



**DOWNTOWN DEVELOPMENT AUTHORITY
BOARD OF DIRECTORS REGULAR MEETING
WEDNESDAY, SEPTEMBER 25, 2024 – 3:00 P.M.**

BOARD MEMBERS PRESENT: Charles Beckham
Hassan Beydoun
Austin Black
David Blaszkiewicz
Ehrlich Crain
Richard Hosey
John Naglick

BOARD MEMBERS ABSENT: Marvin Beatty
Melvin Hollowell
James Jenkins
Steve Ogden

OTHERS PRESENT: Cora Capler (DEGC/DDA)
Derrick Headd (DEGC/DDA)
Lanard Ingram (DEGC/DDA)
Medvis Jackson (DEGC/DDA)
Jennifer Kanalos (DEGC/DDA)
Glen Long (DEGC/DDA)
Rebecca Navin (DEGC/DDA)
Sidni Smith (DEGC/DDA)
Sierra Spencer (DEGC/DDA)
Marvin Beatty
James Fidler (Downtown Detroit Partnership)
Eric Larson (Downtown Detroit Partnership)
Luke Polcyn (City of Detroit)
Matthew Smith (Kimley Horn)



**MINUTES OF THE DOWNTOWN DEVELOPMENT AUTHORITY
BOARD OF DIRECTORS REGULAR MEETING
DETROIT ECONOMIC GROWTH CORPORATION
500 GRISWOLD, SUITE 2200, DETROIT, MI 48226
WEDNESDAY, SEPTEMBER 25, 2024 – 3:00 P.M.**

GENERAL

Call to Order

Chairperson Beydoun called the regular meeting of the Downtown Development Authority Board of Directors to order at 3:03 p.m. Roll call was conducted, and a quorum was established.

GENERAL

Approval of Minutes

Mr. Beydoun asked if there were any additions, deletions, or corrections to the minutes of the August 28, 2024, Regular Board meeting.

Hearing none, the Board took the following action:

Mr. Beckham made a motion approving the August 28, 2024, minutes as written.
Mr. Blaszkiewicz seconded the motion. All were in favor with none opposed.

DDA Resolution Code 24-09-02-668 was unanimously approved.

Receipt of Treasurer's Reports

Mr. Long reviewed the Treasurer's Report of Receipts and Disbursements for July 2024.

Mr. Beydoun called for questions.

Mr. Crain asked what the ballpark amount received for the recently sold condominiums. Mr. Long stated that the DDA received net proceeds, the first amount sold for four hundred forty-one thousand four hundred forty-five dollars (\$441,445), and the other amount would be slightly higher.

Mr. Beydoun called for further questions. Hearing none, Mr. Beydoun called for a motion.

Mr. Crain made a motion to approve the Treasurer's Report of Receipts and Disbursements for the month of July 2024, as presented. Mr. Hosey seconded the motion. All were in favor with none opposed.

DDA Resolution Code 24-09-03-560 was unanimously approved.



PROJECTS

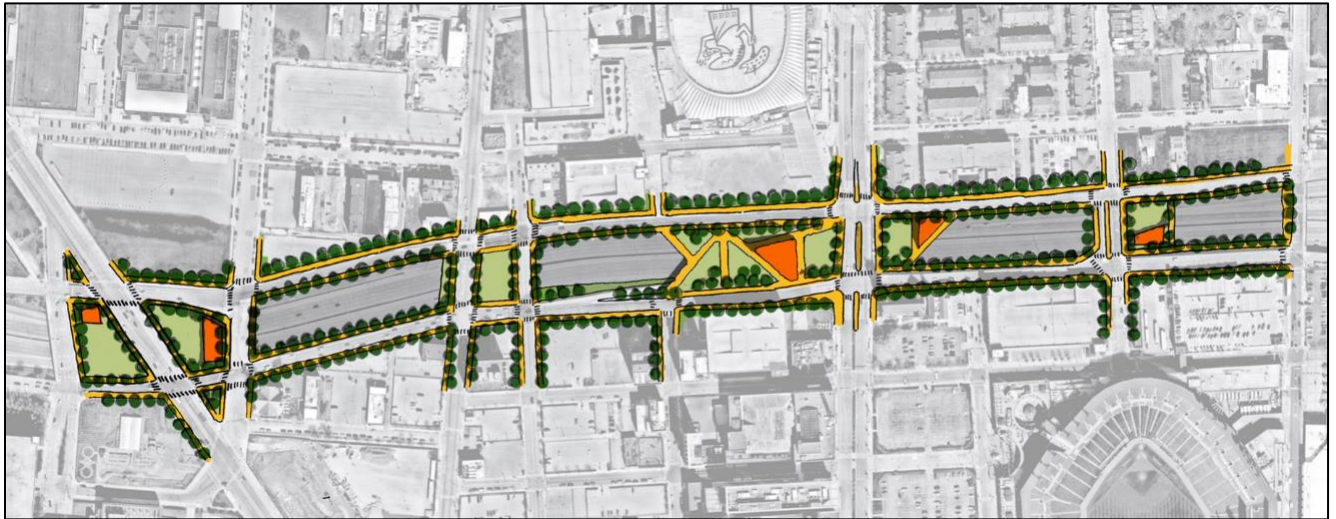
EC Ancillary Development Project – Proposed Matching Grant for I-75 Cap Project

Ms. Navin stated that as the Board would recall, in 2013, as part of the City of Detroit Downtown Development Authority (the “**DDA**”) Restated City of Detroit Downtown Development Authority Tax Increment Financing and Development Plan for Development Area No. 1 (the “**DDA Plan**”), the DDA established the EC Ancillary Development Project. The purpose of the EC Ancillary Development Project is to encourage the development, redevelopment, rehabilitation and repurposing of existing buildings and vacant lands located within the Catalyst Development Area and may include infrastructure projects, including but not limited to pedestrian bridges over I-75. For the past year, Michigan Department of Transportation (“**MDOT**”) has partnered with the Downtown Detroit Partnership (“**DDP**”) and the City of Detroit to envision how freeway capping could help better support connectivity, sustainability, and quality of life along the stretch of I-75 located within the Catalyst Development Area. The work to date has identified a proposed concept for capping multiple locations along I-75, which would include public open space amenities that are designed (and programmed) to improve pedestrian connectivity, mitigate the impacts of freeway traffic, and enhance the quality of life for residents, employees, and visitors of this vibrant area of the City of Detroit.

The preferred option that has emerged through public engagement addresses the vision and goals for this project by:

- Creating a signature (4+ acre) public space asset on a Cap situated around the Woodward corridor, the heart of the City’s stadium and entertainment district. This space will provide added space and an attractive visual setting that benefits not only visitors but daily users of Downtown and Midtown.
- Building smaller Caps that will screen I-75 and further stitch together Downtown and Midtown at strategic north-south corridors, including:
 - Grand River Avenue: a high-crash corridor with poor pedestrian connectivity, but with an adjacent high-school (Cass Tech) and soon-to-be-completed University of Michigan Center for Innovation.
 - Cass Avenue: a primary north-south bicycle corridor within the City of Detroit, with significant development potential and opportunities directly north and south of the freeway.
 - John R Street: a neighborhood connection between Downtown and the Brush Park neighborhood, a Cap at this location could provide much-needed amenities for nearby residents.

The proposed cap locations are depicted in the figure below.



The project partners, led by MDOT, are seeking a 2024 Reconnecting Communities Pilot (“RCP”) Program capital construction grant of \$5M from the U.S. Department of Transportation that will support completion of 100% engineering documents to create a “shovel-ready” project to support future construction grant applications and fundraising opportunities. The RCP grant program requires a 50% match commitment which is expected to be partially satisfied through a \$2.5M grant from the State of Michigan Competitiveness Fund.

DDP and the City have requested that the DDA provide the remaining \$2.5M in match funding (the “**Matching Grant**”). If awarded, this would provide a total of \$10M in funding to be used for design & engineering of the cap structures. This is in addition to approximately \$3.9M in Federal funding already committed to the project for pre-engineering and early-stage design.

The RCP application is due at the end of September and award announcements are expected by Q2 2025.

Accordingly, DDA staff hereby requests the approval of (i) the Matching Grant, subject to the award of the RCP grant by June 30, 2025; (ii) the execution of a funding agreement relating to the disbursement of the Matching Grant; and (iii) a reallocation of necessary amounts from other DDA Plan Table 3 line items to the EC Ancillary Development Project, as authorized by Section 408.1 of the DDA Plan, in order to fund the Matching Grant request.

A resolution was attached for the Board’s consideration.

Ms. Navin introduced James Fidler, Project Manager at the Downtown Detroit Partnership (DDP). Mr. Fidler stated that the project is a partnership between the DDP, the Michigan Department of Transportation (MDOT), and the City of Detroit. With funding provided by the Kresge Foundation, a project team was assembled, which includes AECOM, SmithGroup, Activate Detroit, Fishbeck, and Biederman Redevelopment Ventures. Mr. Fidler stated that he and his team initially met with the public to determine their priorities for connecting either side of I-75 to the adjacent neighborhoods. So far, the team has held two public meetings and gathered that the community is looking for a cap supporting a tree canopy, comfortable walking conditions, and event space.



After talking with the community and their engineers, Mr. Fidler explained that the cap's design would more than likely be a series of small caps distributed across the area. Mr. Fidler stated that the project timeline is five years (5) to ensure completion. Mr. Fidler explained that the project has received funding from several sources, including the Kresge Foundation, which had provided seven hundred thousand dollars (\$700,000), the Reconnecting Communities Program grant, which awarded the DDP two hundred thousand dollars (\$200,000), and a federal earmark of one million nine hundred thousand dollars (\$1,900,000) for a total of four million, six-hundred thousand (\$4,600,000) raised. Mr. Fidler stated that the DDA is being asked to assist the project in meeting the Reconnecting Communities Pilot Program (RCP) requirements, which states that the project needs 100% of engineering completed. The Michigan Infrastructure Office had provided two million five hundred thousand (\$2,500,000) earlier in September 2024, which is why the DDA is being asked for two million five hundred thousand (\$2,500,000) to meet the five million dollar (\$5,000,000) initial demand to complete the engineering.

Mr. Beydoun asked if the ask was for two million five hundred thousand (\$2,500,000) to supplement the four million six hundred thousand (\$4,600,000) that has already been awarded and an approval from the Board would potentially unlock another seven million five hundred thousand dollars (\$7,500,000) in State and Federal funds. Mr. Fidler responded that the four million six hundred thousand (\$4,600,000) has already been committed to the project. The Federal Department of Transportation requires a five million dollar (\$5,000,000) match, and the DDA is being asked to provide the 50/50 match to make up the two million five hundred thousand (\$2,500,000) needed with the other two million five hundred thousand coming from the Michigan Infrastructure Office. Mr. Beydoun asked if the DDA funding would only be taken if the RCP grant was awarded. Mr. Fidler stated that this was true.

Ms. Navin stated that the resolution has a condition on the funding which states that the grant must be awarded by June 30, 2025.

Mr. Blaszkiewicz asked what the project's total cost is estimated upon completion and what assurances Mr. Fidler has that the project will move forward. Mr. Fidler explained that because the project is still conceptual, the total cost is not final. Still, the estimate at the current time is between one hundred sixty million (\$160,000,000) and two hundred million dollars (\$200,000,000) to complete all portions of the project. Mr. Fidler added that there are ongoing conversations between MDOT, DDP, and the City of Detroit to figure out ownership and maintenance of the structure.

Mr. Hosey asked for clarification on the cost of completing the engineering. Mr. Fidler explained that the cost was ten million dollars for the 100% engineering package, added to the existing four million six hundred thousand dollars (\$4,600,000), bringing the total cost to fourteen million six hundred thousand dollars (\$14,600,000) for the full completion of engineering.

Mr. Crain asked when the DDA funding would be transmitted. Mr. Fidler stated that it would be in the 2025 fiscal year, but assurance from the DDA is needed to allow for the application of additional grants.



Mr. Crain asked how the contribution would impact the DDA's budget. Mr. Long stated that an analysis was done and there are some savings from the allocation for the NFL draft, along with access to tax increment revenue so the DDA has the funding available.

Mr. Hosey asked how big the cap area would be. Mr. Fidler stated that with approval from the public, multiple caps would be placed, all between four hundred feet (400 ft) and eight hundred feet (800 ft), bringing the total between fifteen thousand feet (15,000 ft) and fifty thousand feet (50,000 ft).

Mr. Beydoun thanked Mr. Fidler for the presentation, stated that he was pleased to see the project coming together quickly, and expressed his approval of the project.

Mr. Beydoun called for further questions. Hearing none, Mr. Beydoun called for a motion.

Mr. Crain made a motion to approve the EC Ancillary Development Project – Proposed Matching Grant for I-75 Cap Project, as presented. Mr. Beckham seconded the motion. All were in favor, with none opposed.

DDA Resolution Code 24-09-123-74 was unanimously approved.

Mr. Crain requested clarification on the request. Ms. Navin responded that the motion that was passed is found in the Agenda book and consists of the Matching Grant, subject to the award of the RCP grant by June 30, 2025; (ii) the execution of a funding agreement relating to the disbursement of the Matching Grant; and (iii) a reallocation of necessary amounts from other DDA Plan Table 3 line items to the EC Ancillary Development Project, as authorized by Section 408.1 of the DDA Plan, in order to fund the Matching Grant request.

Paradise Valley Traffic Impact Study & Parking Analysis – Informational Presentation

Mr. Dailey stated that he was before the Board today regarding a resolution passed in July 2024 concerning the Traffic Impact and parking Analysis surrounding the Paradise Valley area. Mr. Dailey introduced Matthew Smith, who is affiliated with Kimley Horn, the contracted service provider, and who provided an overview of the study.

Mr. Smith explained that the study investigated existing parking conditions and traffic patterns in the Paradise Valley area in many scenarios, which include daytime weekdays, evening weekdays, evening weekdays with a special event, and evening weekends with a special event. Mr. Smith explained that there were no issues with parking during a typical weekday evening. Still, on the weekend evening with a special event, there were several areas where 100% capacity had been reached. Mr. Smith explained that in collaboration with the businesses in the area, an estimated number of parking spots was determined, which supported the conclusion that despite the development in the area, there would still be adequate parking during a weekday evening. Mr. Smith presented the traffic report, which shows that even with the new developments, there are no issues with traffic. Mr. Smith stated that there are some challenges outside the weekdays, but there is no solution that can be done in the Paradise Valley area alone because of the pressures outside the area. Adding that if additional parking were created, it would fill up regardless because



of events going on outside of Paradise Valley. Mr. Smith stated that one solution is to allow a left turn from Centre Street onto Randolph, which is currently prohibited, and would be help to alleviate circulation challenges due to additional development. Mr. Smith added that with the construction of the Music Hall, which is broken into four phases, the traffic and parking will be impacted. The stage that will most impact parking and traffic would be phase three, in which there is still adequate parking, but there will be a need for additional wayfinding.

Mr. Crain asked if the full report could be sent to the Board. Mr. Smith agreed that this could be done. Mr. Crain asked if Mr. Smith could elaborate on what was meant by "new developments planned" versus "new developments projected." Mr. Smith explained that the projected development relates to the parking demand that the development will cause, and the planned development is the number of parking accommodations that the development will provide.

Mr. Crain asked what impact the pedestrian island at the entrance of Paradise Valley has on traffic, considering the prohibited left turn. Mr. Smith responded that the prohibited left turn requires traffic to backtrack or turn left onto Brush Street. Mr. Crain asked what the impact of this was on the traffic. Mr. Smith stated that it increased the time it takes to enter the area, and while there is capacity during weekdays, there are some issues on weekends with special events. Mr. Crain asked if there would be a need to modify the entrance. Mr. Smith responded that there was no need to modify because there was still adequate capacity.

Mr. Beydoun thanked Mr. Smith for the presentation.

ADMINISTRATIVE

Ms. Kanalos informed the Board that the first Public Informational Meeting of the year required by Michigan State law would be held on October 15, 2024, from 4:30 p.m. to 6:00 p.m. for the Local Development Finance Authority (LDFA), Eight Mile Woodward Corridor Improvement Authority (EMWCIA), and Downtown Development Authority (DDA). The meeting will be held in the DEGC offices and virtually via Zoom.

Ms. Kanalos introduced Sidni Smith as the Board administration's Economic Data Analyst.

OTHER BUSINESS

None.

PUBLIC COMMENT

None.

ADJOURNMENT

With there being no further business to be brought before the Board, Mr. Hosey made a motion to adjourn, which was seconded by Mr. Crain, Mr. Beydoun adjourned the meeting at 3:58 p.m.



CODE DDA 24-09-02-668

APPROVAL OF MINUTES OF AUGUST 28, 2024

RESOLVED that the minutes of the Regular meeting of August 28, 2024, are hereby approved and all actions taken by the Directors present at such meeting, as set forth in such minutes, are hereby in all respects ratified and approved as actions of the Downtown Development Authority.

September 25, 2024



CODE DDA 24-09-03-560

RECEIPT OF TREASURER'S REPORT FOR JULY 2024

RESOLVED, that the Treasurer's Report of Receipts and Disbursements for the period ending July 31, 2024, as presented at this meeting, is hereby in all respects received by the Downtown Development Authority.

September 25, 2024



CODE DDA 24-09-123-74

EC ANCILLARY DEVELOPMENT PROJECT – PROPOSED MATCHING GRANT FOR I-75 CAP PROJECT

WHEREAS, in 2013, as part of the City of Detroit Downtown Development Authority (the “**DDA**”) Restated City of Detroit Downtown Development Authority Tax Increment Financing and Development Plan for Development Area No. 1 (the “**DDA Plan**”), the DDA established the EC Ancillary Development Project which seeks to encourage the development, redevelopment, rehabilitation and repurposing of existing buildings and vacant lands located within the Catalyst Development Area and may include infrastructure projects, including but not limited to pedestrian bridges over I-75; and

WHEREAS, Michigan Department of Transportation (“**MDOT**”) has partnered with the Downtown Detroit Partnership (“**DDP**”) and the City of Detroit to envision how freeway capping could help better support connectivity, sustainability, and quality of life along the stretch of I-75 located within the Catalyst Development Area, and through a public engagement process has determined that plan that includes 4 caps providing open space amenities over I-75 will improve pedestrian connectivity, mitigate the impacts of freeway traffic, and enhance the quality of life for residents, employees, and visitors of this vibrant area of the City of Detroit (the “**Project**”); and

WHEREAS the project partners, led by MDOT, are seeking a 2024 Reconnecting Communities Pilot (“**RCP**”) Program capital construction grant of \$5M from the U.S. Department of Transportation that will support completion of 100% engineering documents for the Project, which grant requires a 50% match commitment; and

WHEREAS, DDP and the City have requested that the DDA provide \$2.5M in match funding (the “**Matching Grant**”) in addition to the \$2.5M matching grant expected from the State of Michigan Competitiveness Fund; and

WHEREAS, in addition to the approval of the Matching Grant, DDA staff also seeks approval of the execution of a reimbursement agreement setting forth the funding conditions described in the Proposed Funding Terms and a reallocation of necessary amounts from other DDA Plan Table 3 line items to the EC Ancillary Development Project, as authorized by Section 408.1 of the DDA Plan, in order to fund the funding request; and

WHEREAS, the DDA Board has determined that providing the Matching Grant is consistent with the goals of the DDA Plan, the EC Ancillary Development Project, the DDA’s statutory purposes and otherwise in the best interests of the DDA.

NOW THEREFORE BE IT RESOLVED that DDA Board hereby approves (i) the Matching Grant, subject to the award of the RCP grant by June 30, 2025; (ii) the execution of a funding agreement relating to the disbursement of the Matching Grant; and (iii) a reallocation of necessary



amounts from other DDA Plan Table 3 line items to the EC Ancillary Development Project, as authorized by Section 408.1 of the DDA Plan, in order to fund the Matching Grant request.

BE IT FURTHER RESOLVED that any two Officers, or any one of the Officers and any one of the Authorized Agents or any two of the DDA's Authorized Agents, shall hereafter have the authority to negotiate and execute a funding agreement for the Matching Grant upon terms and conditions that are determined by the DDA Authorized Agents and/or Officers executing the funding agreement to be customary or appropriate and not inconsistent with this resolution, and to negotiate and execute all other documents, contracts, or papers, and take all actions, necessary or appropriate to implement the provisions and intent of this resolution on behalf of the DDA.

BE IT FINALLY RESOLVED that all of the acts and transactions of any officer or authorized agent of the DDA, in the name and on behalf of the DDA, relating to matters contemplated by the foregoing resolutions, which acts would have been approved by the foregoing resolutions except that such acts were taken prior to execution of these resolutions, are hereby in all respects confirmed, approved and ratified.

September 25, 2024



**DOWNTOWN
DETROIT
PARTNERSHIP**
— EST. 1922 —

I-75 Cap: MDOT/State Update



September, 2024

Project Partners

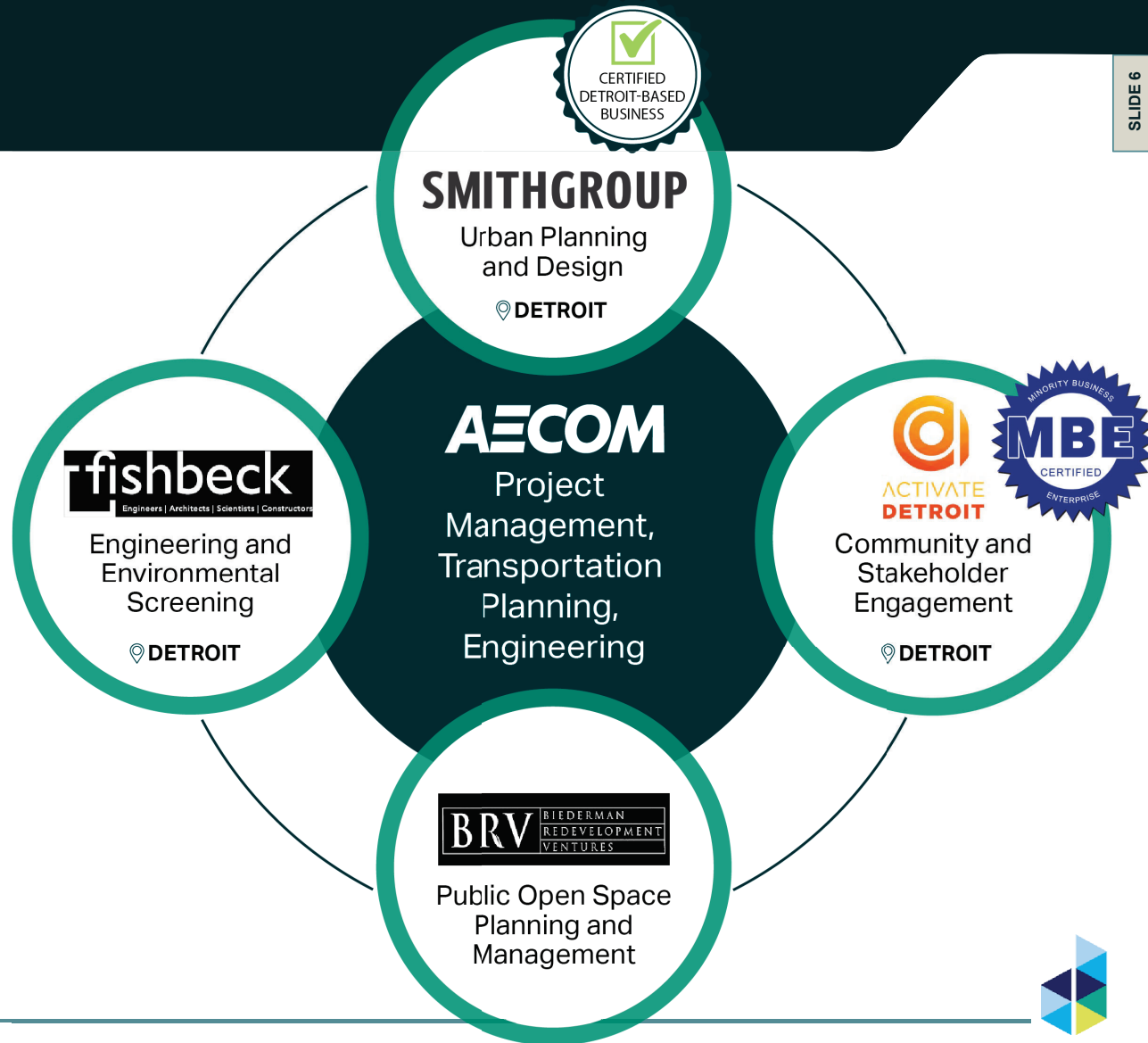


**DOWNTOWN
DETROIT
PARTNERSHIP**
— EST. 1922 —

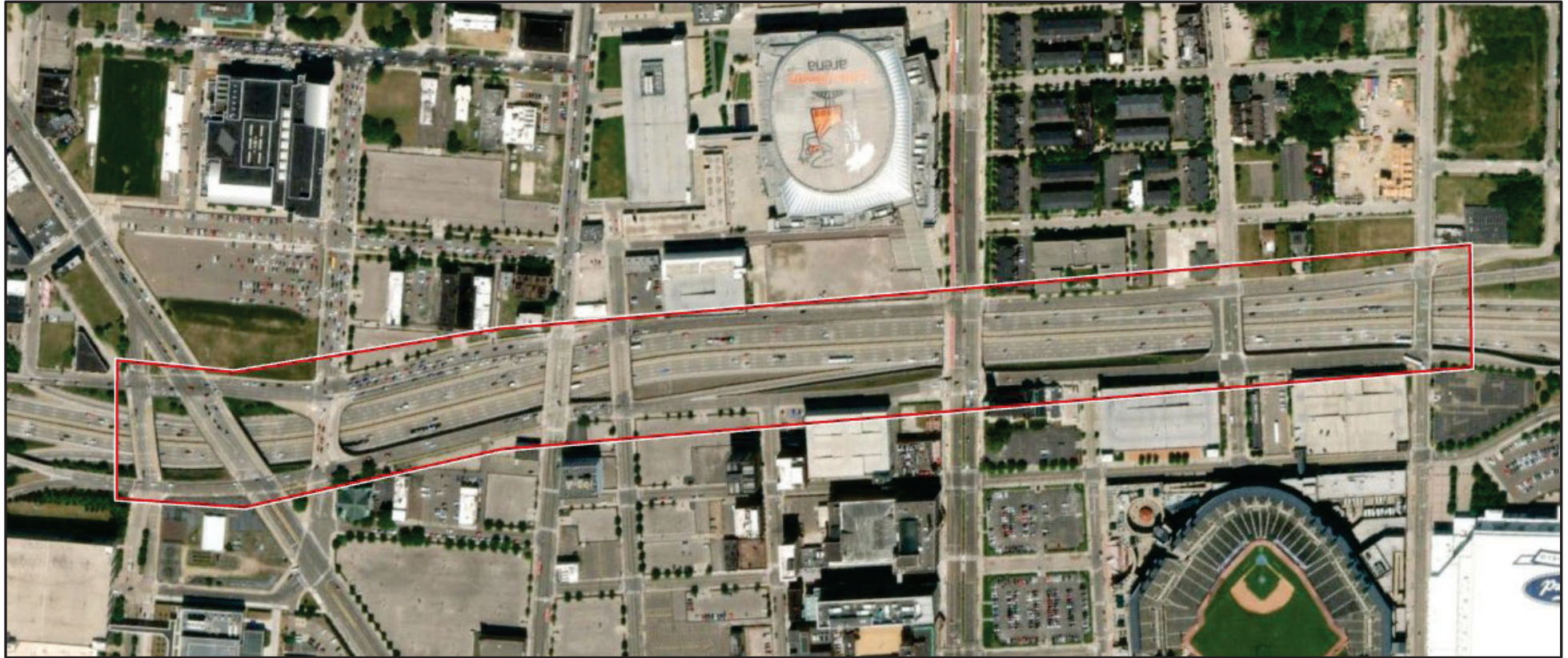


Project Team

- **AECOM**
Nationally experienced in freeway capping and Detroit transportation projects
- **SmithGroup**
Local urban planning firm with experience supporting Downtown Development Partnership and City of Detroit
- **Activate Detroit**
Community engagement experts with downtown and district experience
- **Fishbeck**
Infrastructure design firm supporting MDOT and the City in urban transportation projects
- **BRV**
Specialized in developing, operating, and managing public open space assets



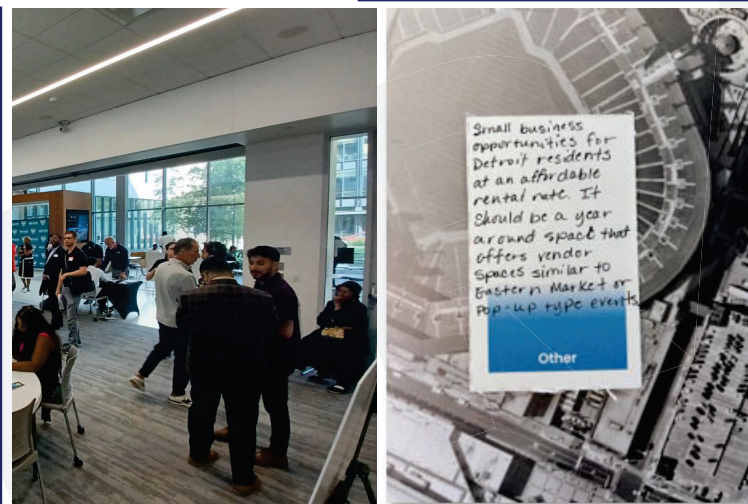
Study Area



← *West* (3rd to Cass) → ← *Central* (Cass to Woodward) → ← *East* (Woodward to Brush) →



What We're Hearing



Top Programming Elements

In-Person Top 5 cards selected:



Spaces for
Businesses



Increased Tree Canopy
for Cleaner Air



Comfortable
Walking Conditions

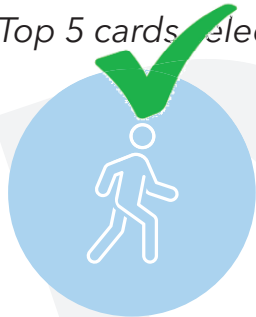


Spaces for Events
and Festivals



Seating for
Community and
Connection

Online Top 5 cards selected:



Comfortable
Walking Conditions



Spaces for Parks and
Nature



Increased Tree Canopy
for Cleaner Air

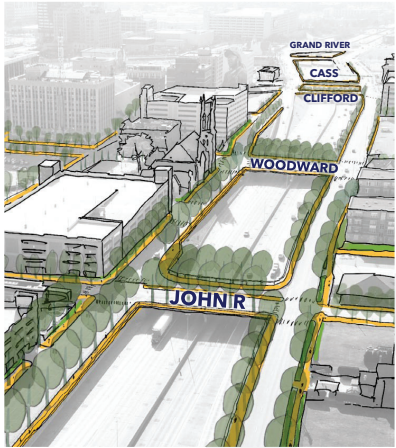


Comfortable Biking
Conditions

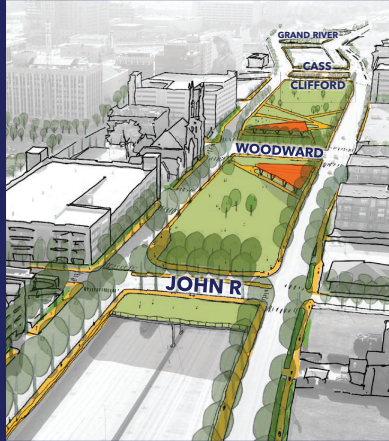


Spaces for Events
and Festivals

**BASELINE
Streetscapes + Walkability**



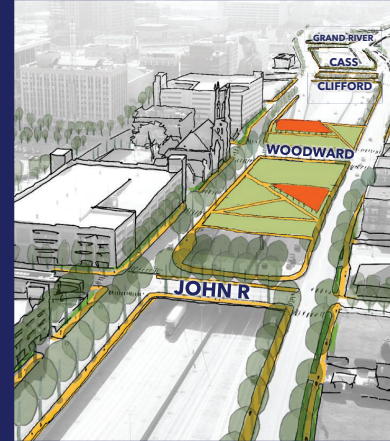
**DIRECTION 1
Big Central Park**



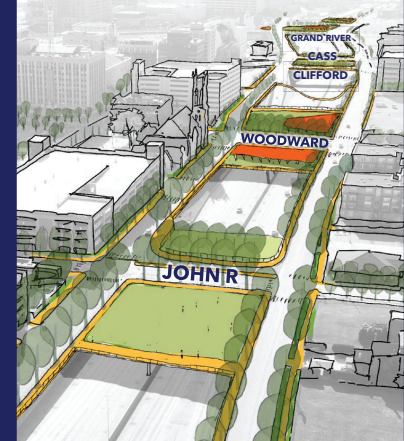
**DIRECTION 2
Half Cap**



**DIRECTION 3
Smaller Central Park**



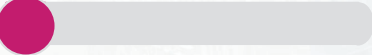
**DIRECTION 4
Neighborhood Hubs**



DIRECTION 3 Smaller Central Park

POTENTIAL FOR IMPACT

EQUITY



ENVIRONMENT



ACCESS



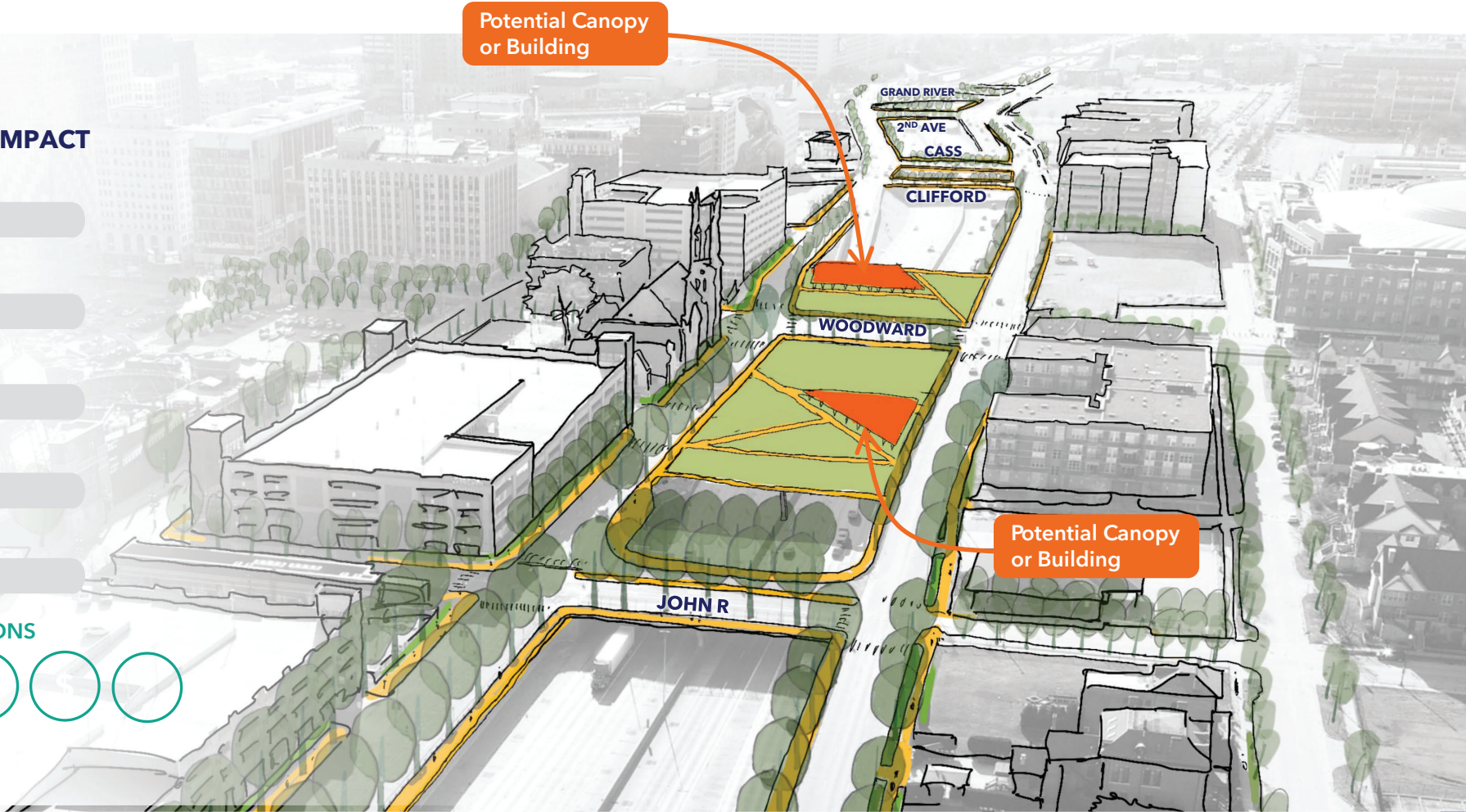
HEALTH



ECONOMY

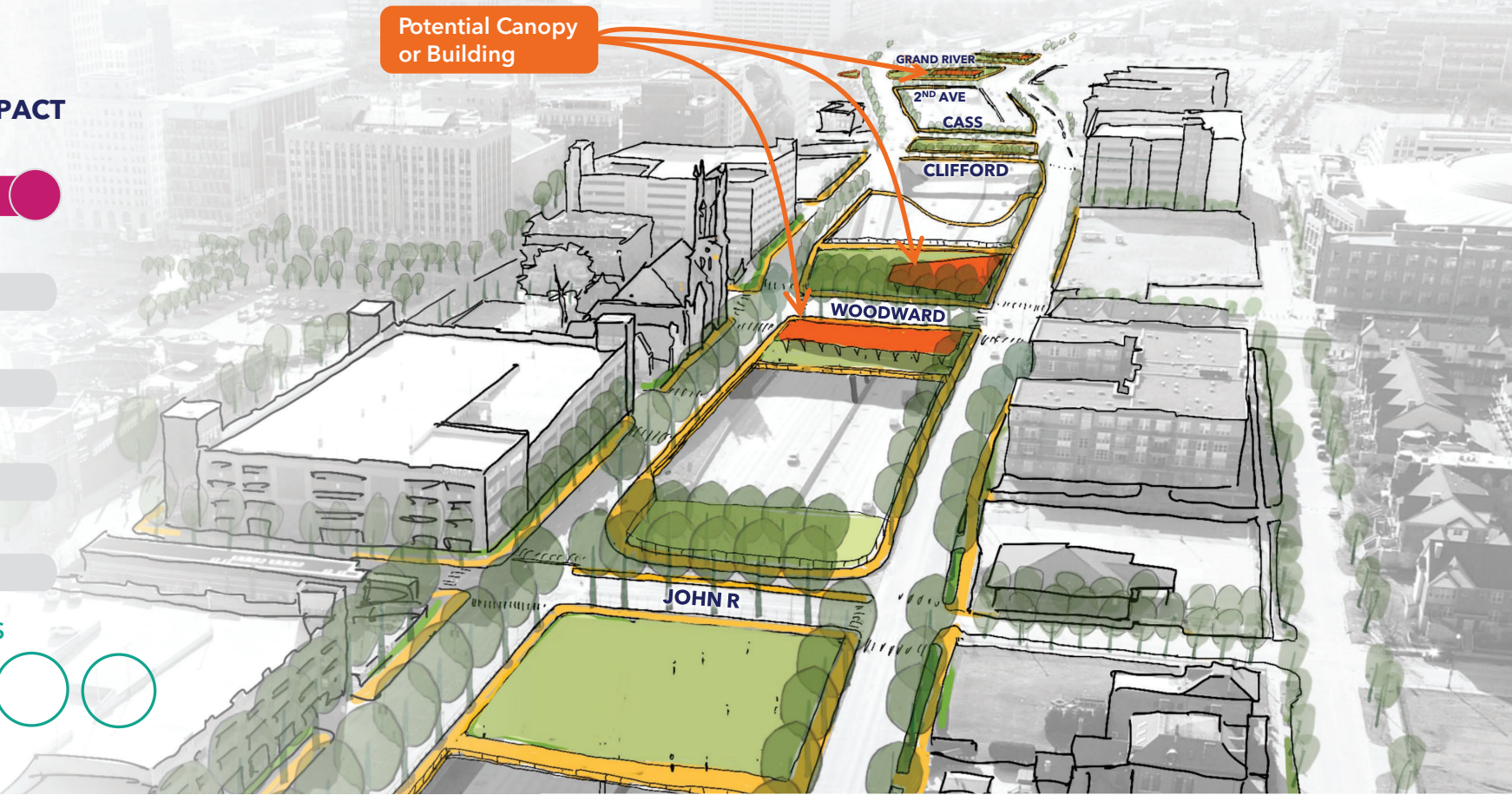
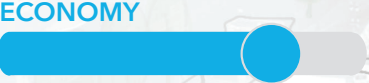
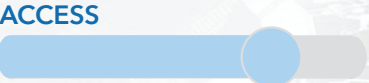


COST CONSIDERATIONS



DIRECTION 4 Neighborhood Hubs

POTENTIAL FOR IMPACT



Proposed 5-Year Project Timeline

2024

- Begin NEPA documentation (Q2)
- Develop community-supported preferred alternative (Q3)
- Raise local match for federal construction grants

2025

- Obtain federal grants for 50-80% of estimated construction costs
- Submit NEPA documentation for approval
- Continue cap design and engineering work

2026

- Receive NEPA approval
- Complete construction engineering and design of cap and park
- Begin cap construction

2027-28

- Complete cap and park construction



Current Project Funding Sources

1. Private Sector: Kresge Foundation/District Detroit (DDP/City of Detroit) - \$700,000

- Available now

2. RCN Planning Grant (DDP) - \$2,000,000

- Pending execution of grant agreement: Q3-Q4 2024

3. Federal Appropriation (City of Detroit) - \$1,900,000

- Pending execution of grant agreement: Q3-Q4 2024

Total: \$4,600,000

- Will support design and engineering of cap and public space



2024 Reconnecting Communities Pilot Program (RCP) Funding

100% Engineering Completion – \$5,000,000

- “Shovel ready project” – 100% engineering drawings to support future grant opportunities
- Local match: 50% from State/City/Private sector sources (\$5,000,000)
- Grant type: Construction
- Applicant: MDOT

Application deadline: September 30, 2024





Discussion

- **What is the State's preferred approach to the 2024 RCN grant program to support the completion of the I-75 Cap project?**

Paradise Valley District Traffic and Parking Assessment

September 25, 2024



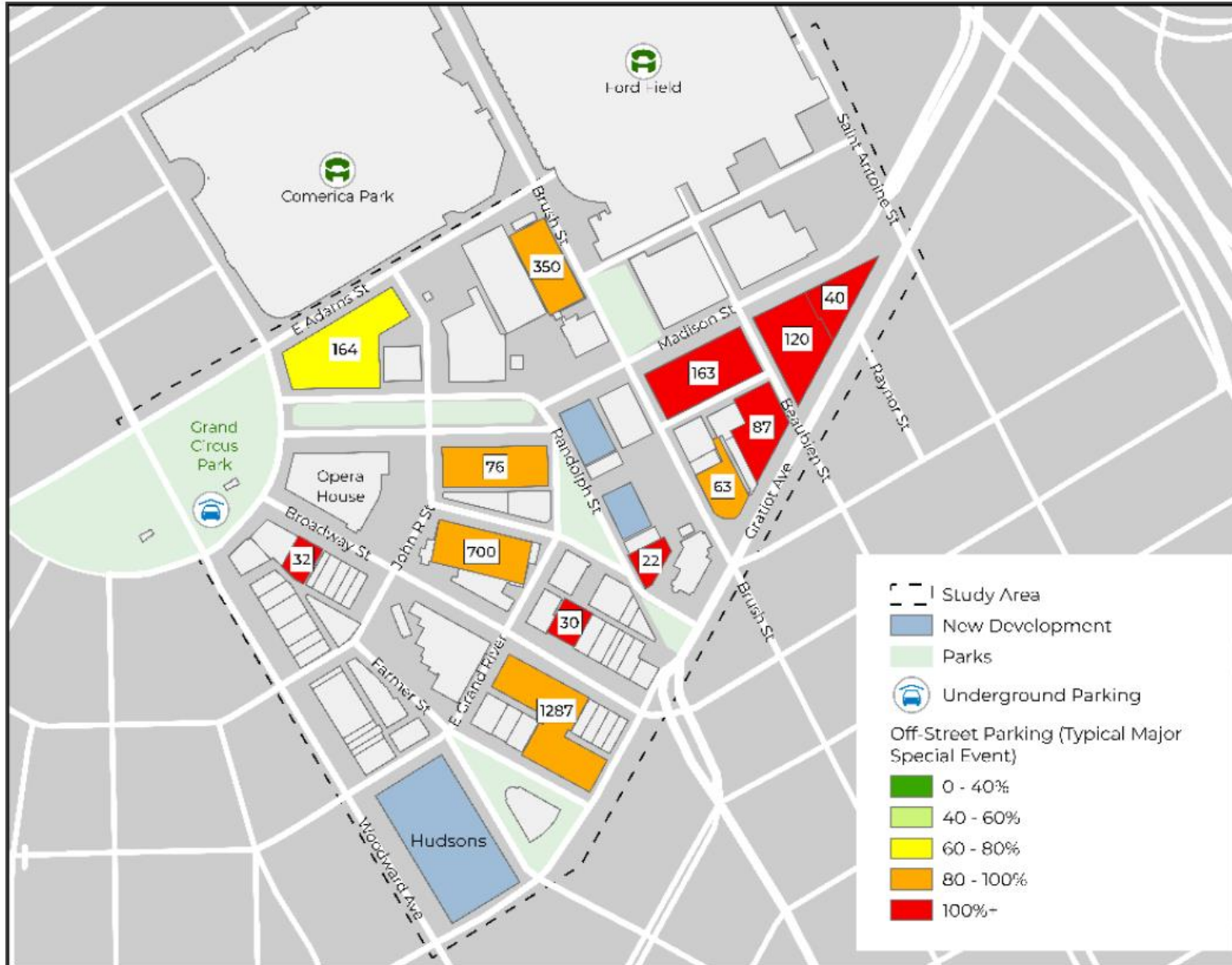


- **Daytime Weekday:** Thursday, July 11 between 10am-6pm
- **Evening Weekday:** Friday, July 12 between 4-10pm
- **Evening Weekday Special Event:** Friday, August 16 between 4-10pm
- **Evening Weekend Special Event:** Saturday, July 13 between 4-10pm

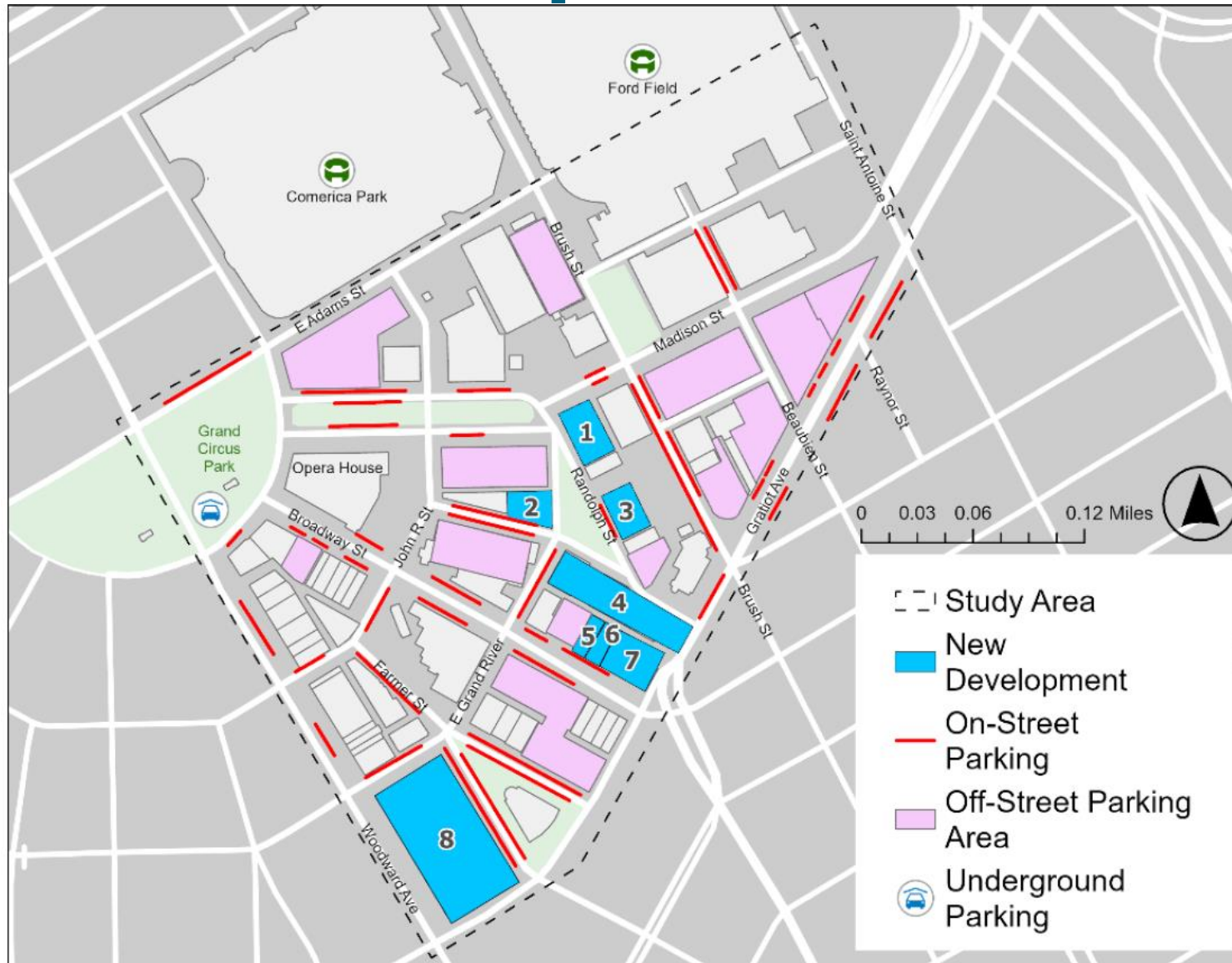
Weekday Evening



Weekend Max



Potential Developments



Projected Development

ID	New Development	Proposed On-Site Parking	Land Uses		
			Type	Unit	
1	Music Hall Expansion ²	0	Music Venue	1,900	seats
			Employees	10	employees
2	Grand River/Centre Event Space	0	Restaurant	14,400	SF
			Event Space	27,000	SF
3	Hastings Place	127	Retail	2,615	SF
			Multifamily	89	units
4	Randolph Street Restaurant/Hospitality	0	Restaurant ¹	19,900	SF
			Bar ¹	4,700	SF
5	Harvard Square Center ³	0	Multifamily	42	units
6	Basco ³	0	Restaurant	6,600	SF
			Multifamily	80	units
7	Broadway/Gratiot	42	Office	35,000	SF
			Retail	6,600	SF
			Multifamily ²	80	units
8	Hudson's Redevelopment ⁴	700	Retail	73,300	SF
			Event Space	185,500	SF
			Conference Space	77,100	SF
			Office	343,000	SF
			Hotel	245	rooms
	Multifamily	250	units		
TOTALS		869			

Parking Assessment

Scenario	Parking Demand	Parking Supply		Projected Remaining Parking Surplus / (Deficit)
	New Developments (Projected)	New Developments (Planned)	Off-Site Public Parking Available (Based on Observed Demand)	
Weekday Afternoon	2,279	869	1,657	247
Weekday Evening Mid	1,411	869	116	(426)
Weekend Evening High	2,202	869	149	(1,184)
Weekend Evening Max	2,296	869	-242	(1,668)

Trip Generation

Land Use	Size	Daily	Weekday ¹					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing – Mid-Rise (LUC 221)	89 Units	380	10	20	30	20	15	35

Land Use	Size	Daily	Weekday ²					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing – Mid-Rise (LUC 221)	202 Units ¹	920	15	60	75	50	30	80

¹ 1322-26 (80 units), 1354 (42 units) Broadway Avenue, 311 E Grand River Avenue (80 units)

Land Use	Size	Weekday ¹					
		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Music Hall Expansion ²	1,900 Seats	-	-	-	160	-	160
Grand River/Center Event Space ³	27,000 SF	-	-	-	-	-	-
Shopping Center (LUC 820)	9,215 SF	5	5	10	15	15	30
Drinking Place (LUC 975)	4,700 SF	-	-	-	35	20	55
General Office Building (LUC 710)	35,000 SF	15	-	15	5	10	15
High-Turnover (Sit-Down) Restaurant (LUC 932)	40,900 SF	215	175	390	225	145	370
Total		280	190	470	445	240	685
20 Percent Growth		445	375	820	520	425	945

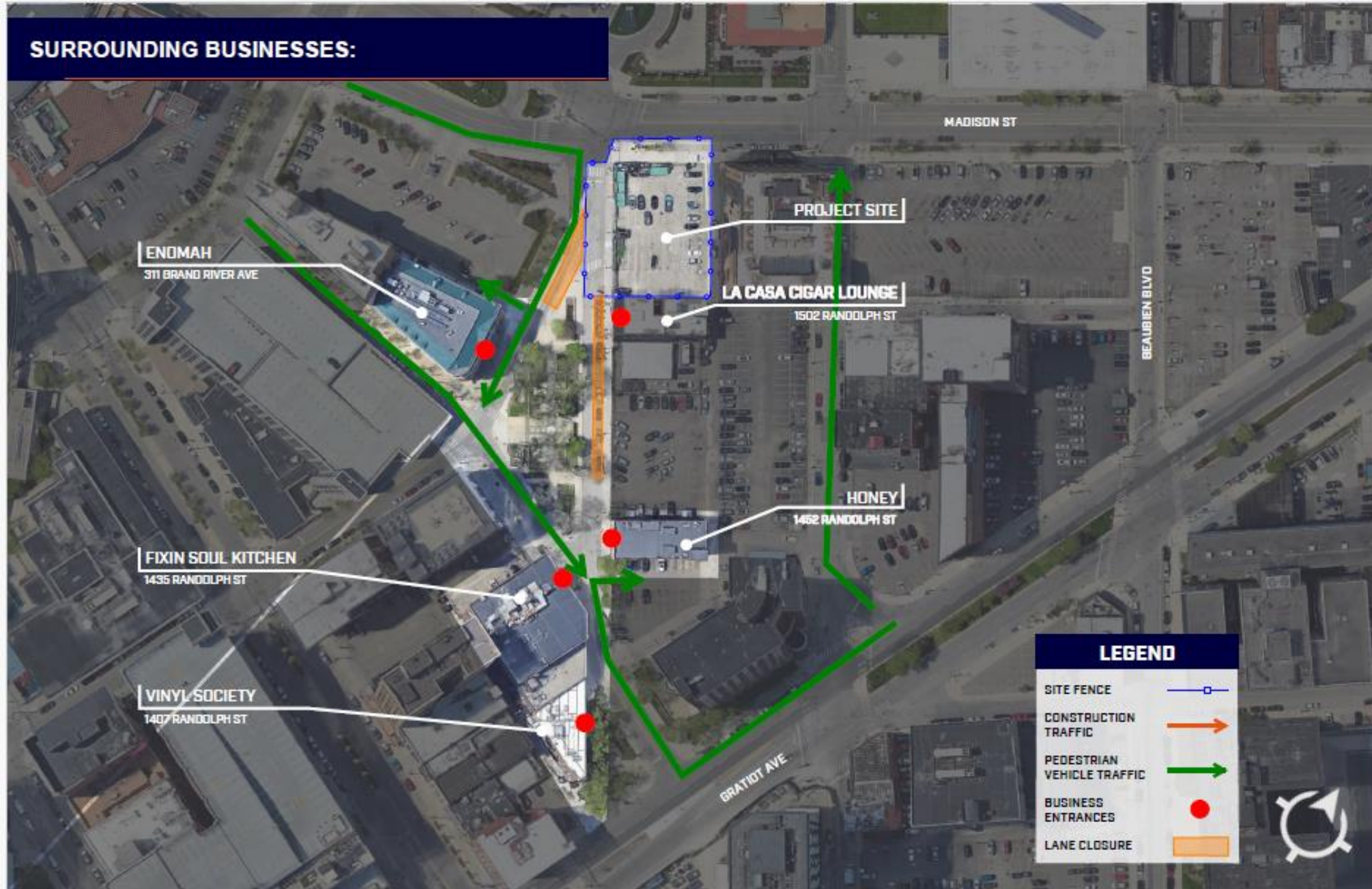
Conclusions / Recommendations

- Parking is sufficient for “Normal” weekday parking
- Parking pressures during events come from beyond the District.
- Increased development within District will not have significant impact on traffic flow / capacity
- Restriping of Centre/Randolph intersection will help circulation
- Recommend 2-space loading/unloading area in front of potential Hastings Place



Detroit Music Hall Construction Impacts

SURROUNDING BUSINESSES:



ENOMAH
311 BRAND RIVER AVE

FIXIN SOUL KITCHEN
1435 RANDOLPH ST

VINYL SOCIETY
1407 RANDOLPH ST

PROJECT SITE

LA CASA CIGAR LOUNGE
1502 RANDOLPH ST

HONEY
1452 RANDOLPH ST

MADISON ST

BEAUBIEN BLVD

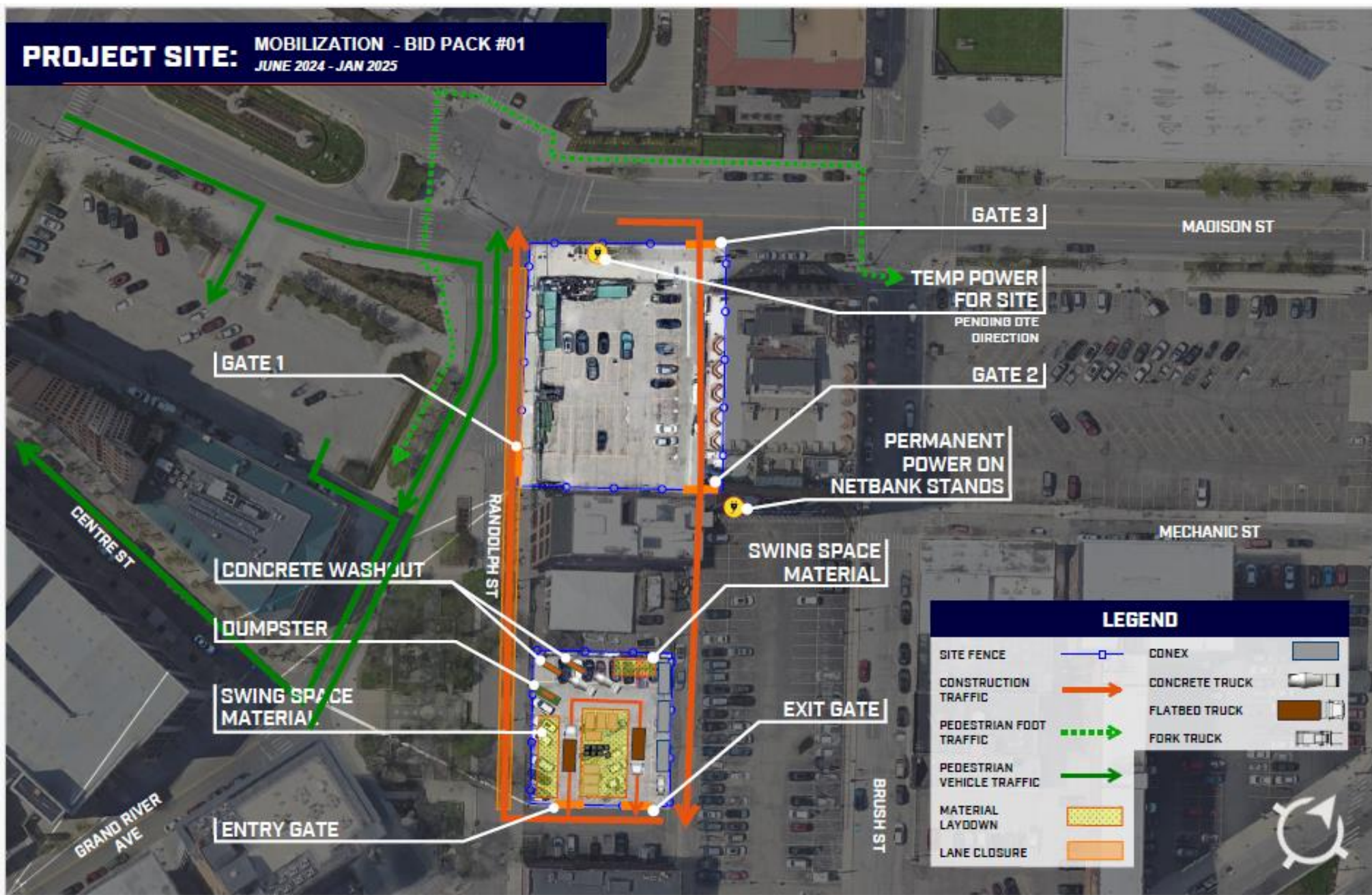
GRATIOT AVE

LEGEND

- SITE FENCE
- CONSTRUCTION TRAFFIC
- PEDESTRIAN VEHICLE TRAFFIC
- BUSINESS ENTRANCES
- LANE CLOSURE



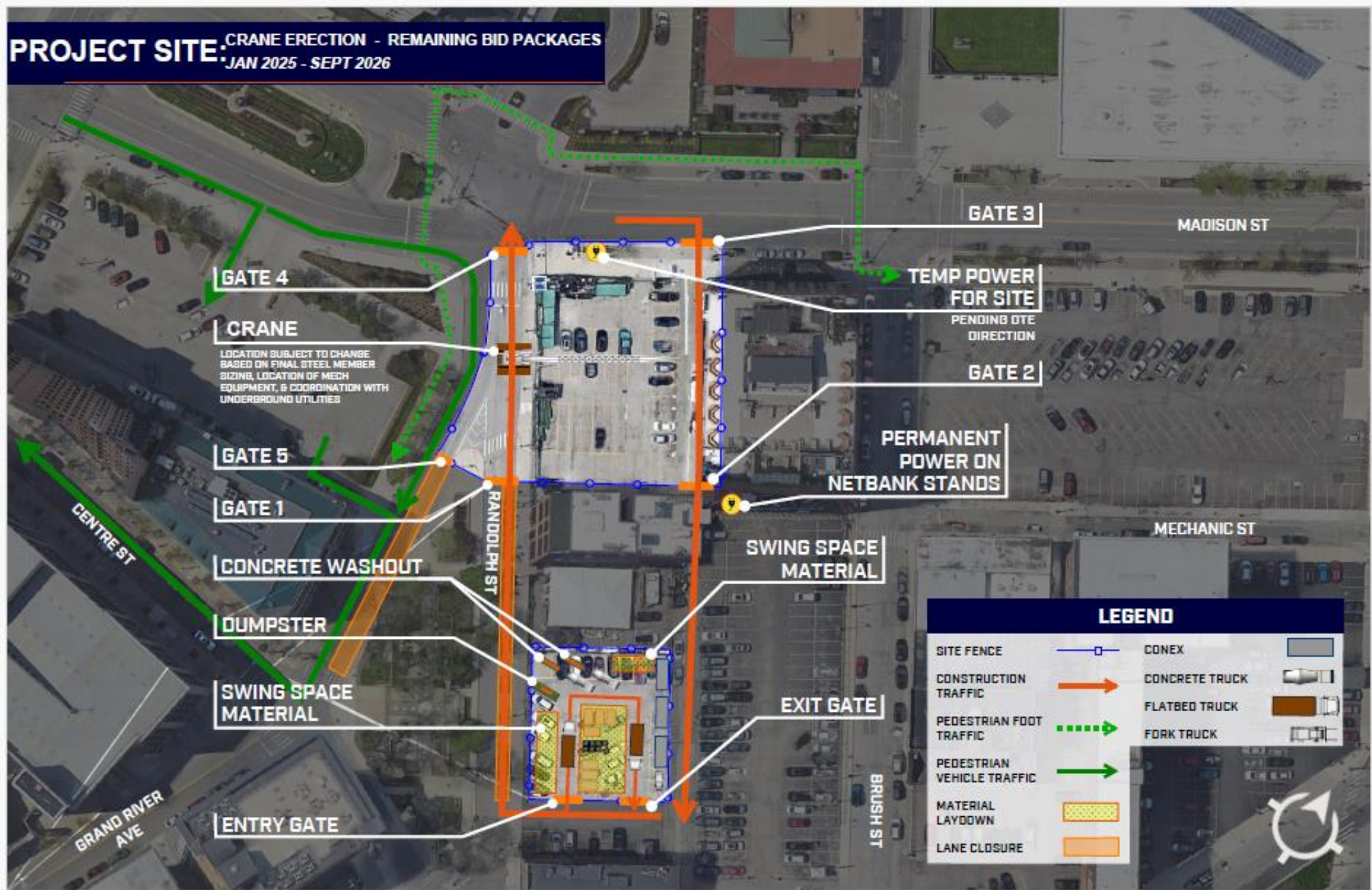
PROJECT SITE: MOBILIZATION - BID PACK #01
 JUNE 2024 - JAN 2025



LEGEND			
SITE FENCE		CONEX	
CONSTRUCTION TRAFFIC		CONCRETE TRUCK	
PEDESTRIAN FOOT TRAFFIC		FLATBED TRUCK	
PEDESTRIAN VEHICLE TRAFFIC		FORK TRUCK	
MATERIAL LAYDOWN			
LANE CLOSURE			



PROJECT SITE: CRANE ERECTION - REMAINING BID PACKAGES
 JAN 2025 - SEPT 2026



GATE 4

CRANE

LOCATION SUBJECT TO CHANGE BASED ON FINAL STEEL MEMBER SIZING, LOCATION OF MECH EQUIPMENT, & COORDINATION WITH UNDERGROUND UTILITIES

GATE 5

GATE 1

CONCRETE WASHOUT

DUMPSTER

SWING SPACE MATERIAL

ENTRY GATE

GATE 3

TEMP POWER FOR SITE

PENDING OTE DIRECTION

GATE 2

PERMANENT POWER ON NETBANK STANDS

SWING SPACE MATERIAL

EXIT GATE

MADISON ST

MECHANIC ST

BRUSH ST

CENTRE ST

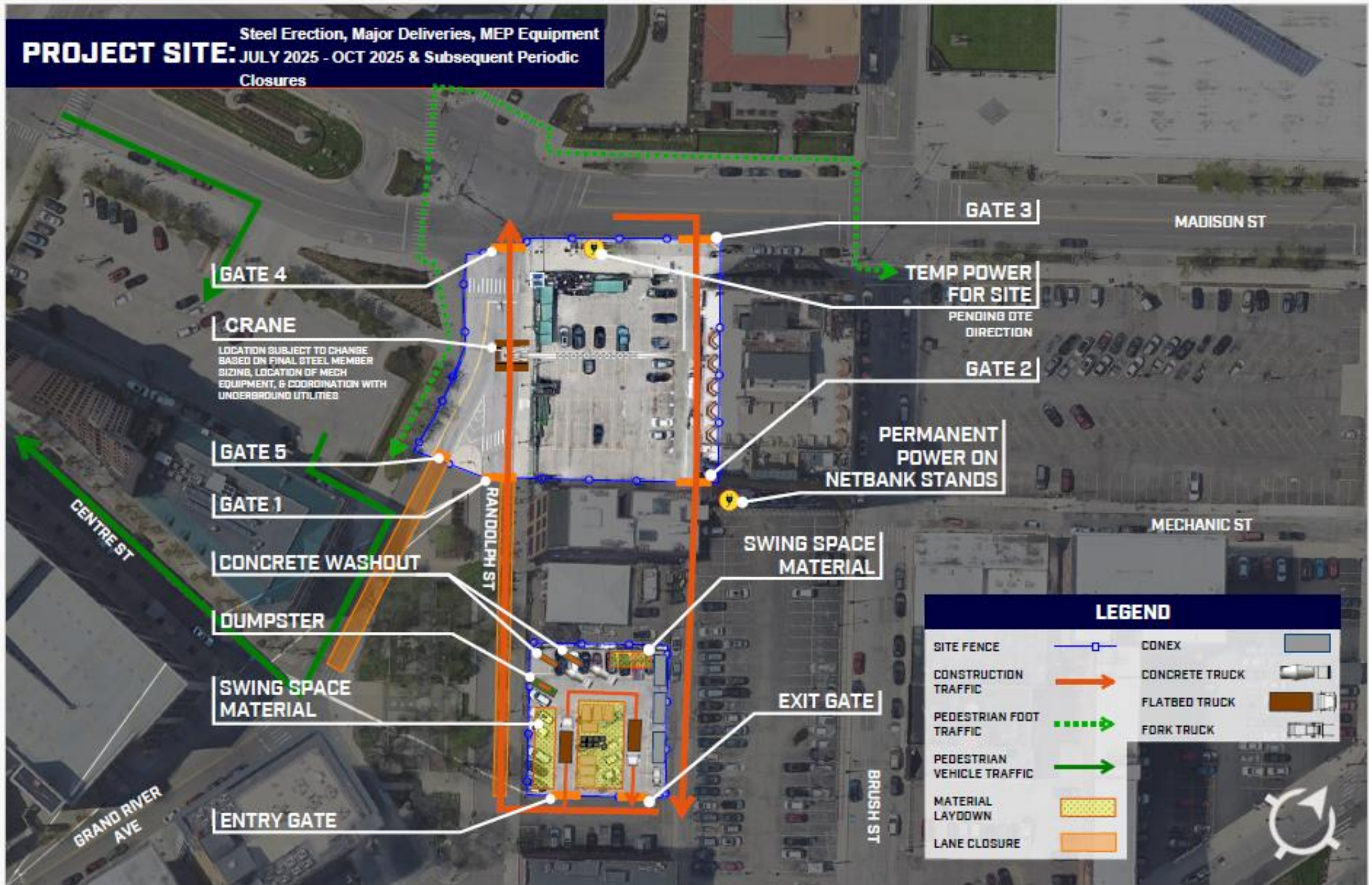
GRAND RIVER AVE

LEGEND

SITE FENCE		CONEX	
CONSTRUCTION TRAFFIC		CONCRETE TRUCK	
PEDESTRIAN FOOT TRAFFIC		FLATBED TRUCK	
PEDESTRIAN VEHICLE TRAFFIC		FORK TRUCK	
MATERIAL LAYDOWN			
LANE CLOSURE			



PROJECT SITE: Steel Erection, Major Deliveries, MEP Equipment
 JULY 2025 - OCT 2025 & Subsequent Periodic
 Closures



GATE 4

CRANE

LOCATION SUBJECT TO CHANGE
 BASED ON FINAL STEEL MEMBER
 SIZING, LOCATION OF MECH
 EQUIPMENT, & COORDINATION WITH
 UNDERGROUND UTILITIES

GATE 5

GATE 1

CONCRETE WASHOUT

DUMPSTER

SWING SPACE
 MATERIAL

ENTRY GATE

RANDOLPH ST

SWING SPACE
 MATERIAL

EXIT GATE

BRUSH ST

GATE 3

TEMP POWER
 FOR SITE

PENDING DTE
 DIRECTION

GATE 2

PERMANENT
 POWER ON
 NETBANK STANDS

MADISON ST

MECHANIC ST

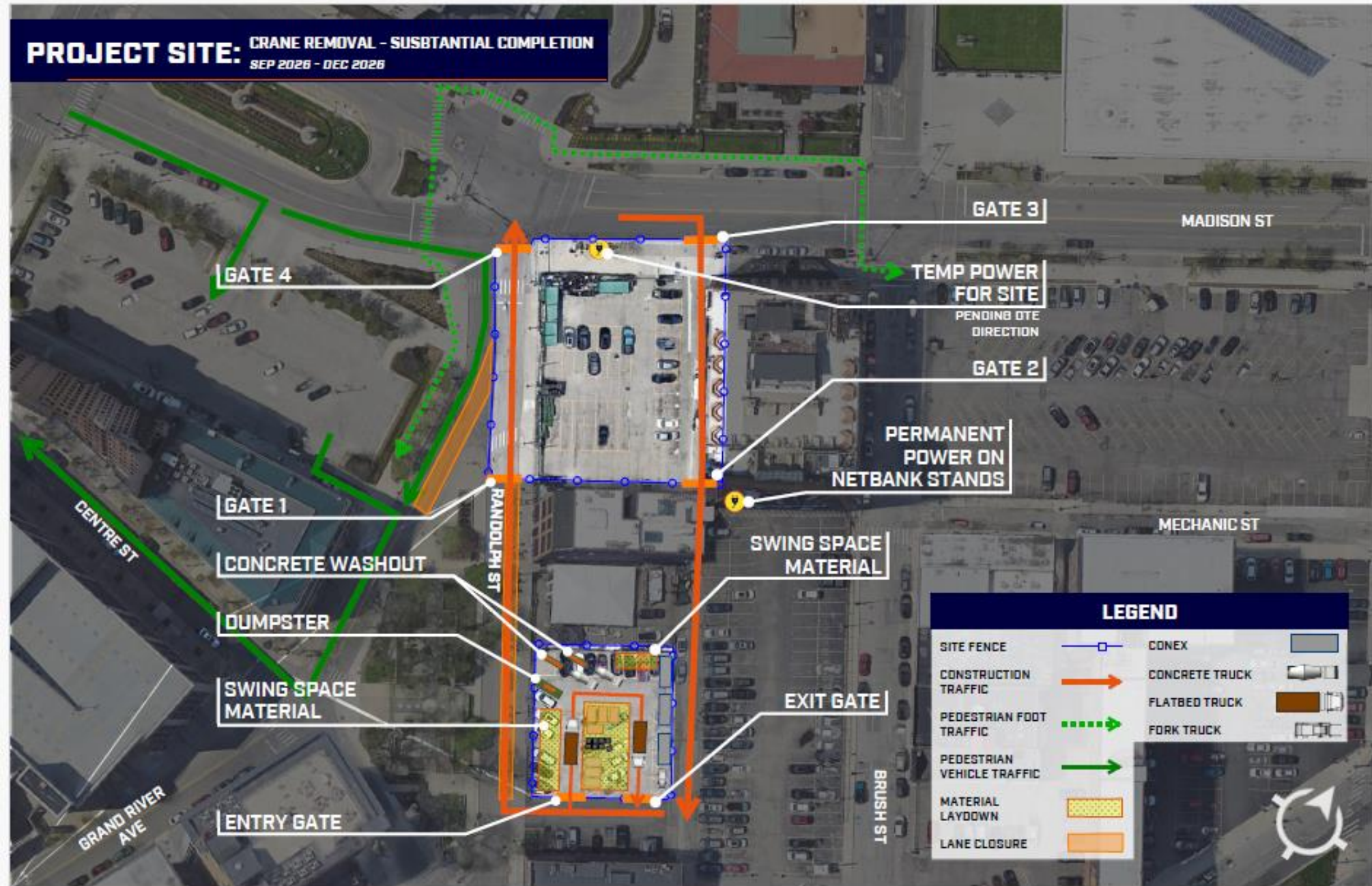
GRAND RIVER
 AVE

LEGEND

SITE FENCE		CONEX	
CONSTRUCTION TRAFFIC		CONCRETE TRUCK	
PEDESTRIAN FOOT TRAFFIC		FLATBED TRUCK	
PEDESTRIAN VEHICLE TRAFFIC		FORK TRUCK	
MATERIAL LAYDOWN			
LANE CLOSURE			



PROJECT SITE: CRANE REMOVAL - SUSBTANTIAL COMPLETION
 SEP 2026 - DEC 2026



LEGEND			
SITE FENCE		CONEX	
CONSTRUCTION TRAFFIC		CONCRETE TRUCK	
PEDESTRIAN FOOT TRAFFIC		FLATBED TRUCK	
PEDESTRIAN VEHICLE TRAFFIC		FORK TRUCK	
MATERIAL LAYDOWN			
LANE CLOSURE			



	Phase 1	Phase 2	Phase 3	Phase 4
NB Randolph Parking	●	●	●	●
Paradise Valley Lot Parking	●	●	●	●
200 Madison Lot Parking	●	●	●	●
Randolph/Madison Lot Parking	●	●	●	●
Music Hall pedestrian access	●	●	●	●
Cigar Bar dumpster / deliveries	●	●	●	●
Paradise Valley traffic circulation	●	●	●	●
SB Randolph Traffic Flow	●	●	●	●
NB Grand River Traffic Flow	●	●	●	●
SB Grand River Traffic Flow	●	●	●	●
Madison/Randolph Intersection	●	●	●	●
Madison/Brush Intersection	●	●	●	●
Gratiot/Randolph intersection	●	●	●	●
Madison/John R Intersection	●	●	●	●
EB Madison Traffic Flow	●	●	●	●



Questions and Discussion

