Admin Fee	(\$21,200,000)	(\$23,800,000)	(\$29,100,000)
Less State Brownfield Fund Millage	(\$6,600,000)	(\$7,400,000)	(\$9,000,000)
Total Capturable Tax Increment	\$113,500,000	\$127,600,000	\$156,100,000

Next Steps

	Years 1-2	Years 3-5
Parks & Connections	<ul style="list-style-type: none"> • Advance design • Attain right-of-ways • Commence Chene Park Riverwalk connections, and State Park construction • Construct Jos. Campau Greenway, Jefferson to Vernor 	<ul style="list-style-type: none"> • Commence Uniroyal and Coast Guard Park construction • Construct Jos. Campau Greenway, Jefferson to Riverfront • Commence Heritage Zone Streetscape & Infrastructure Improvements • Commence East Jefferson Improvements
Catalytic Investments	<ul style="list-style-type: none"> • Advance planning & secure funding for M2 and I-375 	<ul style="list-style-type: none"> • Advance design & approvals
Land Use Regulations	<ul style="list-style-type: none"> • Refine regulatory controls • Advance approvals 	
Development Incentives	<ul style="list-style-type: none"> • Refine and advance abatement strategy across the District • Establish TIF District • Market Development Incentives & Opportunity with land owners 	
Inclusive Growth	<ul style="list-style-type: none"> • Implement affordable housing strategy • Extend citywide small business programs 	
Other	<ul style="list-style-type: none"> • Establish Business Improvement Zone 	<ul style="list-style-type: none"> • Construct public parking garage

Implementation responsibilities

Dedicated staff within the EDC and the RiverFront Conservancy will hold responsibility for advancing the majority of initiatives associated with implementation of the East Riverfront Framework Plan, in coordination with a permanent committee comprised of these organizations as well as the Mayor's Office and the Department of Planning and Development. This structure is intended to provide investors, property owners and stakeholders with clear points of contact regarding East Riverfront needs and opportunities; to ensure both focused attention on implementation and access to the range of resources and partners necessary to advance initiatives; and to allow for accountability with respect to stewardship of the district, infrastructure delivery, and development services provision.

East Riverfront implementation requires a focused effort and clear responsibilities

A range of roles will be required to accomplish the near-term projects envisioned in this framework plan, as well as to pursue continued opportunities on the riverfront. Implementation on a large, district-wide scale will require ongoing planning and stewardship, including refinement of plans, operations and management of the district's open spaces and amenities, partnerships and engagement with stakeholders, and marketing and advocacy to promote the neighborhood. In addition, establishment of an endowment can help fund ongoing maintenance of the open space in the district. The creation of a new Business Improvement Zone, or the expansion of a current BIZ around the East Riverfront can also help collect assessments from businesses in the district to support maintenance funding for the greenway. Investment in the riverfront will also require the carrying out of infrastructure and public realm improvements, both with regards to funding as well as to construction of public infrastructure, and coordination and support for real estate development in the district, such as outreach to developers and landowners, disposition and exchange of public land, and negotiations and funding for incentives.



Planning & Stewardship

- Entitlements
- Institutional partnerships & fundraising
- Open space management & programming
- District marketing & advocacy
- Parking coordination
- Assessment collection



Infrastructure

- Planning & Design
- Financing
- Construction contracting & management



Development Services

- Landowner coordination
- Developer coordination
- Public land disposition
- Incentives negotiation & funding

Partnership with existing City, institutional, and philanthropic entities is essential for implementation

An array of organizations and entities are active on the riverfront with the ability to contribute to an overall partnership for implementation. Implementation of the plan should draw on the strengths and capabilities across the City and other public entities, the RiverFront Conservancy, and the various foundations, major landholders, and civic organizations which currently, or have the capacity to, grow and impact the investments and development in the district.

Public Entities



Mayor's Office
Planning & Development
Housing & Revitalization
City Council



DEGC
EDC
DBRA

Detroit Metro CVB, Wayne
County, Port Authority, Michigan,
Strategic Fund, MDNR, MDEQ,
Governor's Office

Conservancy



Foundations

THE
KRESGE
FOUNDATION



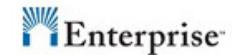
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WEBBER
FOUNDATION

community
foundation
FOR SOUTHEAST MICHIGAN

Landowners



CDFIs, Institutions, and Civic Leaders



A new East Riverfront Committee will coordinate and oversee implementation efforts

A new East Riverfront Committee will coordinate among the City of Detroit, led by the Mayor's Office (Jobs and Economy Team) and Planning & Development Department and its key non-profit partners, the Economic Development Corporation (staffed by the Detroit Economic Growth Corporation), and the Detroit RiverFront Conservancy. The Committee will monitor and expedite implementation of the Framework Plan. The Committee will ensure coordination of policy decisions, such as land use approvals, and public funding investments. Regular meetings of the Committee will be attended by principals and staff of each of the four entities to enable consistent communication. Central project management staff, housed at DEGC and the Conservancy, will provide a clear point of contact for potential developers, investors, property owners and stakeholders and advance initiatives supported by the Committee.

East Riverfront Committee

City of Detroit

Mayor's Office: Jobs and
Economy Team

City of Detroit

Planning & Development
Department

EDC (DEGC)

Detroit RiverFront Conservancy

- Monitor and expedite implementation of Framework Plan
- Review policy and public funding investment decisions
- Advance through roadblocks
- Serve as a resource to dedicated project management staff housed within DEGC and DRFC
- Coordinate with:
 - City Council, Detroit Brownfield Redevelopment Authority, and City agencies
 - Private developers and project investors

The EDC and the RiverFront Conservancy will lead and manage most implementation initiatives, in coordination with public and private partners

The EDC (staffed by DEGC) and the RiverFront Conservancy will take lead responsibility for advancing most initiatives under the Framework Plan, with roles determined based on organizational capacity, mission, statutory authority, and accountability to funders. Each organization will identify an individual to project manage East Riverfront implementation, and serve as a point of contact for all external parties. These individuals will work with the East Riverfront Committee to advance coordination across partner public agencies, as well as private partners including Invest Detroit, foundations, land owners, developers and investors.

East Riverfront Committee

Mayor's Office, Planning & Development, EDC (DEGC), RiverFront Conservancy

Planning & Stewardship		Infrastructure		Development Services	
Entitlements	Dept of Planning & Development, EDC (DEGC), Conservancy	Financing	EDC (DEGC), DBRA (DEGC), City	Developer coordination	EDC (DEGC), Riverfront Conservancy
Institutional partnerships and fundraising	RiverFront Conservancy	Construction contracting	EDC (DEGC), Riverfront Conservancy	Incentives negotiation	EDC (DEGC)
District marketing & advocacy	RiverFront Conservancy	Construction Mgmt: Below-grade infrastructure	EDC (DEGC)	Incentives funding	City, CDFIs, EDC (DEGC)
Open space management & programming	RiverFront Conservancy	Construction Mgmt: Environmental remediation	EDC (DEGC)	TIF financing for vertical development	DBRA (DEGC)
Parking management	EDC (DEGC)	Construction Mgmt: Street improvements	EDC (DEGC)	Public land disposition	EDC (DEGC)
Assessment collection	BIZ	Construction Mgmt: Open space	EDC (DEGC), Riverfront Conservancy		

In coordination with the

Mayor's Office Jobs & Economy Team, City agencies (e.g. Planning & Development, Housing & Revitalization, DDOT, DPW, DWSD), State & Federal funding and implementation partners (e.g. MDOT, MDNR), and private partners (e.g. Invest Detroit, foundations, land owners, developers, investors)

Next Steps

In the immediate term, initial projects will focus on vital improvements to the public realm, and enhancements to mobility and street infrastructure surrounding the Jos. Campau corridor. In parallel, entitled properties, ready incentives and targeted development services will encourage private investments and developments.

The actions associated with implementation will require coordination and execution from a range of local, state, and nonprofit actors, as well as clear commitments from responsible parties. Timely implementation of infrastructure, entitlements and development services actions will generate the momentum necessary to shape and bolster realization of the vision for the East Riverfront.

- Infrastructure
 - Streetscape
 - Open Space
 - Transit
 - Site Preparation
- Entitlements
- Development Services

Implementation next steps

infrastructure

Action	Responsible Party	Timeframe for Action		
OPEN SPACE		1 to 2 years	3 to 5 years	5+ years
Negotiate acquisition/easements for open space on land in private ownership (Jos Campau greenway, Chene North)	Lead: EDC Support: Conservancy			
Design & construct State Park E & W of Milliken Harbor	Lead: PDD Support: Conservancy, DNR			
Design & construct new open space at Atwater Coast Guard site	Lead: Conservancy Support: EDC			
Design & construct new pedestrian bridge	Lead: Conservancy Support: PDD			
Extend Riverwalk to Gabriel Richard Park	Lead: Conservancy Support: PDD			
Beltline (assemble land, design, build)	Lead: EDC Support: Conservancy, DNR			
Creation endowment to provide ongoing operations and maintenance funding for open space	Lead: Conservancy			
STREETSCAPE		1 to 2 years	3 to 5 years	5+ years
Undertake streetscape improvements (Jos. Campau, Jefferson)	Lead: EDC Support: PDD			
Undertake streetscape improvements to heritage zone (Franklin)	Lead: EDC Support: PDD			
Create new Jos. Campau pedestrian/bicycle connector	Lead: EDC Support: Conservancy, PDD			
Improve greenway connections along Jos Campau to Gratiot	Lead: EDC Support: Conservancy			

Action	Responsible Party	Timeframe for Action		
TRANSIT & TRANSPORTATION		1 to 2 years	3 to 5 years	5+ years
Construct public parking garage	Lead: EDC Support: Conservancy			
Establish Express Bus service on East Jefferson	Lead: DOT			
Conduct transit study for East Jefferson	Lead: DOT			
Secure funding for transit along East Jefferson	Lead: DOT			
Coordinate 1-375 development	Lead: PDD Support: EDC			
UTILITIES		1 to 2 years	3 to 5 years	5+ years
Bring utilities (power, water, sewer) to Phase I development sites (Jos. Campau)	Lead: EDC Support: Conservancy			

Implementation next steps

Entitlements

Action	Responsible Party	Timeframe for Action		
ENTITLEMENTS & APPROVALS		1 to 2 years	3 to 5 years	5+ years
Implement zoning and bonus revisions to accommodate as-of-right development	Lead: Planning & Development Dept Support: EDC, Conservancy			
Institute clear, high-quality design guidelines	Lead: Planning & Development Dept. Support: EDC, Conservancy			
Explore National Historic District (to access federal tax credits)	Lead: PDD			
Determine inclusionary housing bonus/incentive	Lead: Housing & Revitalization Dept.			
Expand EDC project plan to cover broader East Riverfront district	Lead: EDC			
Establish/expand assessment district to sustain open space	Lead: EDC, Conservancy			

Development services

Actions	Responsible Party	Timeframe for Action		
EXPAND INCENTIVES		1 to 2 years	3 to 5 years	5+ years
Create as-of-right tax abatement process (i.e. district pre-approval)	Lead: EDC			
Create TIF district and expand to capture sales taxes	Lead: DBRA			
Establish/expand retail incentive programs	Lead: City, CDFIs			
MARKETING & DEVELOPMENT SERVICES		1 to 2 years	3 to 5 years	5+ years
Develop marketing materials	Lead: Conservancy			
Assemble & refresh “library” of district materials	Lead: Conservancy, EDC			
Outreach to tenants	Lead: EDC Support: Conservancy			
Outreach to property owners	Lead: EDC Support: Conservancy			
Outreach to developers	Lead: EDC Support: Conservancy			
Coordinate incentives delivery	Lead: EDC (with City)			
Design review in conjunction with incentives delivery	Lead: Planning & Development Dept. Support: EDC, Conservancy			
Shepherd East Riverfront vision, and monitor evolution along with market (e.g. pursue higher density at market develops)	Lead: EDC Supporting: All entities			

Equitable Open Space Access

The East Riverfront Framework is premised on the goal of providing equitable access to open space for all Detroiters. Open space and recreation access contribute to community health, as well as individuals' benefits from neighborhood amenities that encourage social and civic engagement. The framework for the East Riverfront prioritizes filling in the gaps in waterfront green space. It also prioritizes connections between upland neighborhoods and the waterfront through new and improved greenways. The Riverfront Conservancy is committed to ensuring that programming within East Riverfront parks provides opportunities for Detroiters to participate in their waterfront throughout the year, and that Detroit's parks are welcoming to everyone.



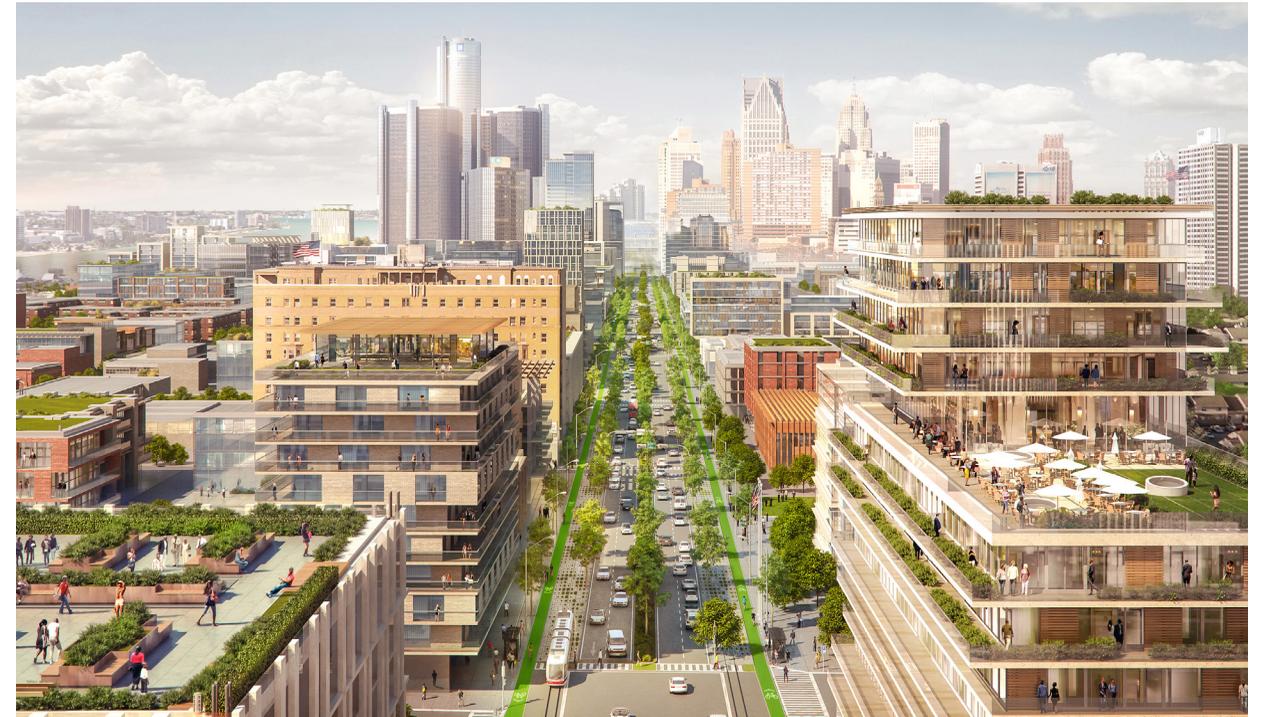
Access to Jobs

The East Riverfront Framework is designed to increase access to quality employment for Detroiters in 3 ways:

Transit Access: Planning for M2 streetcar on East Jefferson is an essential catalytic investment within the framework. Transit access to major job centers – like Downtown Detroit – opens up access to jobs in those locations to a greater cross section of residents, both by reducing the need for personal automobiles, and by reducing commute time to employment.

Support for Small Business and Job Creation: The City and its partners will focus citywide programs designed to build and strengthen small and local businesses within the East Riverfront, with an initial emphasis on the Heritage Zone. In addition to previously cited programs that support retail and other business such as the Urban Retail Loan Fund and Motor City Match, the City and its partners will bring to bear a range of programs run through DEGC, Invest Detroit, MEDC and other public and civic organization. These programs provide grants and loans for startups and small businesses, as well as real estate and business development assistance. Businesses grown in Detroit and the East Riverfront not only provide jobs for Detroiters, but also drive the types of innovation that catalyze longer term economic growth and job creation citywide.

Local Business/MWBE Participation in Public Infrastructure: The City has committed to funding over \$50 million in Phase I improvements on the East Riverfront. Utilizing Detroit's Business Certification Program, the agencies and organizations tasked with implementation of these infrastructure investments will ensure associated contracting and employment benefits Detroiters by setting goals associated with involvement of Detroit Based Businesses, Detroit Headquartered Businesses, Detroit Small Businesses, Minority-Owned Business Enterprises, and Woman-Owned Business Enterprises.



Affordable Housing

The City of Detroit is committed to fostering an inclusive, mixed-income neighborhood within the East Riverfront. Associated opportunities are currently under investigation in a parallel examination of strategies for producing mixed-income housing across the city, with a goal of advancing tools that allow for 20% of new rental units to be affordable to households earning up to 80% of Area Median Income. Opportunities under consideration that may be applicable to the East Riverfront include:

- establishment of affordable housing targets associated with development of public land and use of development incentives;
- partnership with the EDC to advance site assemblage and development that aligns with the City's policy goals;
- additional or expanded access to tax incentives/abatements; and/or
- additional inducements.





Historic Assets & Character





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Historically Significant Buildings and Sites

Detroit East Riverfront

Since the 19th century, the city has produced a series of remarkable historic places, among them: churches, factories, commercial buildings, and homes. Many still stand in Detroit's East Riverfront. Physical building fabric, the historic grid of streets and commemorative places are part of a shared narrative that defines this unique waterfront. The framework plan builds off this distinguishing legacy and incorporates these historic assets, thus creating unique character zones through preservation, adaptive reuse and an interpretive landscape.



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STOP

Christ Church Detroit

960 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **Church**

Current Function: **Church**

Ownership: **Christ Church Detroit**

Architectural Classification: **Church**

Architect/Builder: **Gordon W. Lloyd**

Date of Construction: **1863**

Legal Description: **More than one Subdivision of Rivard Farm.**

Tax Parcel ID Number: **5000064-6**

Christ Church was the second Episcopal church built in Detroit after St. Paul's proved to be too small to house its congregation. Christ Church Detroit was organized on May 26, 1845 with articles of association signed by sixty-seven people. That year a frame church was constructed on this site and consecrated on May 31, 1846. The first rector was William N. Lyster, born in Wexford County, Ireland in 1805. He entered Trinity College, Dublin in 1822 and graduated in 1826. He continued his theological studies at the University of Edinburgh, and in 1829 he came to Michigan to devote himself to missionary work. Lyster served as rector of Christ Church until 1849. He was an outstanding personality among the early clergy in Michigan. He built the church at Tecumseh, Michigan and was pastor in the small towns of Cambridge and Brooklyn, Michigan, for twenty-five years.

The original Christ Church was constructed of wood on this site. On October 19, 1860, the cornerstone was laid for a new Christ Church chapel building in the rear of the lot, it was completed in 1861. The old frame building was demolished, and the current permanent church edifice was erected in 1863 to the north of the 1861 church chapel. The new church was consecrated on April 9, 1863. English architect Gordon W. Lloyd was young and classically trained when he settled in Detroit in 1858. Later in his career he was considered the dean of Detroit architects.

The style is English Gothic Revival, yet adapted to modern needs and constraints. Work on the adjacent tower continued after the building was completed, and in October of 1864 nine bells were placed in the tower as gifts from several prominent families and church organizations. Christ Church is the oldest Protestant church in Detroit still located at its original site. The church building as we know it today was completed about 1880.

Christ Church has provided aid to the disadvantaged for many years. As early as 1903 it was operating a cooking school for girls, a manual training center for boys, a gymnasium and a lecture hall. Today, church facilities are used by many organizations for meetings and social gatherings.



Saints Peter and Paul Church

629 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **Church**

Current Function: **Church**

Ownership: **University of Detroit/Mercy**

Architectural Classification: **Church**

Architect/Builder: **Francis Letourneau and Peter Kindenkens**

Date of Construction: **1848**

Construction of Saints Peter and Paul was slow because the Bishop paid cash for each stage built. The tall spire originally intended to form the central motif over the main entrance was never completed. The church seats one thousand and its original cost was \$30,000.

The church was designed by Francis A. Letourneau and Peter Kindenkens. Letourneau, a leading builder in Detroit in the 1830s was a native of Mt. Clements, Michigan. In 1812, he moved to Detroit to learn the carpentry trade and to study architecture. He built the wooden dwelling of Thomas Palmer, which was at that time considered the best house in the city. He also designed the Michigan Exchange Hotel, steamboats, several lighthouses, and superintended the building of Fort Wayne. He returned to Mt. Clements in 1854 where he remained until his death in 1854.

Peter Kindenkens was a seminarian from the Diocese of Ghent, Belgium. Bishop Lefevre ordained him in September, 1842, and made him his vicar-general. Kindenkens also supervised the building of SS. Peter and Paul.

The building of SS. Peter and Paul's was a step toward the abolition of trusteeism in the Detroit Diocese. The church was consecrated on June 29, 1848. The Rev. John Farnam was the first priest. Bishop Lefevre used the church as his cathedral until his death in 1869.

The Catholic church grew to such a size in Detroit that Bishop Borgess, Lefevre's successor, felt compelled to complement the parochial schools in the city with a Catholic college. He first approached the Basilian Fathers and offered them his cathedral parish to be used as a high school and college for day students in the city. The Basilians were unable to undertake the project. The Bishop then propositioned the Jesuits, who accepted the undertaking. In June, 1877, the Jesuits took charge of SS. Peter and Paul's Church and Bishop Borgess selected St. Aloysius' Church to serve as his temporary cathedral. The Jesuits constructed two buildings adjacent to the church to be used as a day college.

The original congregation of SS. Peter and Paul's was predominately Irish; some French families attended the church until St. Joachim's was built in 1886.



McGregor Carriage House

1995 East Woodbridge Street

Status: **City of Detroit Historic District**

Historic Function: **Carriage House**

Current Function: **Retail/office**

Ownership: **Tyrone Vass**

Architectural Classification: **Carriage House**

Architect/Builder: **A. G. Hollands**

Date of Construction: **1885**

Legal Description: **ST AUBIN FARM SUB S OF JE**

Tax Parcel ID Number: **9000090**

The McGregor Carriage House is one of only four extant carriage houses on the East Riverfront. It survives from the days when East Jefferson Avenue was “the Queen” of thoroughfares lined with the mansions of the wealthy. Unfortunately, the McGregor House, fronting on Jefferson Avenue, did not survive the rapid commercialization of Jefferson Avenue in the twentieth century; it was demolished in 1936.

The McGregor House and accompanying carriage house were located on the St. Aubin Farm, one of the original tracts of land, or “French Farms,” granted by Cadillac to early settlers of Detroit. In 1734 Beauharnois, Governor-General and Hocquart, Intendant of New France, granted or in this case re-granted, farmlands. Among them was Private Claim 38; granted “to Jean Cass St. Aubin, pere,” on July 15, 1734, and confirmed a year later by Louis XV, King of France.

Jean Casse St. Aubin (or St. O’Bin as his name is referenced in the early land transactions) was a discharged French soldier who decided to settle at the post in 1709 when Detroit had no more than 200 residents. “Casse” was likely the soldier’s surname, but, as was the custom of Native Americans, a name characteristic of some incident in his life or personal characteristic replaced the birth name, sometimes permanently.

St. Aubin Avenue was named after Francois St. Aubin in 1847; the subdivision of the St. Aubin Farm was platted in 1858 by Basilique St. Aubin, Anthony Dudgeon and Cullen Brown after the death of Francois St. Aubin.

In 1863 lot 2 of Block 8 was sold to the French Methodist Episcopal Church. This church was originally led by Rev. Thomas Carter in the old Congress Street Methodist Episcopal Church. After Rev. Carter followed his calling elsewhere and moved in 1856, most of his congregation joined other churches. In 1861 the new church building on Rivard Street was sold by the United Congress Street & First Methodist Episcopal Societies. The profit from the sale was then invested in a lot on East Jefferson Avenue near St. Aubin. A church was built in 1866 and the congregation formally changed its name to Jefferson Avenue Methodist Episcopal Church (Farmer, S., History of Detroit & Wayne County and Early Michigan, 1890).



WABE TV



OUTDOOR ADVENTURE CENTER

Department of Natural Resources Outdoor Adventure Center

1801 East Atwater Avenue

Status: **National Register of Historic Places**

Historic Function: **Industrial Building**

Current Function: **Municipal Building**

Ownership: **Globe Development LLC/The State of Michigan by its Department of Natural Resources**

Architectural Classification: **Industrial**

Architect/Builder: **Unknown**

Date of Construction: **1892-1920**

Legal Description: **Plat of the Dequindre Farm.**

Tax Parcel ID Number: **7000011**

The Detroit Dry Dock Company/Dry Dock Engine Works complex has a long history in relation to Detroit and Great Lakes – and even national and international – maritime history as a ship repair and outfitting facility and manufacturer of marine propulsion systems. The existing Dry Dock Engine Works complex is important for its history from the early 1890s to the mid-1920s of building engines for Great Lakes and ocean shipping, including the engines of the largest sidewheel steamers of the early twentieth century. The engine works are also notable for their association with Frank E. Kirby, a nationally and internationally recognized naval architect known especially for his innovations in icebreaking technology and for his Great Lakes and east coast sidewheel steamers that, built over a fifty-year career, included the largest sidewheel steamers ever built. Kirby's direct association with the engine works complex is that he designed propulsion systems built at the engine works, including the engines that powered the 1924 Greater Detroit and Greater Buffalo, the two largest and most powerful sidewheel steamers ever built. Built between 1892 and about 1920, the engine works complex is also significant as a showcase of the evolution of American factory construction methods of the late nineteenth and early twentieth century. Particularly notable from an engineering standpoint are the 1892 machine shop and 1902-03 loft buildings. The machine shop is historically significant for its steel structural framing system that, designed by the Berlin Iron Bridge Company, was likely one of the first uses of steel framing in a Detroit industrial plant. The 1902-03 loft building is also important from an engineering standpoint for its innovative structural system in which the two upper stories are suspended from the roof trusses so that the ground story can be left free of interior support columns.



THE PLAYERS

The Players

3321 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **Private Club**

Current Function: **Private Club**

Ownership: **The Players**

Architectural Classification: **Clubhouse**

Architect/Builder: **William Kapp of Smith, Hinchman & Grylls**

Date of Construction: **1925**

Legal Description: **East 19.68 feet of South 200 feet of lot 4 et. al., except part taken for widening of East Jefferson Avenue, plus West 40.32 feet of South 200 feet of lot 5 et. al., except part taken for widening of East Jefferson Avenue. Part of plat of George Hunt Farm, Libre 27, p. 251.**

The Players is a superb example of private club design and architecture from the first quarter of this century in Michigan exemplifying Arts and Crafts influences. This building demonstrates the innovative and artistic uses of common materials such as cast concrete in place of cut or carved stone to create rich decorative effect at minimal expense. Incorporated into the fabric of the building are artistic works by noted Detroit and American artists including muralist Paul Honore, painting by Thomas Di Lorenzo and John S. Coppin, sculpture by Corrado Parducci, iron work by Oscar Bach, and handmade tile by Pewabic Pottery. One of about ten private social clubhouses built in Detroit and its suburbs during the city's years of rapid growth prior to the Great Depression, The Players is unique in that it was built to house a club whose focus was the theater. It was unusual in 1925 that a small, all-male amateur theatrical group could finance the construction and afford the maintenance of a custom-designed theater building complete with fly galleries, a trap stage door, orchestra pit, dressing rooms, workshops, meeting rooms,, a lounge, kitchen, club room and an office. It is even more remarkable that today this building is still being used by the same organization for its original intended purpose.

Player has provided an important cultural function of allowing amateur, non-professional actors to experience all aspects of theater including playwriting, lighting, costume and set design, and makeup. As a regular feature of its monthly production, special guests from the professional theater are invited to add to the evening's entertainment in the "Afterglow." Among those distinguished guests who have trod the boards at Players are Otis Skinner, Eddie Cantor, W. C. Fields, Frank Craven, Edward G. Robinson, Bert Williams and although not an entertainer, Admiral William Bird.

The Players was organized on December 10, 1910 by a group of prominent Detroit businessmen and civic leaders for the express purpose of forming a club devoted to serious but non-professional theater for men. All of the charter members had been active with an earlier group, the Comedy Club. The Comedy Club was open to both sexes, but ceased to exist about 1900. In 1907, another group, Fine Arts, was formed along the lines of the Comedy Club.



Pasadena Apartments

2170 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **Apartment Building**

Current Function: **Apartment Building**

Ownership: **Pasadena Investments LLC**

Architectural Classification: **Apartment Building**

Architect/Builder: **Mortimer L. Smith & Sons**

Date of Construction: **1902**

Legal Description: **Dubois Farm, P. C. 91, Lots 29, 30 and 31**

Tax Parcel ID Number: **9000082**

The Pasadena Apartment Building is an eleven-story, Renaissance-style structure with yellow brick facades. The Pasadena Apartment Building is significant as a design of Mortimer L. Smith, as an early example of upper-class, multi-unit housing, and as an early example of upper-class, multi-unit housing, and as an early structure among those with reinforced concrete as structural material. Architect Mortimer L. Smith, in addition to being among Detroit's most important turn-of-the-century architects, was a painter of some accomplishment. His career began in the office of his father, Sheldon Smith, in 1861. Together they designed the Detroit Opera House, a lavish Second Empire-style structure completed in 1869. Like other leading architects of his generation, Mortimer Smith was adept in the numerous historical architectural styles which prevailed during the late nineteenth and early twentieth centuries.

The Pasadena Apartment Building, though stripped of some of its former splendor, remains an imposing example, notable in scale, design and for innovative use of materials (namely, reinforced concrete) in residential architecture.

The Pasadena Apartment Building is an eleven-story, Renaissance style-structure with yellow brick facades which faces northwest toward Jefferson Avenue. The lowest two stories of the Jefferson Avenue façade are limestone-faced and house a central, classical entrance. Three-sided window bays rise from the basement level to the tenth story. A restaurant was formerly located on the eleventh story. The removal of some classical ornamentation from the façade of the upper stories – cornices and false balconies especially – has detracted somewhat from the structure's appearance.



Palms Apartments

1001 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **Apartment Building**

Current Function: **Apartment Building**

Ownership: **Princeton Management LLC**

Architectural Classification: **Apartment Building**

Architect/Builder: **George Mason, Albert Kahn**

Date of Construction: **1903**

Legal Description: **Lots 4, 5, 10, 11 of the Subdivision of the Rivard Farm P. C. 181. (Libre 12, Page 348).**

The Palms was an early luxury apartment building and it remained an elegant residence until the 1930s. Inside the main entrance, a partial flight of stairs leads to the stairwell and elevator lobby; these spaces are decorated with elaborate plaster ceilings. The apartments contain much of their original detail; paneling, fireplaces, carved woodwork, etc. Originally, the apartments in the wings were very large and those in the front portion of the building somewhat smaller.

During the Great Depression, economic conditions caused the apartments to be subdivided. Now there are about fifty units in the building, and though they are smaller than original apartments, the subdivision caused minimal damage to the building's important interior fixtures. Exterior changes have been minimal. Several windows were added to the side facades to accommodate the subdivision of apartments.

The Palms is a relative early and extremely significant building in the career of its architect, Albert Kahn. It marks the beginning of his use of steel-reinforced concrete, a technique which he later perfected in his greatest industrial structures. Kahn, then in partnership with George D. Mason, used reinforced concrete for the floors in the Palms while the walls were constructed of load-bearing masonry. Though Europeans such as Francois Hennebique and Auguste Perret had achieved some success with reinforced concrete about the same time as the construction of The Palms, the use of the new material was still highly experimental. Albert Kahn's brother, Julius, Chief Engineer for his brother during construction of The Palms was shortly thereafter to develop a precise, scientific system of reinforcing concrete – the later famous “Kahn System.” After the construction of the Palms, Julius Kahn organized the Concrete Steel Company of Detroit (later to become the Truscon Steel Company, and ultimately absorbed by the Republic Steel The Palms was an early luxury apartment building and it remained an elegant residence until the 1930s. Inside the main entrance, a partial flight of stairs leads to the stairwell and elevator lobby; these spaces are decorated with elaborate plaster ceilings. The apartments contain much of their original detail; paneling, fireplaces, carved woodwork, etc. Originally, the apartments in the wings were very large and those in the front portion of the building somewhat smaller.



Models Open

Garden Court Apartments

2900 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **Apartment Building**

Current Function: **Apartment Building**

Ownership: **Garden Court Apartments LLC**

Architectural Classification: **Apartment Building**

Architect/Builder: **Albert Kahn**

Date of Construction: **1914**

Legal Description: **Subdivision of Blocks No. 9, 11, 43, 51 and 55 of the Joseph Campau Farm Private Claim 609, Detroit, Michigan, Lots 1 and 2. (Libre 5, Page 26).**

Tax Parcel ID Number: **11000088.06**

The Garden Court Apartment Building is significant as a large, early design of Detroit architect Albert Kahn and for its association with the family of Hiram Walker. Albert Kahn designed the Garden Court Apartments in 1914/15 for J. Harrington Walker (of Hiram Walker & Sons, Distillers) whose home stood across Jefferson Avenue. Walker moved into the building upon its completion. Originally the building housed thirty-two very large, luxury apartments.

The Garden Court Apartment Building faces northwest toward East Jefferson Avenue. It is H-shaped in plan and nine stories tall. Its lowest two stories are faced with limestone; the upper stories have red brick facades. The top story is articulated with limestone belt courses and window surrounds. Two rounded bay window units rise the full nine stories on the symmetrical Jefferson Avenue façade. A balustrade along the edge of the flat roof forms the upper most element of the building's restrained classical design.



Jefferson E

Manchester Apartments

2016 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **Apartment Building**

Current Function: **Apartment Building**

Ownership: **Princeton Management LLC**

Architectural Classification: **Apartment Building**

Architect/Builder: **Unknown**

Date of Construction: **1915**

Legal Description: Lot 1 of block 8 of St. Aubin Farm subdivision south of Jefferson Avenue. Libre 1, page 35.

Tax Parcel ID Number: **9000088**

The Manchester Apartment Building typifies the moderate scale brick apartment buildings of the second decade of the 20th century along Jefferson Avenue. Built to accommodate middle-class tenants, the building represents the trend towards the transition of Jefferson Avenue from an upper-class residential avenue to a middle class area and later a commercial strip.

The Manchester Apartment Building is a four-story brick apartment building constructed in 1915. The entrance is located on the front façade between two brick pilasters, and a stone panel bearing the name “Manchester” in block letters is above the entrance. Corner blocks at the corners of groupings of windows, brick quoins at the corners of the front façade, and the treatment of the parapet walls above the bracketed cornice with diamond and square patterns are typical of the decade entering into modernism in art, architecture and design.



Stearns Building

6533 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **Industrial Building**

Current Function: **Apartment Building**

Ownership: **Condominium Association**

Architectural Classification: **Apartment Building**

Architect/Builder: **Stratton and Baldwin**

Date of Construction: **1899**

Legal Description: **Lots 1 through 12 and south 2.3 feet of Lot 13 and vacated alley adjacent thereto excepting Lots 1 & 2 that portion thereof taken for the widening of Jefferson Avenue.**

The Stearns Building is an industrial plant incorporating manufacturing, warehousing and office uses into one unified composition. It is also important as an early work of the master architect William B. Stratton displaying the innovative massing and composition which was to become the hallmark of his later work. In addition, the structure is historically significant for its associations with Detroit's philanthropic Stearns Company which contributed to the growth of the American pharmaceutical industry.

The building, which was constructed in 1899 and enlarged several years later, is the work of the Detroit firm of Stratton and Baldwin. This firm was a leader in fostering the growth of the Arts and Crafts movement in Detroit. Heavily involved in the Tudor Revival style at the turn-of-the-century, William Stratton helped pioneer the development of Detroit's arts and crafts based, northern European influenced, vernacular style of the 1920s. Stratton's work is particularly notable for its striking massing and abstract fenestration patterns played out against austere plains of brick masonry. A later example of his work in Detroit is the Women's City Club. The west elevation of the Stearn's Building rear factory portion clearly demonstrates Stratton's masterful sense of massing and composition and foreshadows his more mature work of the 1920s.

In addition to its significant place in the evolution of the work of a master architect and the development of an important, but short-lived, vernacular architectural style, the Stearn's Building is notable for its role in the growth of the pharmaceutical industry in Detroit. Frederick Stearns of Lockport, New York, moved to Detroit in 1855 and opened a retail drug store. He was soon manufacturing his own medicines in a back room and introduced the revolutionary concept of labeling. The Stearns Building is an industrial plant incorporating manufacturing, warehousing and office uses into one unified composition. It is also important as an early work of the master architect William B. Stratton displaying the innovative massing and composition which was to become the hallmark of his later work. In addition, the structure is historically significant for its associations with Detroit's philanthropic Stearns Company which contributed to the growth of the American pharmaceutical industry.



Parke-Davis and Company Pharmaceutical Plant

Jos. Campau Ave., Wight Street, McDougall Ave.

Status: **National Register of Historic Places – District, one property a National Historic Landmark**

Historic Function: **Industrial**

Current Function: **Apartments, Office, Hotel and Parking**

Ownership: **Stroh Family Fifth Generation Trust; River Place Properties Limited Partnership, MG-LXV Associates Limited Partnership, River Place Real Estate Inc.**

Architectural Classification: **Industrial Buildings**

Architect/Builder: **Donaldson & Meier, Albert Kahn Associates, Smith, Hinchman & Grylls,**

Renovation Architects: **James Stewart Polshek & Partners, Redstone Architects, Rossetti & Associates, Schervish Vogel Merz Architects**

Date of Construction: **1891-1955**

Legal Description: **Subdivision of part of the Joseph Campau Farm.**

Tax Parcel ID Numbers: **11000001, 11000017, 11000016, 11000028-33, 11000003, 11000013, 11002279-83, 11002286-7, 11000015**

The Parke-Davis complex in Detroit, Michigan, is a complex of late nineteenth and early twentieth century structures dating from 1891 to 1955 which comprised the Parke-Davis and Company pharmaceutical research and manufacturing plant. The complex is associated with the growth and development, between 1891 and 1940, of one of America's most important pharmaceutical firms. As the home of Parke-Davis and Company, one of the most important, if not the most important, American pharmaceutical firms since about 1870, the complex includes the first pharmaceutical research laboratory building constructed in the United States as well as buildings where dozens of significant research and production breakthroughs occurred. The complex is in many respects the birthplace of the American pharmaceutical industry. It is also significant in that Parke-Davis was a major industrial employer in Detroit before the automobile industry dominated the city's economic life in the twentieth century. Parke-Davis remained of primary importance through the mid-twentieth century. The complex is of exceptional importance for the period 1935-1940 because of the preeminence of Parke-Davis during those years. The complex contains good examples of industrial design dating from the late 19th century through the 1930s.

The pioneering pharmaceutical manufacturing company Parke-Davis was founded in 1867 and moved to the riverfront site in 1873 to take advantage of convenient transportation offered by water and rail. Between 1891 and 1955, twenty-three buildings were erected, first in conventional mill technology and later in reinforced concrete. The first buildings were built behind the Detroit Boat Club, which was relocated to Belle Isle at the turn of the century to make way for the Research Laboratory. Designed by Donaldson and Meier, the 1902 Laboratory was notably the first pharmaceutical research building in the United States and, including its later addition by Albert Kahn, is a National Historic Landmark.



Double House

547-549 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **House**

Current Function: **Office Space**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1880**

The house at 247-249 East Jefferson Avenue (original address) is significant for its fine architectural details and for being the oldest multiple-unit dwelling of those in the East Jefferson Avenue Thematic National Register nomination. The house was constructed in 1880 on a lot from the subdivided farms of Lambert and Antoine Beaubien. One of the first owners (of the west half) was Harry A. Jackson, a dentist, who used the building as both home and office. Subsequently, other medical practitioners lived and worked there. In 1948 John Challis had his business building harpsichords at the building, and in 1957 the west half of the house (574 East Jefferson) served as the Swedish vice-consulate. By the mid-1980s the house was occupied by a law firm.

This three-story, double townhouse is rectangular in plan and faces southeast toward Jefferson Avenue. It has orange brick facades with limestone window surrounds, belt and sill courses, and corner moldings. The wooden cornice is supported by a dense modillion band. The two bay windows of each side project from the first story; and above the east bay window a second-story bay window offsets the otherwise symmetrical façade. Extending from the pair of double doors at the center of the front façade is a porch with a limestone balustrade. A low, brick wall with limestone balustrade separates the house's small front yard from the sidewalk.



2921

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John N. Bagley House

2921 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **House**

Current Function: **Residential/retail**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1889**

Legal Description: **East 6' of Lot 2, Lot 3, west ½ Lot 4, Subdivision of Out Lot No. 13 of Joseph Campau farm, Private Claim 609, Libre 1, Page 248.**

The John N. Bagley House is an outstanding example of Richardsonian Romanesque architecture and is significant for its connection with the Bagley family. The house was built in 1889 for John N. Bagley (1860-1929), son of former governor of Michigan John J. Bagley, a successful tobacco business owner. The Bagley family was responsible for some of Detroit's finest Romanesque Revival architecture, and most notably for its Henry Hobson Richardson commissions: the Bagley Memorial Fountain, constructed in 1887, and the Bagley Memorial Armory, constructed in 1886 (demolished). The house at 2921 East Jefferson Avenue was designed after H. H. Richardson's death in 1886. Architects for the home were the Detroit firm of Rogers and MacFarlane. The Bagley house remains as one of the finest of Detroit's Richardsonian Romanesque style houses. It now serves as a retail location for a bridal salon, who painted the interior white.

Built in the Queen Anne style, the Bagley House is a two-and-one-half-story structure with a massive gable roof and facades of dark brick and brownstone. The chief architectural features include an engaged tower with conical roof; a round-arched entrance (with detailing carved by Detroit sculptor Julius Melchers); sharply pointed dormer with bay window; and a variety of façade-surface and window treatments. The interior contains an oak-finished living room and a dining room finished in Santo Domingo mahogany. Fireplace mantels were also carved by Julius Melchers.



Joseph Campau House

2910 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **House**

Current Function: **Residence**

Ownership: **TIA Corporation**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1835**

Legal Description: **Lot 3, Block 11, Subdivision of Blocks 9, 11, 43, 51, 55 of subdivision of all Joseph Campau farm, Libre 5, Page 26.**

Tax Parcel ID Number: **11000087**

The Joseph Campau House is architecturally significant as one of the oldest residential structures in Detroit, and its link with the Campau family is also noteworthy. The land on which the house stands was originally part of the Joseph Campau farm, a large tract of land awarded to Jean Louis Campau (Joseph Campau's grandfather) by the French government in 1734. By 1803 Joseph Campau (1767 – 1863) was among Detroit's leading citizens and wealthiest landowner.

It is reasonable to assume that this Campau House was erected after 1827 when Jefferson Avenue was extended eastward toward the Grosse Pointes due to the fact that it faces the road rather than the river, which would have been the custom prior to that year. The house is the second to stand on that site, and it is the only residence that can be identified with Joseph Campau. Joseph Campau evidently did not live there however, and it is not known for whom he constructed this house.

The Joseph Campau house is a modest, two-story structure located on the southeast side of East Jefferson Avenue. It has white painted flush board siding on its Jefferson Avenue façade and clapboard siding elsewhere. A one-story early twentieth-century porch spans the symmetrical, three-bay front façade, and decoration is limited to a pedimental window head and gable above the center window in the second story, and to a plain entablature board under the eaves on the sides of the house.



Lee Burt House

420 Concord Street/East Jefferson Avenue

Status: **City of Detroit Historic District**

Historic Function: **House**

Current Function: **Vacant**

Ownership: **Clairmont Development Co.**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1870s**

Legal Description: Part of Lots 82 and 83 of Mill's Subdivision of the L. Chapoton Farm, Private Claim 573.

The Lee Burt House at 420 Concord is one of the oldest houses left on East Jefferson Avenue, a formerly residential street known as “the Queen of Thoroughfares” because in the late nineteenth century it was lined with fine substantial residences. It survives today because of its long-term association with the United Rubber Workers Recreation Association.

The property at 420 Concord was in the Walker and Cooper subdivision as part of Private Claim 573 known as the L. Chapoton Farm. The grant to Louis Chapoton by the U. S. government was confirmed on December 28, 1808. Then part of Hamtramck Township, Lots 12, 13 and 14 were sold to Lee Burt on October 16, 1867 by Charles I. Walker, George B. Russel, et. al. for \$3,300.

Lee Burt's home was constructed on the northeast corner of Jefferson in the first years of the 1870s. Across the street, on the south side of Jefferson, was the large frame house of Horace E. Burt, a lawyer and Austin Burt. Lee Burt, then superintendent of the Union Works, became secretary-treasurer of the Burt Manufacturing Company in 1874. The Burt Manufacturing Company was organized in April, 1868 to manufacture rail road car wheels and mineral paint. Located at the foot of Concord Street at Jefferson Avenue, the officers of the company were Austin Burt, president, Horace E. Burt, secretary, and Lee Burt, superintendent. The Burt family was also involved with the organization of the Peninsular Iron Works Company, manufacturers of Lake Superior Charcoal Pig Iron, located just above the Marine Hospital near the Burt Manufacturing Company. Officers of Peninsular Iron Company were John Burt, president, Austin Burt, secretary, and Solon Burt, managing agent.

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Moross House

1460 East Jefferson Avenue

Status: **City of Detroit Historic District, National Register of Historic Places**

Historic Function: **House**

Current Function: **Residence**

Ownership: **Barbara Scott**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1850**

Legal Description: **(more than one subdivision)**

Tax Parcel ID Number: **7000077**

The Moross House is one of a handful of mid-nineteenth century townhouses surviving in Detroit, and it is the only one to have undergone restoration at a professional level. It is also the only example located on a main thoroughfare, and thus highly familiar to the public as a landmark.

About 1850, Christopher Moross, descendant of an old Detroit French family, built this brick three-bay townhouse on land which had belonged to his father Victor since 1834. As with most Detroit buildings of such early date, the history of this house is uncertain. Often characterized as Detroit's oldest brick house, it is one of several very similar houses, none of which can be dated with absolute certainty. The other examples are all located within the Corktown Historic District.

The house's name is also slightly misleading, for although the Moross family owned the house until 1920, no Moross is known to have lived there. It was apparently built as a rental property for the entire period of Moross ownership. Christopher Moross was born in 1822, and at about the age of twenty-one established a brickyard at Chene and Canfield Streets which prospered for a time. In 1846 he married Emily Cicotte. When brick making declined as a profitable business, he established a livery stable downtown. Moross must have been quite prosperous, as he is said to have retired from business before he was fifty.

There are only two certain dates which bear on the construction of the Moross House. In 1849, Victor Moross sold the land on which the house stands to his son Christopher. In 1859, Victor's will was The Moross House is one of a handful of mid-nineteenth century townhouses surviving in Detroit, and it is the only one to have undergone restoration at a professional level. It is also the only example located on a main thoroughfare, and thus highly familiar to the public as a landmark.



Croul-Palms House

1394 East Jefferson Avenue

Status: **City of Detroit Historic District, National Register of Historic Places**

Historic Function: **House**

Current Function: **Residence**

Ownership: **Richard Goodman**

Architectural Classification: **House**

Architect/Builder: **William Scott**

Date of Construction: **1881**

Legal Description: **Mullett Farm, P. CS 7 & P. 432**

Tax Parcel ID Number: **5000051**

City of Detroit permit #263 issued on April 28, 1881 to Jerome Croul describes the construction of this residence at an estimated cost of \$25,000. Architect William Scott designed the house and a two-story brick barn to the rear of the house in 1882 (permit #1165, October 28, 1882) costing \$3,000.

Architect William Scott was active both as an architect and a civil engineer. Active in railroad engineering, he also designed a number of other buildings in Detroit, including the Detroit Stove Works (demolished), and the Sprague House at 80 West Palmer (demolished). William Scott's sons John and Arthur, were also in the architectural profession, and were best known for the design of the Wayne County Building.

Jerome Croul was born at Lyon, New York in 1829. When he became of age, he went to Rochester, New York to learn the machinist's trade. After clerking for two years for a wool dealer he came to Detroit at age 20 with J. E. Parsons of Rochester, and they began the firm of Parsons and Croul, woolens and sheepskins. Croul, who had married Parsons daughter, and his brother William continued the business as Croul Brothers after Parsons died five years later. Croul Brothers added leather tanning to their skills, and set up a large tannery at the junction of the Rouge River and the Detroit River. In 1869 they erected a large four story building at the corner of Bates and Atwater Streets for the manufacture of leather belting. Jerome Croul acted as president of the Croul Brothers Leather Company, later the Detroit Oak Belting Company. Croul was one of the organizers of the Detroit Light Guard in 1855; Governor Blair appointed him a member of staff and gave him the rank of Colonel. But his dearest hobby was the fire department, of which he was fire commissioner from 1872 – 88 and president from 1895-1897. "He made a practice of attending fires, and was often seen downtown with his trousers tucked into a pair of rubber boots. This gave him quite a professional appearance. The general verdict is that Detroit has never had a better or more enthusiastic fire commissioner than Jerome Croul." (Volume 18B Scrap Book/Palmer). Jerome Croul died in 1899 at the age of 70. The Croul-Palms House is better known for its second owner, Francis F. Palms. Jerome Croul sold the house at 1394 East Jefferson to Celimene Palms in 1887. She resided there with her husband, Francis F. Palms (1838-1905) until her death in 1888. She was the second wife of Francis F. Palms. They had seven children.



Ella Thayer House

1386 East Jefferson Avenue

Status: **National Register of Historic Places - District**

Historic Function: **House**

Current Function: **House**

Ownership: **Jefferson Properties**

Architectural Classification: **Residential House**

Architect/Builder: **Unknown**

Date of Construction: **1903**

Legal Description: **Mullett Farm Plat CS 7 & 432**

Tax Parcel ID Number: **5000052**

The Ella Thayer House is a significant example of high-style, urban residential architecture, and it is significant as a design from the office of Nettleton and Kahn – one of Detroit’s most important architectural partnerships. The house was built in 1899. Albert Kahn’s partnership with George W. Nettleton and with Alexander B. Trowbridge – both former draftsmen in George D. Mason’s office – lasted from 1895 until 1897, and the Thayer House was probably designed during that period.

The house was built for Ella Thayer, a relative of the Trowbridge family whose 1826 dwelling stands next door, to the west. Ella S. Thayer was originally from Boston, Mass. She married Frank N. Thayer and the couple had a daughter, Marie Thayer. Marie published a collection of Ella’s letters in a limited edition run book of 100 copies in 1907 as a tribute to her mother.

The Ella Thayer House faces northwest towards Jefferson Avenue. It is a two-and-one-half-story structure with brown brick facades and limestone trim. Set on a narrow lot, the house has a gable roof, with gable ends at front and rear. The design contains elements of the English Renaissance style, most notably in its two-story projecting bay on the front façade. The front entrance has a Colonial Revival surround. A carriage house stands at the property’s rear, or Woodbridge Street side.



IN
REUNION
TOGETHER

Solomon Sibley House

976 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **House**

Current Function: **Office**

Ownership: **Christ Church**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1848**

Legal Description: **Subdivision of part of Rivard Farm.**

Tax Parcel ID Number: **5000063**

In 1848 Sarah Sproat Sibley, the widow of Judge Solomon Sibley, built a house for herself and her two daughters on the south side of Jefferson Avenue next to Christ Church. It is a frame version of the Croul-Palms and Chene Houses (Chene House is now demolished). Along with the Trowbridge house, it is one of the few surviving mid-nineteenth century houses in Detroit. The Sibley family occupied the house for almost eighty years, and along with the Trowbridge House, it is one of the oldest residences in Detroit used continuously as a home since its construction.

Judge Sibley was described as “one of the most public spirited, most prominent and able citizens of Michigan and a pillar of Christ Church.” Sibley was one of the representatives to the General Assembly of the North West Territory. In 1815 Sibley was appointed United States district attorney of Michigan, and in 1824 he was appointed a United States judge of the territory. He became a director of the Bank of Michigan and he helped General Lewis Cass obtain all the lands held by the Ottawas and the Potawatomies south of Grand River Avenue. He was one of a group of enterprising Detroiters who organized the Pontiac Company in 1818 and bought the tract of land that is now the City of Pontiac. Judge Sibley died April 4, 1846.

Miss Sarah Sibley, daughter of Solomon and Sarah Sproat Sibley, was the last member of the family to live in the house. After her death in 1917 the house passed into the hands of relatives and in 1925 was sold to Christ Church. In 1919 it had been opened as a neighborhood house. During World War I the home was used as a French relief home, and during World War II it was a relief home for the British. In 1946 Rev. William B. Sperry became rector and lived in the house until his retirement in 1966. Sibley House is the rectory for Christ Church if the rector should so choose; otherwise it is used for overnight guests of the church and for various social functions of the church.

The Sibley House is a two-story frame building of the Classic Revival style. The structure sits on a basement level of rusticated brick with four evenly spaced windows at the front façade. The front façade is arranged in five bays of windows and has a low gable roof. On the front is a modest entrance porch with Greek Doric columns. At the rear of the house is a two-story porch.



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Thomas A. Parker House

975 East Jefferson Avenue

Status: **City of Detroit Local Designation, National Register of Historic Places**

Historic Function: **House**

Current Function: **Office Space**

Architectural Classification: **House**

Architect/Builder: **Gordon W. Lloyd**

Date of Construction: **1868**

The Parker House, built in 1868, is significant as a rare example of Gothic Revival style of residential architecture surviving in Detroit. Thomas Augustus Parker, a successful wholesale grocer and a real estate developer, commissioned well-known Detroit architect Gordon W. Lloyd to design his residence on prestigious Jefferson Avenue. Lloyd, born and trained as an architect in England but reared in Canada, was influenced by northern Gothic architecture and English Victorian Gothic. He came to America in 1858 at a time when A. J. Downing was espousing his and his friend A. J. Davis' philosophies on the virtues of the Gothic villa, resulting in the romantic asymmetrical appearance of residential architecture and landscape design with this American architectural fashion. The Parker House is an excellent example of the high quality Gothic Revival designs Lloyd produced during that period. Parker and Lloyd's association did not end with the Parker House, for in 1883 Parker hired Lloyd to design the cast-iron front Parker Block at the southwest corner of Woodward and State in Detroit.

The Parker House site was originally part of the Antoine Rivard Farm which was subdivided in 1841. Lot one, which includes this property, was allotted to Catherine Rivard Bellaire in that year and was transferred to Armond Gibbs Carpenter in 1866 at a cost of \$6,500. A year later Carpenter sold it to Thomas A. Parker for \$9,500 and Parker had the house built the next year.



Trowbridge House

1380 East Jefferson Avenue

Status: **City of Detroit Historic District, National Register of Historic Places**

Historic Function: **House**

Current Function: **Residence**

Ownership: **Stanley B. Dickson**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1826**

Legal Description: **Mullett Farm, P. CS 7 & P. 432**

Tax Parcel ID Number: **5000053**

The Trowbridge House derives its significance from the fact that it was built by, and was the residence for over fifty years of a man whose career paralleled the transformation of Detroit from a small frontier community to a thriving commercial and industrial center. Charles Trowbridge began his career in Michigan as a deputy United States Marshall, explorer and ethnographer of Native American cultures. By the time he died, he had been successful in banking, town building and railroads. His house is believed to be the oldest residence in Detroit.

Charles Christopher Trowbridge, born in Albany, New York on December 29, 1800, was the son of a soldier who fought in the American Revolution. Charles Trowbridge arrived in Michigan in 1819 at the age of 19 to take a position as Deputy U. S. Marshall. The following year he served as the assistant topographer on the expedition that officially explored and charted the area between the Great Lakes and the headwaters of the Mississippi. Governor Lewis Cass, who headed this expedition, later made Trowbridge his personal secretary. Trowbridge also assisted in recording recollections of the remaining French settlers who had lived through Pontiac's uprising in 1763. Trowbridge gained enough proficiency in several Native American languages to become the official interpreter between the government and the Native Americans in the Michigan Territory. He was also appointed assistant-secretary and accountant for the Detroit office of Indian Affairs.

In 1823 Charles C. Trowbridge purchased property from Louis Moran Jr. and in 1826, he built a house for himself and his new wife for \$2,500. The house was built at what was considered a good distance from town and away from any opened street, although on a line where Jefferson Avenue was expected to open up. Jefferson Avenue was not opened east of Brush until 1828. To reach the house, in which Trowbridge would spend the rest of his life, one had to pass down Randolph Street to the river and follow up River Road until it reached the farm alley, the only means of approach.

When the Trowbridge house was built, access may well have been from what is now the rear. Such houses were often very similar front and rear, with entrances at both ends of a central hallway. The River Road ran behind the house, so the Jefferson Avenue front was possibly originally the rear. The house is, thus, a reminder from the days when the River Road led from town to farm.



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William H. Wells House

2931 East Jefferson Avenue

Status: **National Register of Historic Places**

Historic Function: **House**

Current Function: **Residential/retail**

Ownership: **Banyan Investments LLC**

Architectural Classification: **House**

Architect/Builder: **Unknown**

Date of Construction: **1889**

Legal Description: **Subdivision of Lot No. 13 of the Joseph Campau Farm Private Claim No. 609. Lot 5 and the East 1/1 of the Lot 4. Libre 342 Page 528.**

When the Wells House was built, the property on which it stands was owned by the heirs of William Croul. In 1900 T. Harrington received ownership of the property and immediately sold it to William H. Wells who had been living in the house for about ten years. Wells was a partner of the law firm of Wells, Angell, Boynton and McMillian. After Wells' death, his widow sold the house to Ella Left Barbour, who owned the property until 1949. The University of Detroit Alumni Association purchased the property in 1966 from York Michigan Realty and donated it to the University of Detroit.

Architect William Henry Miller (1848-1922) designed the Wells House, which was constructed in 1889 by the Vinton Company of Detroit. Miller of Ithaca, New York, was Cornell University's first student of architecture and is known for his major works in Ithaca, including over seventy buildings on or off campus of Cornell University.

The Wells House, located on the northwest side of East Jefferson Avenue adjacent to the Bagley House, is an irregular-plan, two-and-one-half-story, Romanesque Revival building with a highly picturesque composition. The Jefferson Avenue façade is formed by an apsidal projection and by a turret with a concave conical roof at the southeast corner of the house. Various other bays project from the irregular and coursed, rock-face stone façade in randomly chosen directions. The interior is Georgian Revival in style.

A one-and-one half-story carriage house at the rear of the lot was built in 1891. Its first story is constructed of red brick; the gable ends and dormers of the steep-pitch roof are clapboard-sided.