

Citizens Advisory Committee of the Regional Transit Authority of SE MI

Monday, November 23, 2015

4:30 p.m. to 6:30 p.m.

SEMCOG 1001 Woodward Suite 1400 Detroit, MI

Conference Call: 760-569-7171; Participant Code: 734523

Agenda

Welcome / Quorum	5 minutes
Public Comment	5 minutes
Approval of Minutes – October 26, 2015	2 minutes
RTA Update	20 minutes
- General Update: Follow up on Policy Committee questions	
- RTA Training: Follow up on 5 interviews/CAC member	
- 2016 CAC process/recruiting	
Executive Committee Summary/Chair Updates	5 minutes
Committee Updates/Action:	20 minutes
- Outreach Committee: Kathleen Alessandro	
- Gap analysis project/demo	
- Policy Committee: Patty Fedewa	
- Gratiot and Michigan Avenue Corridor Study Recommendations	
- Seniors/ADA Committee: John Waterman	
- Assessable bus stops/Update on adopt-a-stop	
Liaison Updates	20 minutes
- Executive and Policy: Megan Owens, Lauren Baker	
- Finance and Budget: Elizabeth Luther, David Weinreich	
- Planning and Service Coordination: Larry Krieg, Jordan Twardy	
- Public Transit Providers: Patty Fedewa, Larry Krieg, Jordan Twardy	
- Finance/Business: George Jacobsen, Susan Pollay	
- Regional Master Transit Action Plan (RMTAP): Jordan Twardy, Adrianna Jordan	
- Gratiot Plan: Jerry Hasspacher, Arthur Divers	
- Michigan Ave Plan: Prashanth Gururaja, Robert Polk	
- Woodward Plan: Melanie Piana, Lisa Nuskowski	
Announcements/Adjournment	5 minutes

Last Meeting of 2015: Monday, December 14, 2015 at 4:30 pm
SEMCOG 1001 Woodward Suite 1400 Detroit, MI

Citizens Advisory Committee of the Regional Transit Authority of SE MI

Vision

The CAC envisions a thriving Southeast Michigan supported by a reliable, affordable, accessible, and efficient transit system, where it contributes quality advice and support to the RTA's continual improvement of how people move throughout the region.

Mission

1. Provide the RTA's Board and staff with recommendations and advice - founded upon members' expertise and experience together with community input and engagement - concerning the best means to bring about and maintain reliable, affordable, accessible, and efficient transit throughout Southeast Michigan.
2. Contribute to the RTA's Board and staff's understanding and consideration of public and stakeholder concerns, ideas, and needs.
3. Assist the public and other regional stakeholders in understanding the value of transit and the goals, plans, and work of the RTA.

October 26, 2015
CAC
Meeting Notes

Meeting Started at 4:30 p.m.

Present: Michael Seunagal; Michael Omeara; Todd Scott; Tina Abbate Marzolf; Rev. Louise Ott; Carlo Santia; Clive D'Souza; Lauren Baker; Arther Divers; John Waterman, Marie Pacini, Micki Solonkia; Brian Cofer, Andrew Justus, David Weinreich, George Jacobsen, Lisa Nuszkowski, Jordan Twardy, Patty Fedewa, Prashanth Gururaja, Carolyn Lusch, Gerald Hasspacher, Larry Krieg, Brian Sadek, Elizabeth Luther, Richard Murphy, John Harris, Adriana Jordan.

Public Comment:

Karen Hammer: State Fairgrounds Dev Coalition; Came because of the policy we will review today & to clarify that Jim Casha and Brian Koeffler do not speak for our coalition – although we agree on some things.

For us (document distributed) a key point is WW and 8 mile combined with people living and business within 1-2 miles of each represents 10% of the states total population; We think this is very important when planning regional transit; We think a multi-modal center is located where about 10% of the state's population may access it.

We are not looking for RTA to buy land; We are asking RTA to look conceptually at the site; look at the mobility issue; and the bullseye where people can come in from the airport and use the hub to go N-S-E-W; We feel the concept has a lot of potential.

Minutes Approved: Unanimously

RTA Update: Mr. Ford

1. Over the last week we were successful on getting an agreement on the apportionment and local bus operating service revenue so we can show some local bus service. The split will be 50-50 over the next 5 years. This doesn't resolve all the transit needs, but it's a step in the right direction.
2. We are retooling our efforts on the RFP for airport service; New RFP coming soon.
3. Gratiot, Michigan and Regional Master Plan studies are available to public. We are compiling information collecting over the last three weeks – and will then update you on the time line going forward.

RTA Messaging Workshop: Travis Gonyou

Travis gave a presentation on how to talk about something to inspire the audience to about your topic. Here's something we can do as CAC members.

Share your story: Why I joined the CAC? Make RTA personal (Personal Examples Shared)

Be Aspirational: Tell people why it's going to happen this time? Don't get bogged down with

the details...stay focused on the values that can bring our region to a place we want it to be. Here's some our group brainstormed: Helping one another; accessible (get rid of have and have not); independence; trust; public health; reduce pollution; personal responsibility (don't have to depend on others); happiness; dignity (to be able to live life on your terms); inclusiveness; building Community; affordability; regional. These words help us to shape our vision which is really about living in our region.

Talk benefits of transit: Why does Transit matter?

Listed several options in the power point including: (i.e., connects people, economical development, retains millennials, raises home values, allows seniors to age in place, environmentally friendly, increases access to medical)

Talk Master Plan: Key words coordination; ease of access; a unified vision; leveraging sustainable funding; timeline;

Building Blocks of Master Plan address the needs include: BRT; Airport; Paratransit;

Final Step: Put it all together into your "elevator speech". CAC members practices this and it was well received by the group.

Homework: Talk with 5 people about the RTA and why it's important. Use the message above.

RTA Application & RTA Goals for Next Year

The application will be digital, but paper copies will be available upon request.

Applications will be up soon, and there will be adequate time to fill them out.

If you have folks that you know may be interested in a role of the CAC please pass on the applications to them.

Call to the public will be on the RTA website; and we'll push it through the email list.

We will send out expectations for the CAC when the application goes out. Advocacy is a huge thing next year – we will need to talk with the public about the need to support the RTA next year.

Travis will investigate if people who have been on the RTA board for 2 consecutive years are no longer able to apply.

Outreach Committee: Kathleen Alessandro

We are beginning to map where we have had events where the RTA was soliciting input and information; The map shows every location and we will share the maps with anyone who would like to review them; We have the zip codes from all areas where people have responded.

There's been a lot of people time/energy that's gone into soliciting comment – so we want to show 1) where we've been; 2) where people have responded; 3) identify gaps (areas we need more information); and 4) visual array of the work that's been done.

Policy Committee: Patty Fedewa

BEST plan policy recommendations will be presented to CAC at the November meeting; One area we will discuss is bicycle access along Gratiot and the other corridors.

Last year we approved a recommendation that the RTA would be involved with the fairgrounds, but not take a formal position on purchase of land; As a committee we reviewed Brian's recommendation and felt there was no reason to change our original position.

Here's the recommendation Brian brought to the CAC: *The RTA should ask the State of Michigan to refuse to grant any further extensions to Magic Plus, LLC Development Agreement for obtaining City of Detroit Planning Department approval and Detroit City Council rezoning approval for their proposed Fairgrounds development and instead, seek a site analysis by the State of Michigan to determine the best use of the Fairgrounds, especially with regards to transportation and possible revenue generation for RTA.*

The pros and cons of the recommendation was discussed by the committee.

- Brian Cofer talked about the documents presented for consideration and cited even the Governor thinks it's a possibility worth exploring;
- Brian Sedak talked about why he will be voting against the recommendation particularly those related to use of resources needed to implement. He feels supporting the BEST projects are a better use of time/resources;
- John Harris supports the recommendation, and feels at the end of the day you should look at every feasible opportunity to generate revenue to support the project;
- Larry Krieg acknowledges that there is a great deal of potential in having a transit agency owning land and leasing it and helping it develop. He stated he has read and visited several sites throughout the country that do this, and although they are a great idea they don't always work because they need more than transit to make them successful. They need to be managed very intensively and carefully with experience. If the RTA were more mature, I think it would be worth looking into. But at the present time the staff resources are totally focused on getting the RTA to exist and function. It's not clear that the fairgrounds are the best location.

Votes in Favor of recommendation: 2

Votes Opposed recommendation: 24

Abstention: 1

Seniors and ADA: John Waterman

Students from Ann Arbor are looking to help clear the bus stops on the worst day of year. Also looking at universal bus stop design best practice (beyond ADA). Also looking for a policy asking people with disabilities involved in the beginning of the planning process, rather than at the end.

Committee Updates:

Finance & Budget: Elizabeth Reported no meeting

Planning & Service Coordination: Larry Krieg reported they passed the apportionment policy to expand service & Universal fair card works in all systems.

Gratiot Plan: Jerry Hasspacher says that complete street was required by consultants; and says complete streets part of woodward and he hopes we can get this going for the Gratiot Plan. Patty said that one of the many issues we will discuss at Policy is this issue.

Michigan Avenue: Prashanth Gururaja; BRT and commuter rail made the cut for the whole route; Seems like a combination of both of these modes will be used to serve the diverse needs of these; Tier 2 will look at cost and ridership to evaluate the various combination of these alternatives.

Woodward: Lisa Nuskowski says they haven't set meetings yet, but consultants have reached out to us.

Chairs Update:

Two more meetings (11/23 & 12/14)

Five conversation to have and to record.

Announcements:

11/10 6 to 8 .m. public meeting at NW Activity Center about the fairgrounds; City of Detroit and Developers and other groups involved.

Meeting Adjourned at 6:17 pm.

RTA – CAC Executive Meeting
Thursday, November 5, 2015, 3:00pm
Area Agency on Aging 1-B
29100 Northwestern Hwy, Suite 400, Southfield, MI 48034
Call in: #641-715-3840, access code: 1042980#

NOTES

Participants:	<ul style="list-style-type: none"> X Tina Abbate Marzolf, Vice Chair X Kathleen Alessandro, Chair of Community Outreach (3-3:15) X Patricia Fedewa, Chair of Policy (3:40-4:20) X Michael Ford, CEO, RTA X Liz Gerber, RTA Representative to CAC X Don Morandini, RTA Representative to CAC X Rev. Louise Ott, Chair X Megan Owens, Secretary X Susan Pollay, Parliamentarian; Co-Chair Community Outreach X John Waterman, Chair of ADA
Next Meeting:	None

	Agenda Item	Leading
1	<p>CAC Conversation with RTA</p> <ul style="list-style-type: none"> ➤ Understanding of the membership quality of the CAC? ➤ Liaison Inclusion by RTA – hit and misses (purpose & needs vs. tier 1) <ul style="list-style-type: none"> ○ <i>CAC appreciated having opportunity to give feedback on purpose & needs, but did not get info on tier 1 with sufficient time to give feedback</i> ➤ Master Plan – inclusion of liaisons? <ul style="list-style-type: none"> ○ <i>Jordan and Adrianna have NOT been getting informed about Master Plan advisory meetings – Michael will address it</i> ○ <i>Michael reiterated that he is happy to receive questions or concerns directly as they come up, no need to wait for a CAC Exec mtg</i> 	Mr. Ford
2	<p>CAC Sub-Committee Updates/Action</p> <ul style="list-style-type: none"> ➤ Policy Committee update <ul style="list-style-type: none"> ○ <i>Patty emailed some questions/concerns (Megan fwd'd to Michael)</i> <ul style="list-style-type: none"> ▪ <i>Re Woodward BRT in midtown</i> ▪ <i>Re confusion at master plan meetings about what input was requested and at what costs and trade-offs</i> ▪ <i>Re BRT definitions at public meetings</i> ▪ <i>Re fare study: RTA is heading towards adopting Option C but questions remain esp re equipment and funding; first steps include MOU btn five providers and getting a demonstration project going</i> ▪ <i>Has RTA adopted a definition of BRT? Any response on CAC's policy recommendation re BRT? – None yet, Michael will review and respond</i> <ul style="list-style-type: none"> • <i>Megan will resend CAC recommendation re BRT to</i> 	All

	<p style="text-align: center;"><i>Michael to review</i></p> <ul style="list-style-type: none"> ➤ Outreach Committee update (part of above discussion) <ul style="list-style-type: none"> ○ <i>Working to show where the CAC, Momentum and others have done community engagement, demonstrated example map of TRU outreach work</i> ○ <i>RTA is also gathering their outreach data to present, perhaps in December</i> ➤ Seniors ADA Committee update <ul style="list-style-type: none"> ○ <i>Questions/concerns re ADA universal fare card – will follow up with Ben</i> ○ <i>Still interested in winter maintenance and adopt-a-stop idea, considering insurance/liability issues; Tina/AAA1b has ideas and input</i> 	
3	<p>CAC Meeting Agenda for November 23, 2015</p> <ul style="list-style-type: none"> ➤ <i>Will have an update from RTA – hope to share schedule of next steps and public engagement</i> ➤ <i>RTA update</i> ➤ Guest Presentation: (TBD) State Fairground Development Coalition – Karen Hammer – 15 minutes – <i>decided NO</i> <ul style="list-style-type: none"> ○ <i>Several Exec members state they feel we have spent more than enough time on this issue and that it does NOT warrant further time</i> ○ <i>Liz noted that she has discussed with Paul Hillegonds re Board stating clear official RTA position to hopefully end the debate</i> ○ <i>Vote on requesting RTA Board taking a position – 1 yes, 3 say (variation on) no need for CAC to ask but let board decide in their own time</i> ➤ <i>Collecting the 5 interview feedback sheets from each CAC member (request from Travis at last meeting)</i> ➤ <i>Policy will have recommendation on bike path infrastructure</i> ➤ 2016 CAC member applications <ul style="list-style-type: none"> ○ <i>Travis will send out details before the next meeting</i> ○ <i>Add 5 minutes about types of people needed and ways to promote those positions</i> ➤ <i>At December meeting:</i> <ul style="list-style-type: none"> ○ <i>Recap what we've accomplished over the past year</i> ○ <i>Agenda will be developed by email</i> 	
4	<p>Other</p> <ul style="list-style-type: none"> ➤ Sharing of CAC emails and email addresses – blind copy? <ul style="list-style-type: none"> ○ <i>Discussed but general agreement that we are a public body and will keep emails open as needed</i> ➤ Insults and threats to our members <ul style="list-style-type: none"> ○ <i>Some people have recommended censoring inappropriate speech, but Chair holds to open speech and that people only harm themselves with inappropriate behavior</i> <p>❖ CAC will meet Nov 23 and Dec 14</p> <p>❖ Exec Comm. will NOT meet in December</p>	

	<i>Decisions/Action Items</i>	<i>Assigned</i>	<i>Due Date</i>	<i>Status</i>
1	Ensure master plan liaisons get emailed invites to planning meetings	Michael		
2	Review CAC's BRT recommendation and respond	Michael		
3	Send RTA CAC members details on CAC terms, application process, specific needs, and deadlines	Travis	11/19	
4				
5				

CITIZENS ADVISORY COMMITTEE RECOMMENDATION

TOPIC: Consideration of bicycle lanes and infrastructure on Gratiot Avenue

REC. NUMBER:

DATE ADOPTED: , 2015, by a ____ - ____ vote of the Citizens Advisory Committee

Issue Presented

Should the BEST Gratiot and BEST Michigan plans include bicycle lanes and other bicycle infrastructure?

Recommendation

During the development of the rapid transit alternatives for Gratiot and Michigan Avenues, the RTA should include bicycle lanes and bicycle infrastructure in existing and new street cross sections throughout both corridors. The RTA should share these assessments with MDOT and the respective local units of government, and work with them to create joint Complete Streets plans in advance of the RTA's final designs for rapid transit.

Background/Analysis

Underlying Policy Considerations

The RTA is a major actor in creating the streetscape for the Region's major corridors. It is required following the State of Michigan's Complete Streets policies, which encourage bicycle lanes and other bicycle infrastructure. Implementing bicycle lanes and bicycle infrastructure would meet many of the goals and objectives as stated in the Tier 1 analysis of Gratiot and Michigan Avenues. (Tier 1 Evaluation Methodology and Results Reports for Gratiot and Michigan Avenue Corridors. <http://www.rtamichigan.org/wp-content/uploads/BEST-Gratiot-DRAFT-Tier-1-Mode-Selection.pdf> http://www.rtamichigan.org/wp-content/uploads/FINAL-BEST_MIAVE-Tier-1-v12.pdf) Specifically, bicycle lanes and bicycle infrastructure will:

1. Provide a reliable alternative to driving;
2. Provide transportation options for people that cannot drive or do not have access to a car;
3. Stimulate economic development along the corridor;
4. Retain and attract people of all ages to the area;
5. Develop a transit system that improves connectivity between origins and key destinations, including major regional employers;
6. Improve safety for all users along the corridor including those using transit, non-motorized, and vehicular;
7. Reduce traffic congestion within the region; and
8. Provide a transit service that is integrated with a multi-modal transportation network.

Current Bicycle Issues on Gratiot and Michigan Avenues

- Due to vehicular speeds and the lack of bicycle lanes on Gratiot and Michigan Avenues, bicycling on these roads is not a viable option. Bicycling on the sidewalk endangers oncoming bicyclists, joggers, pedestrians, seniors, and the disabled, including citizens using wheelchairs and canes.
- Gratiot and Michigan Avenues, unlike other corridors such as Woodward, do not have parallel corridors along its length that include bicycle lanes or infrastructure. If the Gratiot and Michigan corridors are reconfigured without bicycle lanes and infrastructure, it will be, at best, impractical, but more likely impossible, to add them after the fact.
- Recreational bicycling and commuter bicycling have seen dramatic increases in popularity. The number of cycling clubs and organized recreational rides in Southeast Michigan has dramatically expanded.
- There are many significant destinations along Gratiot and Michigan Avenues which could be better served by improved transportation options, including major employers, downtown districts, major shopping centers, recreational, educational, medical facilities, and community services. These locations would benefit from greater transportation options.
- Gratiot and Michigan Avenues currently intersect numerous existing trails and bikeways. Adding bicycle lanes and bicycle infrastructure would encourage the development of new trails and bikeways along these corridors.
- Detroit's first public bicycle share system is scheduled to launch in 2016, and potential station locations have been identified along both Michigan and Gratiot Avenues. Bicycle infrastructure, particularly protected bicycle lanes and off-road facilities, will be essential components to ensuring the safety of bicycle share users and maximizing usage of the system.

Existing Policies that Will Guide Implementation

- Any plans for reconfiguring any state roads including Gratiot and Michigan should follow the State of Michigan's Complete Streets policy. Complete Streets on Gratiot and Michigan Avenues should include safe bicycle infrastructure such as protected bike lanes.
- The City of Detroit's non-motorized master plan calls for bike lanes on all of Gratiot and Michigan.
- The Detroit Greenways Coalition Network Vision calls for bike lanes on all of Gratiot and Michigan.
- MDOT's Greg Johnson has identified the need to build bicycle facilities on Gratiot between the Conner Creek Greenway and Dequindre Cut.
- The Downtown Detroit Partnership's draft non-motorized plan calls for bicycle facilities on Gratiot and Michigan Avenues within the Central Business District and extending outward.

META eXPO

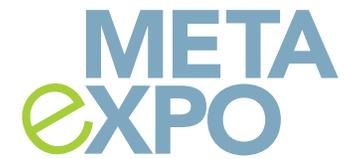
MICHIGAN

ENERGY

TECHNOLOGY

AGRICULTURE

WHAT WILL MICHIGAN SHOW THE WORLD?



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

PUBLIC LAND
FOR
PUBLIC GOOD

WHAT ■ META EXPO - A COMMUNITY VISION FOR SHARED PROSPERITY

METAexpo is a citizens led vision and conceptual masterplan for 21st century transit and economic development at the Michigan State Fairgrounds, in response to the current Big Box Shopping Center development proposal at this historic property. It is a visual communication of the collective ideas of community members and a request for public sector participation and planning for our shared future.

WHERE ■ MICHIGAN STATE FAIRGROUNDS IN DETROIT

WHO ■ SFDC - STATE FAIRGROUNDS DEVELOPMENT COALITION

Our members and supporters are elected city and county officials of Detroit and beyond, city planners and constructors, farmers and animal trainers, college and university professors and staff, technical industry innovators and staff, State Fair aficionados and former employees, librarians, teachers and lawyers; architects and landscape architects, construction & factory workers and managers, realtors, doctors and community advocates; retirees and youth. We are...

CITIZENS FOR DETROIT FUTURE CITY* AT THE STATE FAIRGROUNDS

We Stand For:

NEW ECONOMY JOBS - 21st century regional economic engine: Jobs for everyone.

REGIONAL TRANSIT - Planning for a Public Transit future that works. Access to Jobs.

STEWARDSHIP OF AN HISTORIC PLACE - Preservation of the State Fair's agricultural, industrial and cultural heritage for business, tourism, place identity and future generations means Jobs.

SUSTAINABLE GREEN DEVELOPMENT - World class sustainable built environment.

MIXED-USED 'MAINSTREET' - Walkable Urbanism, Fair housing, Local and Regional businesses.

* Detroit Future City Strategic Framework

WHY ■ JOBS, OPPORTUNITY AND EQUALITY

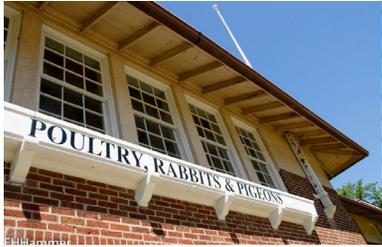
ALL PEOPLE RELATED TO THIS PUBLICLY-OWNED PROPERTY SHOULD HAVE A SAY

FOR MORE INFORMATION: CONTACT KAREN HAMMER

SFDCmichigan@gmail.com facebook: Future of the Michigan State Fairgrounds

PLACEMAKING

- OVER 100 YEARS OF PLACE
- UNIQUE LOCATION
- HISTORIC BUILDINGS
- CULTURAL LANDSCAPE



“Competing for success in a **global marketplace** means creating places where workers, entrepreneurs, and businesses want to locate, invest and expand. This work has been described as a sense of place, or **place-based economic development**, or simply **placemaking**. Economic development and community development are two sides of the same coin.”

—A Special Message from Governor Rick Snyder to the Legislature on March 21, 2011

TRANSIT

- INTERSECTION OF TWO MAJOR CORRIDORS
- INTERSECTION OF MULTIPLE MODES OF TRANSPORTATION
- REGIONAL LINK
- DETROIT — SUBURBAN CONNECTOR
- IMPROVED TRANSIT ACCESS



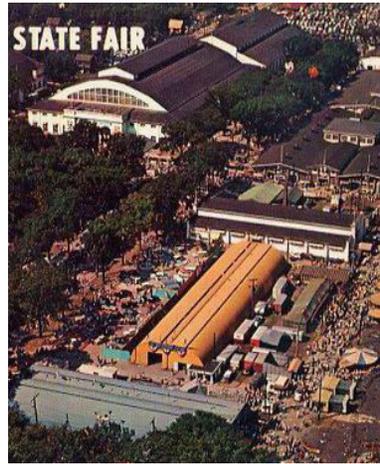
LaHood:
Regional Transit “Missing Piece” to Detroit Light Rail
October 16, 2012 by Minehaha Forman
Michigan Chronicle

Detroit is a century behind other cities when it comes to transit, according to Lahood.

“Detroit is the only major metropolitan area in the country that doesn’t have a regional transportation system,” Lahood said. “Every other place, people have come together, set aside their own agendas and their own egos for the good of the people.”

HISTORY

- 160 YEARS OF HISTORY
- THE STORY OF MICHIGAN’S DEVELOPMENT:
- ECONOMIC
- AGRICULTURE
- AUTO AND INDUSTRY
- ENTERTAINMENT



“I can’t give you a single example of any place in America where there was a sustained revitalization without historic preservation as part of it.”

—Donovan Rypkema, Principal of Place Economics, quoted in Business Journal

A SINGLE PARCEL

- PUBLICLY OWNED LAND
- 157 ACRES READY TO GO
- LIKELY THE LAST LARGE URBAN PARCEL AVAILABLE FOR DEVELOPMENT
- TYPICAL DEVELOPMENT BARRIERS ABSENT



Detroit Free Press
April 1, 2012

With So Much Space, So Few Options

“So long as we are facing the limitations that we are, I don’t think land can be assembled in Detroit for major re-development”

—John Mogk, Professor of Law, Wayne State University

Detroit Future City
December 2012

72 SUPERFUND SITES IN DETROIT

SUPERFUND IS A PROGRAM ESTABLISHED TO ADDRESS HAZARDOUS WASTES CAUSED BY INDUSTRIAL ACTIVITIES & ABANDONED SITES⁹

NEW ECONOMY

- TRANSIT-ORIENTED DEVELOPMENT
- SUSTAINABLE HIGH TECH BUILT ENVIRONMENT
- WALKABLE COMPLETE STREETS
- CONNECTIONS TO REGIONAL AND GLOBAL OPPORTUNITIES
- EXPO AND BUILT ENVIRONMENT AS NEW ECONOMY SHOWCASE



CHASING THE PAST OR INVESTING IN OUR FUTURE

Placemaking for Prosperity in the New Economy

In these dark economic times, communities across the United States are asking this fundamental question: “What do we need to do to survive—and, ideally prosper—in the new economy?”

Report by The Michigan State University Land Policy Institute 2009

META eXPO

MICHIGAN

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WHAT CAN MICHIGAN SHOW THE WORLD?

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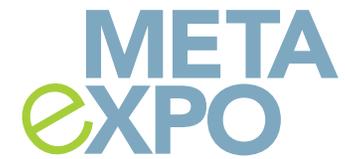
PUBLIC LAND
FOR
PUBLIC GOOD

WHY ■ **JOBS, OPPORTUNITY AND EQUALITY**

ALL PEOPLE RELATED TO THIS PUBLICLY-OWNED PROPERTY SHOULD HAVE A SAY

“prosperity requires a clear vision, a winning strategy, and partnerships”
—Soji Adelaja

*Hannah Distinguished Professor in Land Policy, Agricultural, Food, and Resource Economics
Michigan State University*



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

15 DETROIT FUTURE CITY | 2012 • BLUEPRINT FOR DETROIT'S FUTURE

12 IMPERATIVE ACTIONS

1. **We must re-energize Detroit's economy to increase job opportunities for Detroiters within the city and strengthen the tax base.**
2. **We must support our current residents and attract new residents.**
3. **We must use innovative approaches to transform our vacant land in ways that increase the value and productivity and promote long-term sustainability.**
4. **We must use our open space to improve the health of all Detroit's residents.**
5. **We must promote a range of sustainable residential densities.**
6. **We must focus on sizing the networks for a smaller population, making them more efficient, more affordable, and better performing.**
7. **We must realign city systems in ways that promote areas of economic potential, encourage thriving communities, and improve environmental and human health conditions.**
8. **We must be strategic and coordinated in our use of land.**
9. **We must promote stewardship for all areas of the city by implementing short- and long-term strategies.**
10. **We must provide residents with meaningful ways to make change in their communities and the city at large.**
11. **We must pursue a collaborative regional agenda that recognizes Detroit's strengths and our region's shared destiny.**
12. **We must dedicate ourselves to implementing this framework for our future.**

THE CURRENT DEVELOPMENT PROPOSAL FOR THE MICHIGAN STATE FAIRGROUNDS DOES NOT ALIGN WITH THE DETROIT FUTURE CITY STRATEGIC FRAMEWORK - METAEXPO DOES



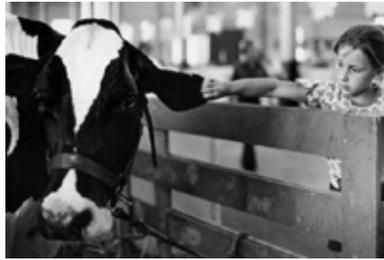
DESTINATION BUILDINGS

- 1 MIXED-USE
RETAIL/ COMMERCIAL/ RESIDENTIAL
- 2 MULTI-PLEX/ EXPO AUDITORIUM
- 3 GARDEN COURT/ COMM. COLLEGE
- 4 COMMUNITY TECH LAB
- 5 GRANT HOUSE AND MUSEUM
- 6 POWER STATION NIGHT CLUB
- 7 THE COLLESIUM AND EXPO HALLS
- 8 THE EXPO ARCADE
- 9 META-TECH CAMPUS
PUBLIC INSTITUTION/ PRIVATE SECTOR
- 10 META EXPO ENERGY PLANT
- 11 THE GEO-FIELD
- 12 HOTEL
- 13 RESIDENTIAL TOWER/ SENIORS
- 14 TOWNHOMES
- 15 TOWNHOMES/ RETAIL
- 16 GREEN TECH/ AG HIGH SCHOOL
- 17 MIDDLE SCHOOL
- 18 BRT/ LIGHT RAIL STATION
- 19 REGIONAL BUS STATION
- 20 REGIONAL TRAIN STATION
- 21 SMART HOUSE AND SMART PARK
- 22 MARKET PARK
- 23 GREEN INFRASTRUCTURE
LANDSCAPE
- 24 LOW IMPACT DEVELOPMENT (LID)
WATER MANAGEMENT
- P PARKING DECK W/ GREENHOUSE
OR GREEN ROOF
- HISTORIC STATE FAIR BUILDINGS

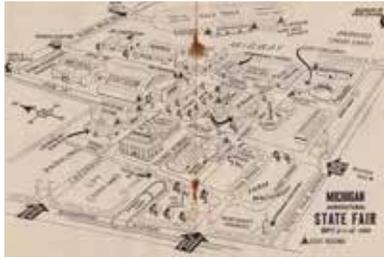
destinations

WHAT CAN MICHIGAN SHOW THE WORLD?

“Historic preservation can be a means to create and maintain walkable, authentic, humane and livable cities...



[It] can also serve as a way to democratize the process and empower citizens to identify for themselves what should remain and what should be let go.



In this way, cities in crisis, no matter their size or dimension of their losses, can, as the city of Detroit’s motto exhorts, ‘rise from the ashes’ and make themselves anew as resilient, dynamic and more respectful places that are capable of meeting the needs of their residents.



BILLIE WARD'S DOMINOES
 Starring in the Coliseum September 2, 4, 5, and 6
 Billie Ward's Dominoes were so enthusiastically received at last year's Michigan State Fair that this year they are back for a repeat performance. This quintet is one of the nation's largest sellers of rhythm and blues music. In fact many of their recordings have reached the three-quarter million mark. Among their favorites are "Tomberry," "Somewhere Over the Rainbow," and "Little Things Mean a Lot."

It pays you . . .
 TO EXHIBIT AT YOUR
MICHIGAN STATE FAIR AND EXPOSITION
 Complete Automobile Show, Livestock Show, Sports Show, Builders Show, and Flower Show, *all in one . . .* Presented for Three Quarter Million Urban and Rural Buyers annually



- AGRICULTURE
- INDUSTRY
- INNOVATION
- RECREATION
- EDUCATION
- ENTERTAINMENT

Putting the Right in Right-Sizing
 Michigan Historic Preservation Network
 National Trust for Historic Places

1849

First Michigan State Fair is held

1905

JL Hudson and community leaders buy land at Woodward and 8 Mile Road in Detroit and deed it to the Michigan Agricultural Society for the State Fairgrounds.

1960's

1 million visitors annually

2008

Last State Fair at Fairgrounds. 214,000 visitors.

2012

April 9

State Legislature authorizes selling the Fairgrounds. Property is transferred to the Michigan Land Bank Fast Track Authority

May 8

SFDC State Fairgrounds Development Coalition submits Letter of Community Input to the MLBA through the FAC
SFDC members envision and submit the following elements:

- village style development with:
- transportation center
- state fair
- year round event and exhibition center
- complete streets
- walkable mixed-use development
- diverse housing
- career opportunities
- sustainable 'green' built environment
- urban agriculture
- educational elements
- recreation
- historic preservation

May 18

Request for Proposal issued by Michigan Land Bank Fast Track Authority

July 18

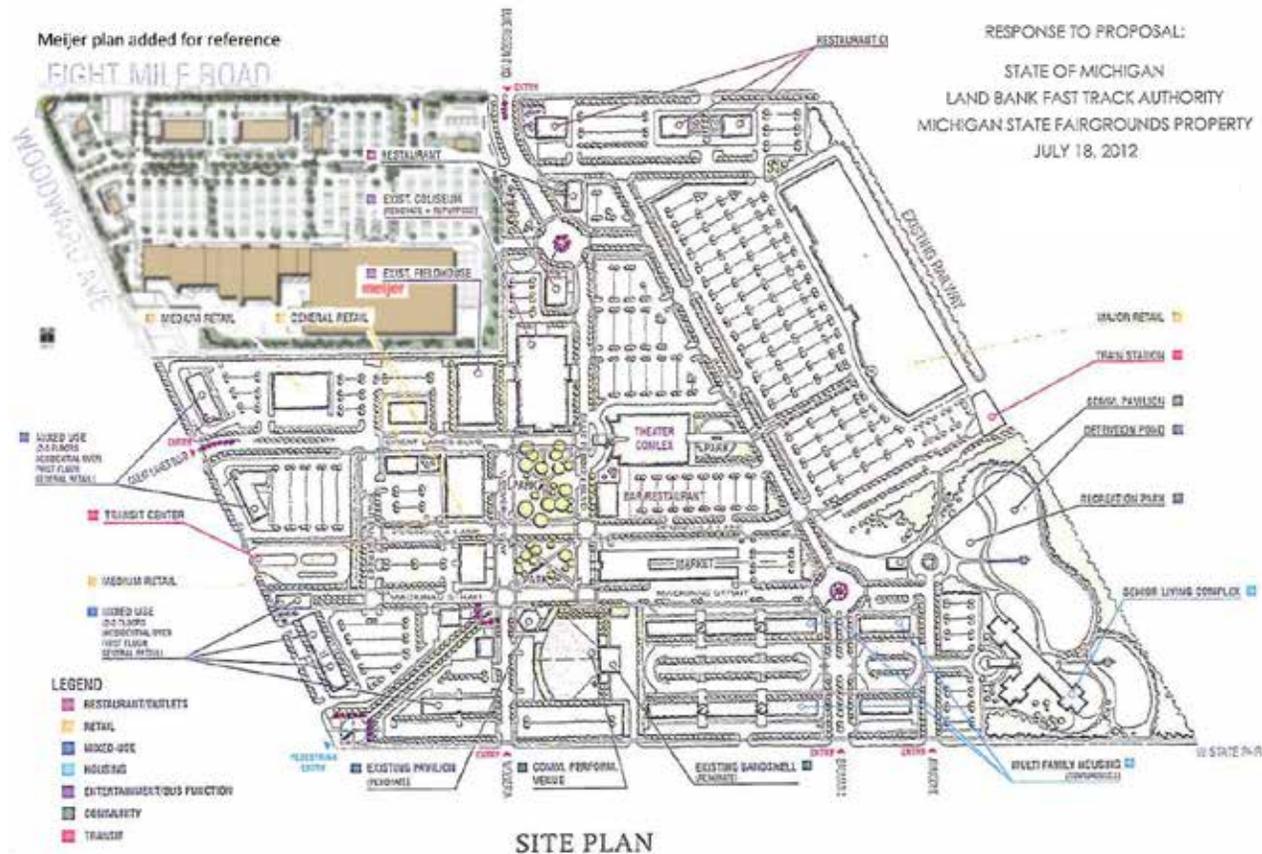
Proposals received by the Michigan Land Bank Authority

September

SFDC partners with Landscape Architects/ Architect to develop alternative masterplan illustrating the property's potential for Transit-Oriented Development and Placemaking based on the State of Michigan's MiPlace Placemaking Initiative, www.miplace.org

“Neither cities nor places in them are unordered, unplanned: the question is only whose order, whose planning, for what purpose?”

– Peter Marcuse



FAIRGROUNDS FOR SALE

ACCEPTED DEVELOPMENT PROPOSAL

2012

NOVEMBER 15

Fairgrounds Advisory Committee (FAC) - Public Meeting includes:
Presentation of MLBA Proposals to the public
Presentation of SFDC 'METAexpo' Concept as a public response

2013

FEBRUARY 8

Residents call Magic Johnson's Michigan State Fairgrounds development 'big-box boring'

"A crowd attends a meeting of the Michigan Land Bank Fast Track Authority in Detroit on Thursday at Cadillac Place. The authority voted unanimously to accept a proposal and start negotiations with a developer for the Michigan State Fairgrounds, a property with a deep history and an important location on Woodward Avenue and 8 Mile Road."

Khalil AlHajal - MLive.com

"It belongs to all of us. For them to allow Magic Plus to just jump in with a big box and a shopping center place that seriously will be dead in 10 years...

This is a generational thing that we're talking about"

—Eunice Rose

"The lack of creativity and lack of community involvement is very, very disappointing to me"

— Kim Tandy, area resident + appointee to Fairgrounds Advisory Committee



TO: MICHIGAN LAND BANK AUTHORITY, GOVERNOR SNYDER, AND FAIRGROUNDS ADVISORY COMMITTEE

The State Fairgrounds Development Coalition (SFDC) formed before the FAC, and before any law was passed. The Coalition's formation reflected the need to influence and determine development of the Michigan State Fairgrounds. We feel all the people related to this state-owned land should have a say.

Our members and supporters are elected city and county officials of Detroit and beyond, city planners and constructors, farmers and animal trainers, college and university professors and staff, technical industry innovators and staff, State Fair aficionados and former employees, librarians, teachers and lawyers; architects and landscape architects, construction & factory workers and managers, realtors, doctors and community advocates; retirees and youth—to give a few examples.

WHO IS THE FAC (FAIRGROUNDS ADVISORY COMMITTEE) A CONDUIT FOR?

When only 5 communities were 'officially represented' by the bill that moved the fairgrounds out of the public arena and into the Land Bank Authority, we asked ourselves and you: "Is the FAC representing ONLY the 5 selected communities, or are they responsible to direct ALL public opinion and concerns to the MLBA?" We never got an answer to that question, neither from the state, nor the FAC. No email address or support for public opinion reaching the FAC and the state has been provided by the MLBA.

THE BIRTH OF META EXPO

Some of our members were able, through training and creative application, **to put our collective ideas into visual concepts**—called the META Expo. Finally, we could show people what their own ideas would look like. Finally we could show this unique location's potential.

In looking for realistic ways to implement the META concepts, we found Governor Snyder's 'Placemaking' and also his 'old vs. new economy' outlook to synch with our own vision— surely a sign of leadership needed to guide development. Governor Snyder has promoted collaboration on transit at all levels. He could spear-head a public-private partnership for funding and infrastructure. The resulting Transit Oriented Development would follow, increasing land value and bringing reality to the META vision. Now, with the passage of the RTA bill, this reality is palpable.

CHANGE THE PROCESS

With all this, the original bid process is out of place. It does not reflect new developments and advantages to the state and its citizens. This is a rare opportunity for public-private partnership- resulting in land development that could last 50 or more years:

- 1) build the train and bus stations and related infrastructure put forward by the META Expo concepts;
- 2) benefit Detroit, the counties and the state by increased investment in and use of the property;
- 3) increase the density of use, the hours of use and the diversity of use— of the property, highlighting the talent and ideas in our city, counties and state that will lead us all into the future;
- 4) bring a profit, not only to the developers, but also to the public, whose land it has been for over 160 years;
- 5) attract people from all over the world and make the site an example of 21st century use.

We don't want what developers' buzz words call a "sustainable power center."
We are merely reflecting what our members and supporters have registered.
Thank you for your time.

Sincerely,

Karen Hammer, for the
State Fairgrounds Development Coalition (SFDC)

THIS LETTER WAS PRESENTED AT THE JAN. 17, 2013 MEETING & GIVEN TO BOTH THE FAC CHAIR AND THE MI LAND BANK BOARD.

PUBLIC OPINION

TO WHOM IT MAY CONCERN

regional assets

1,220,657
POPULATION

oakland

macomb

847,383
POPULATION

information technology
fastest growing industry in the region
data, web and creative

DIGITAL

emerging technologies
advanced batteries
wind turbine solar and other
growing water technology sector
sustainable agriculture

GREEN TECH

world class research
michigan state university
university of michigan
wayne state university

UNIVERSITIES

ann arbor
chicago

amtrak wolverine line

engineering
65,000 engineers • 70,000 r&d professionals
research + development
manufacturing infrastructure

INDUSTRY

1,792,365
POPULATION

wayne



michigan
state
fairgrounds

detroit

windsor

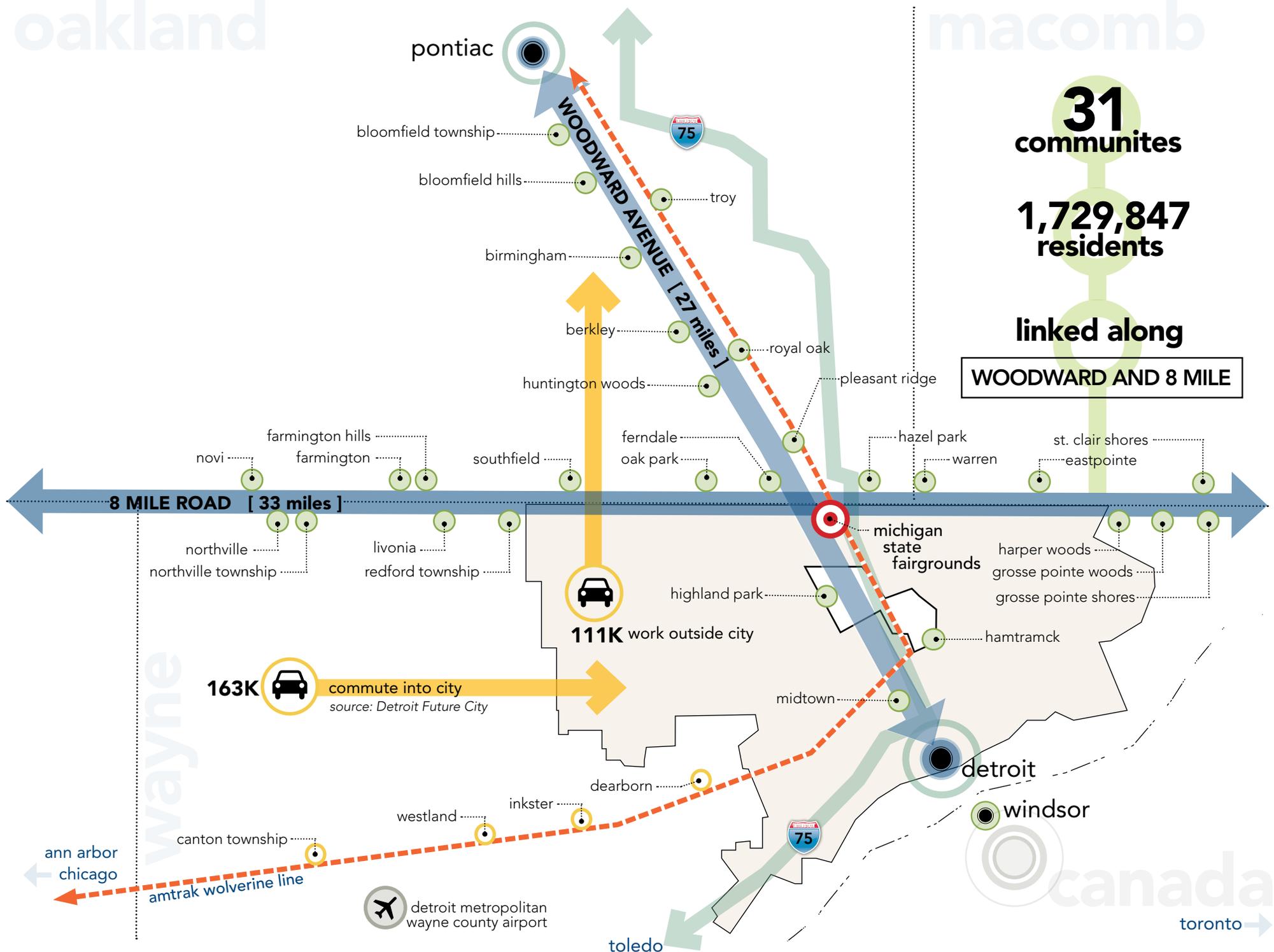
busiest U.S. - Canada
border crossing

25% of all U.S.- Canada
trade flows through the
detroit windsor corridor

canada

oakland

macomb



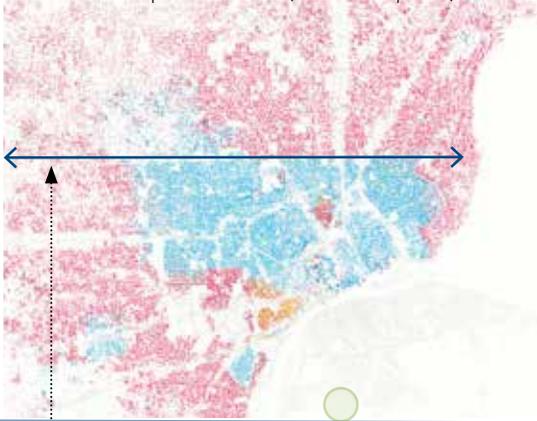
CONTEXT | METRO CONNECTIONS

the crossroads of the metropolitan area

When Mayor Young exhorted, "I issue a warning to all those pushers, to all rip-off artists, to all muggers: It's time to leave Detroit; Hit Eight Mile Road," his neighbors in suburban Detroit reacted with anger.

—1974 Mayoral Inaugural Address
Detroit Historical Society

racial divide map 2000 census (source wikipedia)



8 MILE ROAD [33 miles]

8 MILE ROAD

- INTERNATIONAL NAME RECOGNITION
- 1,868 BUSINESSES
- 13 MUNICIPALITIES
- MAJOR COMMUTER ARTERY
- ADT 84,000 VEHICLES PER DAY
- SYMBOL OF SOCIAL, RACIAL AND ECONOMIC DIVISIONS

pontiac

pontiac historic district

cranbrook home and garden
cranbrook academy of the arts

beaumont hospital
roseland cemetery
royal oak farmer's market
royal oak music theatre
national shrine of the little flower
detroit zoo

ferndale business district

palmer woods
detroit golf club
university of detroit mercy
livernois fashion district
22 historic churches
fisher building
cadillac place
albert kahn building
boston edison
detroit historical museum
detroit public library
tech town • wayne state university
midtown woodward historic district
orchestra hall
fox theater
state theatre
guardian building
lafayette greens
book cadillac hotel
the spirit of detroit
hart plaza
joe louis arena
cobo center

michigan state fairgrounds
highland park ford plant
charles h. wright museum of african american history
detroit medical center
college for creative studies
detroit institute of arts
mocad
the majestic theater
bonstelle theater
detroit opera house
comerica park
ford field
campus martius
detroit riverfront
belle isle

WOODWARD AVENUE

- International name recognition
- National 'Scenic Byway'
- 'All American Road'
- Michigan Heritage Route
- Home to the 'Dream Cruise'
- Birthplace of auto industry
- 7 national historic landmarks
- 250 national/state historic sites

ann arbor
chicago

amtrak wolverine line

✈️ detroit metropolitan
wayne county airport

toledo

windsor



toronto

John Mogk
Wayne State Univ.
Law Professor

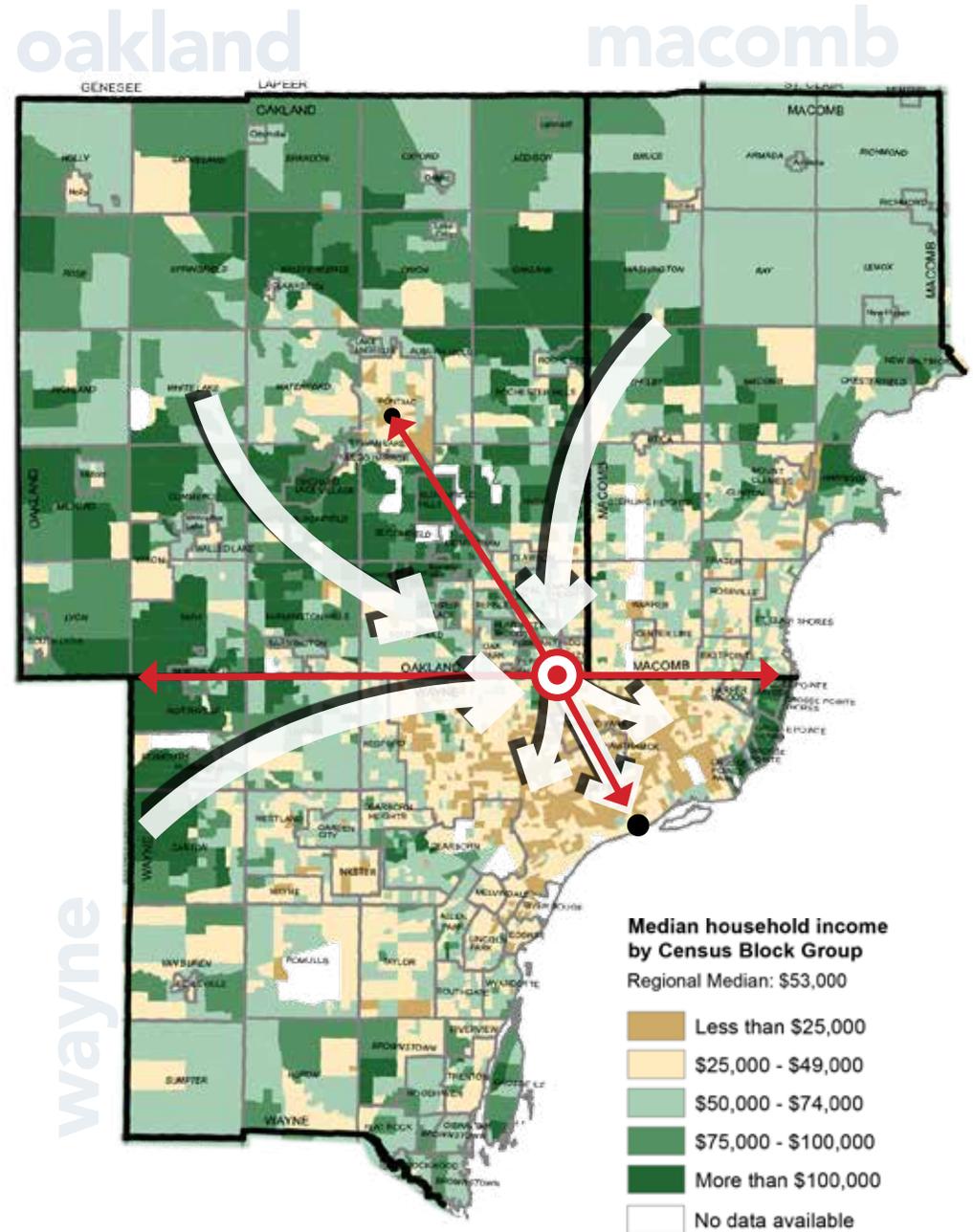
'Mogk argues that **Oakland County is now the real center of economic activity and power**, not Detroit. And "every year Detroit becomes more detached from the region's economic hub."

IN THE NEW ECONOMY,
THE PRECURSORS TO
ECONOMIC GROWTH (E.G., TALENT,
ENTREPRENEURSHIP, KNOWLEDGE
INDUSTRIES) ARE ATTRACTED TO
LOCATIONS THAT ARE ENHANCED
THROUGH PLACEMAKING.
OTHER PLACES ACROSS THE
NATION AND THE WORLD HAVE
LEARNED TO RESPOND TO THIS
CHANGING PARADIGM IN THE BUILT
ENVIRONMENT AND THE CHOICES
THEY OFFER. UNFORTUNATELY,
MICHIGAN AND OTHER RUSTBELT
STATES HAVE NOT SHIFTED QUICKLY
ENOUGH TO THIS NEW MINDSET TO
HAVE A CRITICAL MASS OF THESE
PLACES TO ATTRACT GROWTH.

Executive Summary, *Building Prosperous Places in Michigan*
Michigan State University Land Policy Institute, March 30, 2012

Detroit is at a massive disadvantage mostly because it has a lot of vacant land in its enormous decaying heartland but **no large developable sites**, Mogk argues.'

A Tale of Three Cities - The Detroit Blog - TIME.com
<http://detroit.blogs.time.com/2010/01/08/a-tale-of-three-cities/#ixzz2wGEUWKfZ>

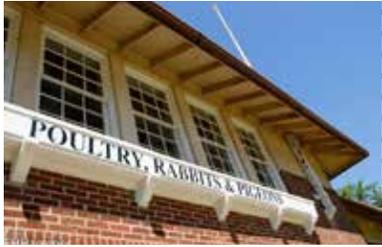


**a transit hub as catalyst
for meaningful transit
and economic
connectivity**

Source: U.S. Census Bureau,
2006-2010 American Community Survey
income base map by SEMCOG

PLACEMAKING

- OVER 100 YEARS OF PLACE
- UNIQUE LOCATION
- HISTORIC BUILDINGS
- CULTURAL LANDSCAPE



“Competing for success in a **global marketplace** means creating places where workers, entrepreneurs, and businesses want to locate, invest and expand. This work has been described as a sense of place, or **place-based economic development**, or simply **placemaking**. Economic development and community development are two sides of the same coin.”

—A Special Message from Governor Rick Snyder to the Legislature on March 21, 2011

TRANSIT

- INTERSECTION OF TWO MAJOR CORRIDORS
- INTERSECTION OF MULTIPLE MODES OF TRANSPORTATION
- REGIONAL LINK
- DETROIT — SUBURBAN CONNECTOR
- IMPROVED TRANSIT ACCESS



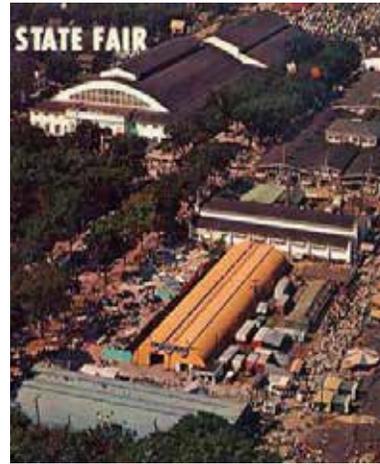
LaHood:
Regional Transit “Missing Piece” to Detroit Light Rail
October 16, 2012 by Minehaha Forman
Michigan Chronicle

Detroit is a century behind other cities when it comes to transit, according to Lahood.

“Detroit is the only major metropolitan area in the country that doesn’t have a regional transportation system,” Lahood said. “Every other place, people have come together, set aside their own agendas and their own egos for the good of the people.”

HISTORY

- 160 YEARS OF HISTORY
- THE STORY OF MICHIGAN’S DEVELOPMENT:
- ECONOMIC
- AGRICULTURE
- AUTO AND INDUSTRY
- ENTERTAINMENT



“I can’t give you a single example of any place in America where there was a sustained revitalization without historic preservation as part of it.”

—Donovan Rypkema, Principal of Place Economics, quoted in Business Journal

A SINGLE PARCEL

- PUBLICALLY OWNED LAND
- 157 ACRES READY TO GO
- LIKELY THE LAST LARGE URBAN PARCEL AVAILABLE FOR DEVELOPMENT
- TYPICAL DEVELOPMENT BARRIERS ABSENT



Detroit Free Press
April 1, 2012

With So Much Space, So Few Options

“So long as we are facing the limitations that we are, I don’t think land can be assembled in Detroit for major re-development”

—John Mogk, Professor of Law, Wayne State University

Detroit Future City
December 2012

72 SUPERFUND SITES IN DETROIT

SUPERFUND IS A PROGRAM ESTABLISHED TO ADDRESS HAZARDOUS WASTES CAUSED BY INDUSTRIAL ACTIVITIES & ABANDONED SITES⁹

NEW ECONOMY

- TRANSIT-ORIENTED DEVELOPMENT
- SUSTAINABLE HIGH TECH BUILT ENVIRONMENT
- WALKABLE COMPLETE STREETS
- CONNECTIONS TO REGIONAL AND GLOBAL OPPORTUNITIES
- EXPO AND BUILT ENVIRONMENT AS NEW ECONOMY SHOWCASE

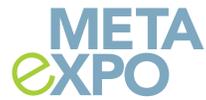


CHASING THE PAST OR INVESTING IN OUR FUTURE

Placemaking for Prosperity in the New Economy

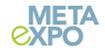
In these dark economic times, communities across the United States are asking this fundamental question: “What do we need to do to survive—and, ideally prosper—in the new economy?”

Report by The Michigan State University Land Policy Institute 2009



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

WHAT CAN MICHIGAN SHOW THE WORLD?



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

an extraordinary opportunity for
PLACE-BASED STRATEGIC ECONOMIC DEVELOPMENT

location, location, location

100 years of history

157 acre single parcel

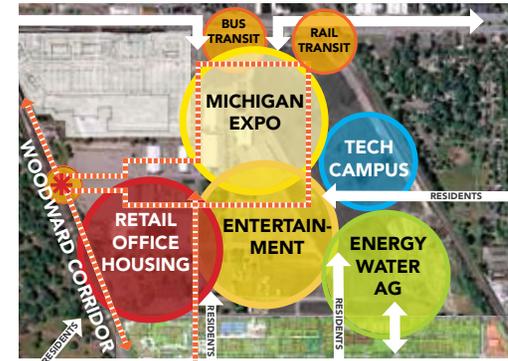
a state fair for the future



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

placemaking
regional transit hub
green energy
smart technology
water
agriculture

WHAT CAN MICHIGAN SHOW THE WORLD?



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

PLACE
ENERGY
TECH
TRANSIT
WATER
FOOD

placemaking concept

pure michigan green

multi-modal transit center
expo
green energy technology
blue + green infrastructure
mixed-use + residential
agriculture and urban agriculture



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

PLUG-IN VEHICLES
ADVANCED BATTERIES
GREEN ENERGY TECHNOLOGY
WIND TECHNOLOGY
GREEN BUILDING
ARCHITECTURE
SOLAR TECHNOLOGY
AGRICULTURE
URBAN AGRICULTURE
RESEARCH UNIVERSITIES
GREAT LAKES WATER ISSUES

WHAT COULD LEADERS IN THESE INDUSTRIES SHOW THE WORLD?

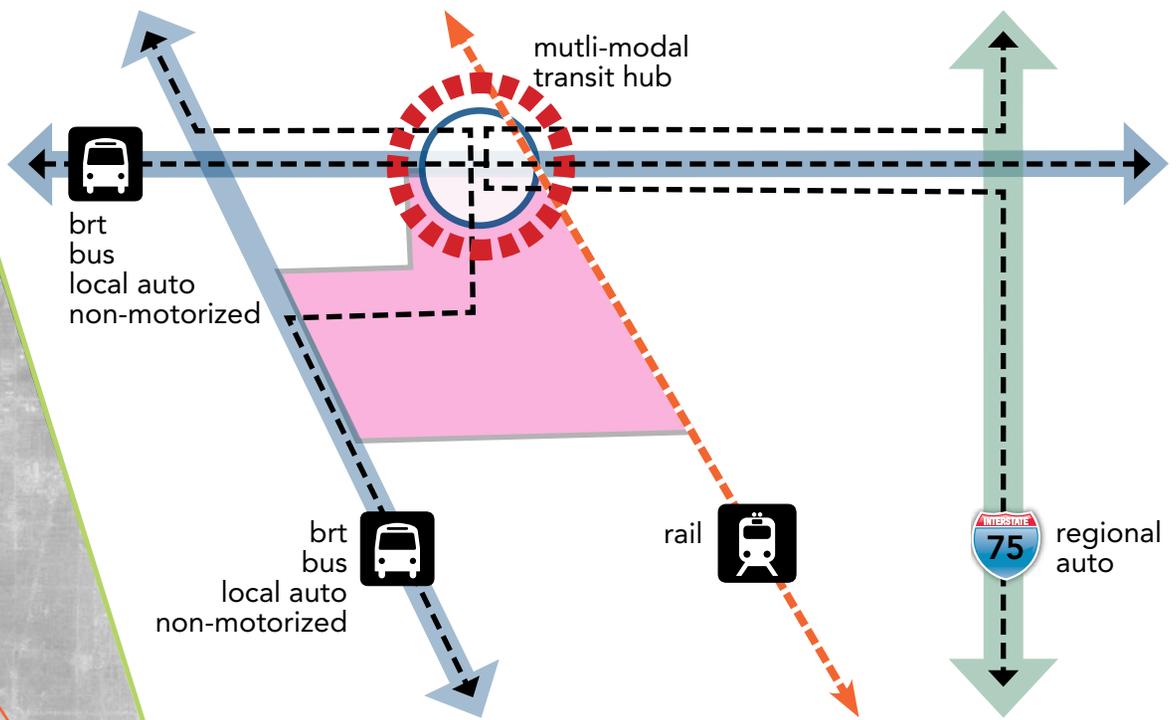
“the arteries

exist but we haven't

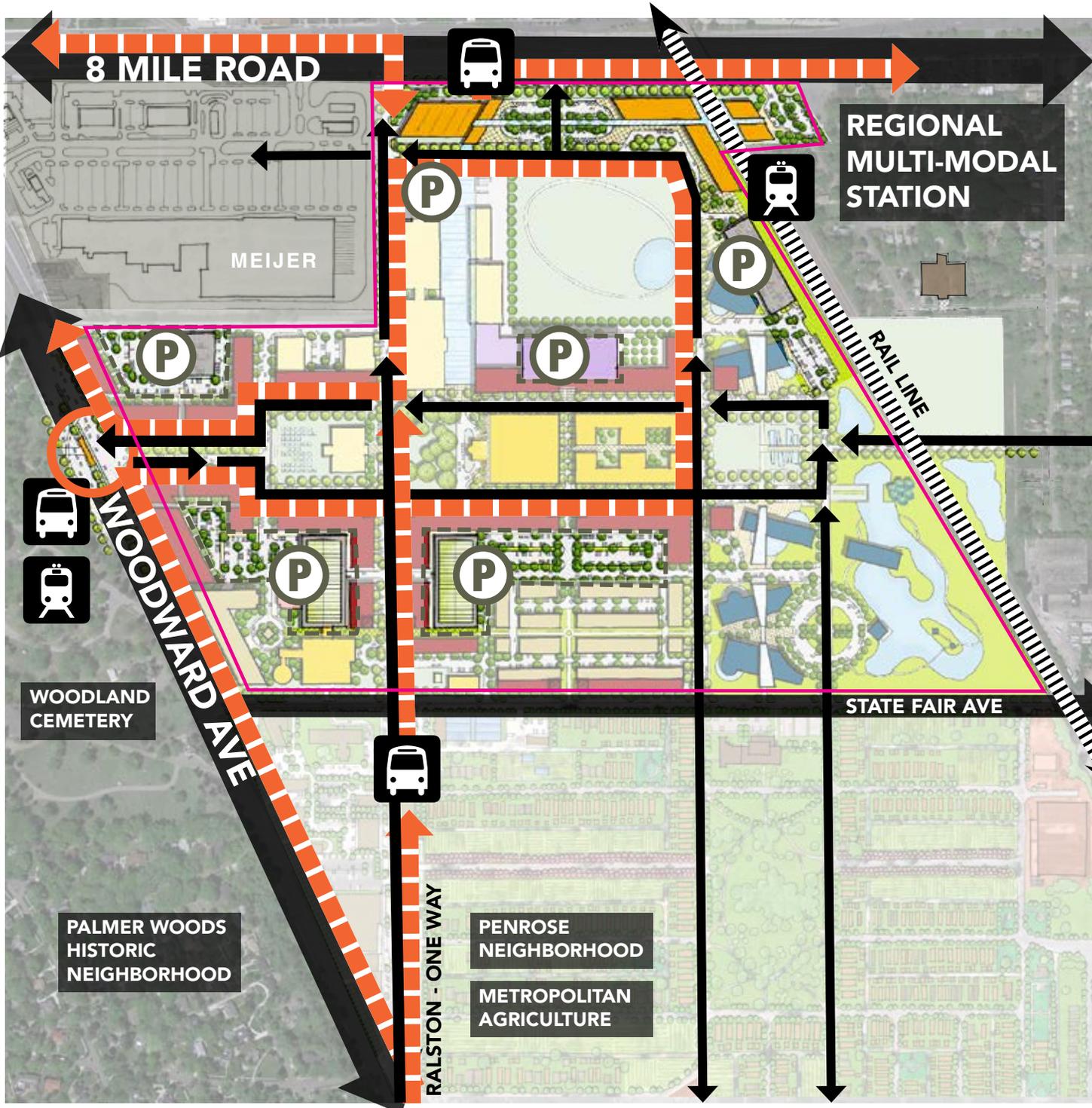
figured out how to pump

blood through the system.”

— Local Architect and Transit Advocate



MULTI-MODAL TRANSIT HUB ? | **A DIFFICULT INTERSECTION**



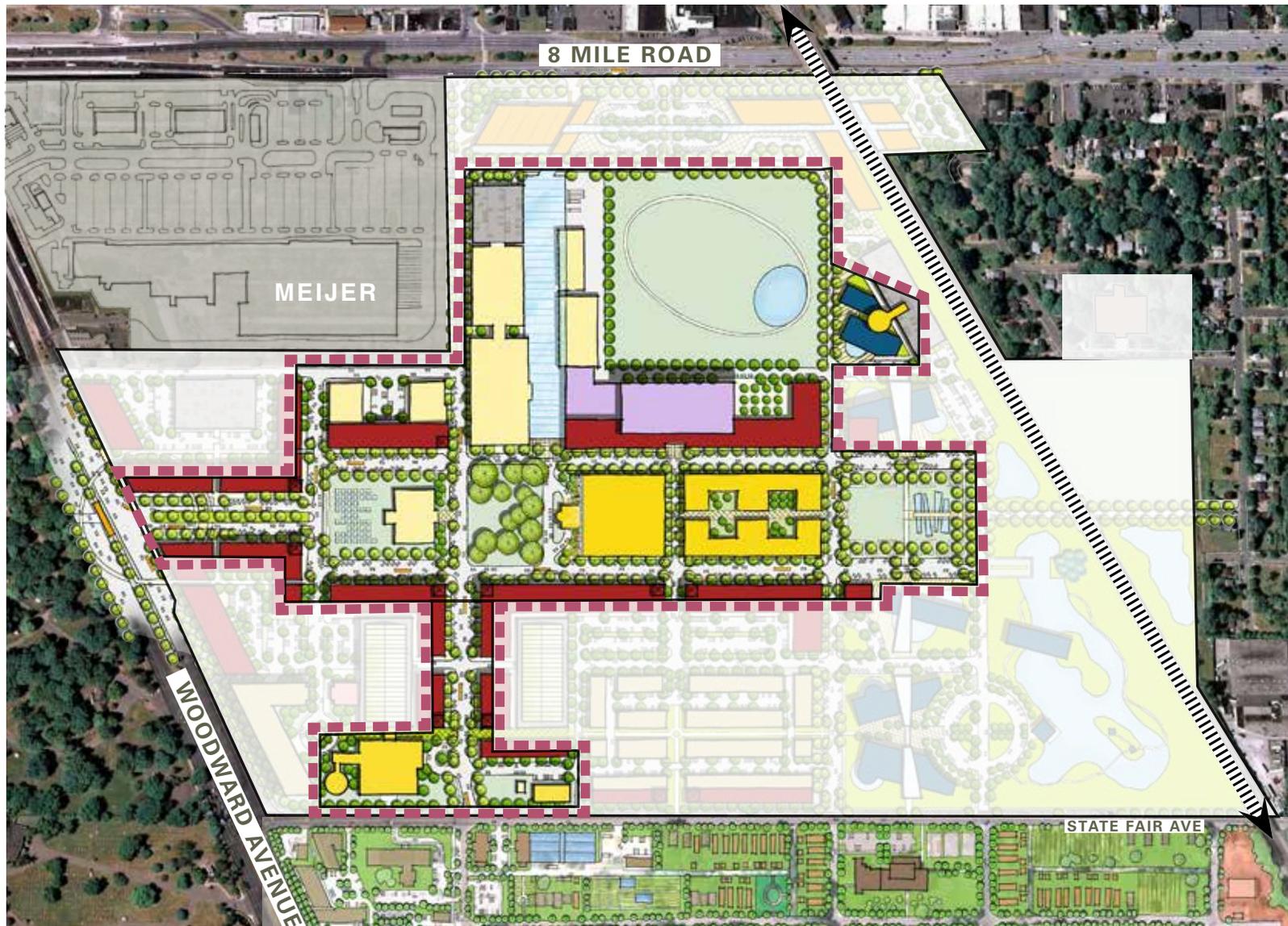
META eXPO

MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

- (P)** PARKING
- LOCAL CIRCULATION
- PERMEABLE EDGES

“The weakest links in the current transportation system are the points of transfer between modes.”

National Commission on Intermodal Transportation



LAND USE KEY

- MIXED-USE
- ENTERTAINMENT
- EXPO / HISTORIC
- HOTEL
- INSTITUTIONAL
- WATER MANAGEMENT
- GREEN INFRASTRUCTURE
- PARKS/ PLAZAS/ REC
- TRANSIT
- HOUSING
- PARKING DECK
- SCHOOL

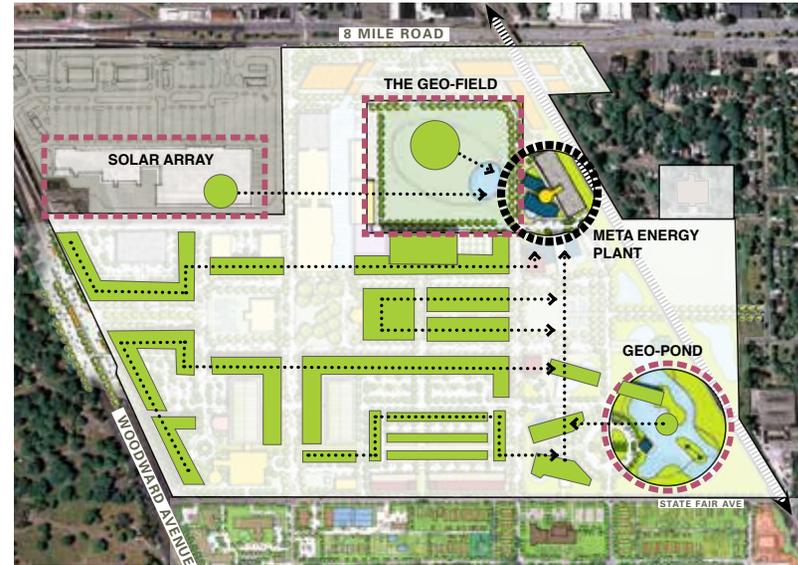
meta expo + entertainment **WHAT CAN MICHIGAN SHOW THE WORLD?**



**META
eXPO**
MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

meta tech center

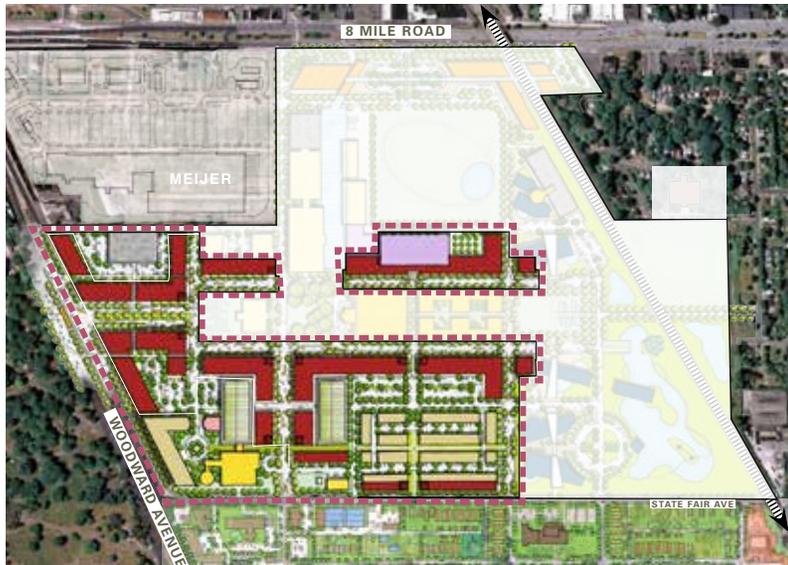
WHAT CAN MICHIGAN SHOW THE WORLD?



**META
eXPO**
MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

green+blue infrastructure

WHAT CAN MICHIGAN SHOW THE WORLD?



**META
eXPO**
MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

mixed-use + residential

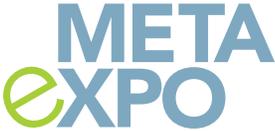
WHAT CAN MICHIGAN SHOW THE WORLD?



**META
eXPO**
MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

parks, plazas + play

WHAT CAN MICHIGAN SHOW THE WORLD?



MICHIGAN
ENERGY
TECHNOLOGY
AGRICULTURE

**URBAN MARKET GARDEN
NEIGHBORHOOD MODEL**

TEN

- 1/2 ACRE MARKET GARDENS
- 2.5% LAND IN PENROSE

SPIN-FARMING MODEL

\$50,000+ YEAR/ GARDEN

\$500,000/ YEAR

ECONOMIC ACTIVITY

SECURITY

10-30 PEOPLE WORKING
OUTSIDE YEAR-ROUND

RESEARCH + TECHNOLOGY

INTEGRATED WITH METAEXPO
TECH CENTER

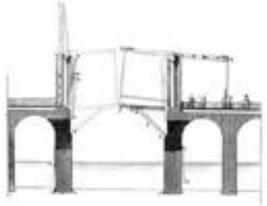
metropolitan agriculture

WHAT CAN MICHIGAN SHOW THE WORLD?



smart park at historical coliseum and expo theater

WHAT CAN MICHIGAN SHOW THE WORLD?



Public Interest Projects, Inc.
Joseph Minicozzi, AICP
Joem@pubintproj.com



Land Consumed (Acres):	34.0	00.2
Total Property Taxes/Acre:	\$ 6,500	\$634,000
City Retail Taxes/Acre:	\$ 47,500	\$ 83,600
Residents per Acre:	0.0	90.0
Jobs per Acre:	5.9	73.7

PUBLIC LAND TRANSFER: **FAST TRACK TO THE PAST OR DETROIT'S FUTURE CITY?**

STATE FAIR DEVELOPMENT COALITION (SFDC)
MARCH 2014

EXECUTIVE SUMMARY

The Michigan State Fairgrounds is a cultural landscape. For 160 years millions of Michigan residents attended the annual State Fair, a celebration of enterprise, entertainment and Michigan culture. Designated a State Historic Site in 1957 the fairgrounds have been left in disrepair, saturated with the dismal air of abandonment since the last State Fair was held in 2008. This vast, scruffy, 157-acre site, casually observed, seems unremarkable in a city infamous for vacant land and economic struggle. The massive agriculture buildings, where thousands used to gather, proudly listed on the National Register of Historic Places, sit hollow and removed, a ¼ mile away across a forgotten midway. Once visited by a million fairgoers a year and accessible from all points of the city for a 5 cent fare on the Detroit United Railway, the property is now home to a bus stop perched on the edge of Woodward Avenue, inaccessible to both pedestrians and cars and emblematic of the transit deficit that plagues residents of this land rich environment. Located at the crossroads of two historic and iconic corridors—Woodward Avenue and 8 Mile Road—both of which slash through the city and the suburbs simultaneously connecting and dividing everything, the fairgrounds, like so many things about the Motor City, embodies both the hopelessness of decline and the potential of rebirth.

While many citizens have not given the fairgrounds a second thought, many others have remained connected, attached and keenly aware of the power of place. The old bones of the State Fair and the city grid lie quietly in wait: and the questions that arise teeter on the divide between the familiarity of the 20th century development paradigm and the realities of the New Economy. In April 2012 the State of Michigan authorized the Michigan Land Bank Fast Track Authority to transfer the fairgrounds to the private sector for development with little press or fanfare. State-owned but located in the city of Detroit, the Fairgrounds inhabit an ambiguous terrain, belonging to everyone and to no one. With attention focused on a city mired in financial crisis, the roll out of the massive Detroit Future City planning document and a public worried about pensions and selling off treasures of the Detroit Institute of Arts, the regenerative potential of the State Fairgrounds has received little attention.

The State Fairgrounds Development Coalition (SFDC), a citizens group based in the leafy historic neighborhoods adjacent to the Fairgrounds quietly gathered input from its members and neighbors and submitted development recommendations, by letter, to the Michigan Land Bank Authority (MLBA) during the short window of time the Fast Track process allowed for public input. When the retail development proposal accepted by the MLBA failed to address any of the issues identified by community members—public transit, walkable urbanism, economic and environmental sustainability—the SFDC approached the design team—a landscape architect, a landscape designer and an architect—to create a conceptual master plan they could use to communicate and advocate for their collective vision of potential and renewal.

LONG-TERM IMPACTS OF LAND USE DECISIONS

The main goal of the project is to create a credible alternative master plan synthesizing a diverse collection of community program elements into one 'Big Idea' the group could collectively agree on, share and use to advocate for the best and highest use of the iconic property. Uninformed or careless land use decisions have enormous and long lasting impacts on communities. Many in the local community share an urgent sense that ignoring the transformative power of using the Fairgrounds to its full potential and instead, quickly setting into stone a tone deaf last century auto centric shopping center would be a tremendous abdication of civic responsibility with lost opportunities lasting decades. Current trends clearly illustrate that the stewardship of irreplaceable cultural assets, proximity to transit, and urban places imbued with the pleasures of civic delight are synonymous with prosperity.

Analysis and study of the site in its local and regional context was realized using data available to the public from Detroit Future City 2012, SEMCOG, MiPlace.org, Data Driven Detroit, Michigan State University Land Policy Institute and other resources. The design team looked at transit systems and patterns, population and demographics, social and historical context, economic and development trends.

Based on the analysis, the long list of program elements generated by the members of the SFDC are organized into six major categories: Multi-Modal Transit Center, Year-Round Expo, Green Energy Technologies, Blue and Green Infrastructure, Mixed-use Urban Form and Agriculture.

Opportunities at the State Fairgrounds property are identified as: PLACEMAKING, LOCATION, TRANSIT, HISTORIC PRESERVATION, LARGE SINGLE PARCEL, NEW ECONOMY REGIONAL STRENGTHS. The concept builds on the authentic placemaking assets of the site and its unique location incorporating the spirit of the historic State Fair as a guiding principle for strategic development. Throughout the design process the landscape architects balanced the competing but mutually supportive interests of the public good, municipal concerns and developer returns to arrive at a plan that is firmly within the realm of the achievable and the feasible.

WHAT DO YOU SAY WHEN NO ONE CAN HEAR YOU?

A concept informed by analysis of local and regional systems and conditions, and grounded by aligning with current economic and land use trends is key if the alternative plan is to be taken seriously. Lacking a public engagement process or public officials representing their interests, the citizens group is able to demonstrate a feasible alternative and to engage public officials and fellow citizens in a discussion highlighting the critical role of strategic public infrastructure in attracting development. A pervasive misunderstanding of urban form and the economic and experiential distinctions between ‘mixed-use’ development and a ‘mixture-of-uses’ has hindered meaningful dialog. The graphic materials act as an effective education tool.

“WHAT CAN MICHIGAN SHOW THE WORLD?”

is the overall ‘Big Idea’ that was articulated to communicate and unify a development concept tying together the SFDC program elements, the assets and opportunities identified by the analysis, and the economic, transit, and development trends of the new economy. This idea summarizes the community vision for strategic economic development and offers a starting point to direct and focus discussion around the untapped possibilities latent in land use decisions.

METAexpo: MICHIGAN ENERGY TECHNOLOGY AGRICULTURE

is the master plan concept. It’s the Big Idea on paper. A State Fair for the Future. It envisions a new economy year-round exhibition center, weaving together a multi-layered, sustainable, mixed-use, transit-oriented development with regional significance and impact. The intersection at Woodward Avenue and 8 Mile Road was addressed and the design evolved to solve functional issues posed by the awkward 3-tiered intersection, maximizing interfaces of transit modes to embrace the DO MORE GET MORE principle for capturing funding. Program categories are highlighted in the graphic materials to illustrate relationships between the layers. METAexpo district is anchored in re-purposed historic buildings. META Tech center overlaps with the expo, Green and Blue Infrastructure is the entire built environment as a showcase for cutting edge sustainable development, mixed-use buildings frame the streetscape, a Smart Park concept pushes the envelope for interactive digital environments with the Smart Park Town Hub housed in the historic Rabbit and Poultry building. Metropolitan Agriculture sustainable food systems cross the permeable borders into surrounding neighborhoods.

There may never again be another opportunity to develop a site this large in the city of Detroit. The planning documents prepared with community members illustrate complex issues in a way that fosters better understanding and more productive discussions. Design is a change agent that reveals new possibilities for action. Now, when the advocates for best and highest use come face to face with the paradigm of the past – they can point to the future they imagine. In Detroit, a city full of wide open spaces and so few options, the fairgrounds lie in wait—**Fast Track to the Past or Detroit’s Future City?**

If you agree that Public property should be developed to it’s maximum potential to create public benefits and shared prosperity, join with the citizen members of the SFDC to get the State Fair property back on track to development that is truly competitive in a 21st century world.

What can Michigan Show the World?

Leave your suggestions on our facebook page.

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facebook: Future of the Michigan State Fairgrounds