



2020

Master Plan

HAZEL PARK, MICHIGAN



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Adopted October 13, 2020

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Acknowledgments

Thank you.

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Aerial view of Hazel Park in 1940. Stephenson Highway - the future alignment of Interstate 75 - makes a swooping curve from bottom to top. The historic downtown area at John R and Nine Mile Roads is at top center. Many blocks near downtown were filled with homes constructed between 1920 and 1940.

BACKGROUND

1

Introduction

Hazel Park's Master Plan is the coordinating document for citywide policy and decisions involving land use, transportation, neighborhoods, infrastructure and open space, among other topics. This is an action-oriented plan that identifies priority steps to take in the coming years, and develops a vision of a vibrant, sustainable community that can be achieved in the next 20 years.

This Master Plan was guided by the Hazel Park Planning Commission, and strengthened with the input of City staff and community members in 2019. Throughout the planning process, the public offered ideas and reactions through public engagement methods, including online surveys, public meetings, presentations, and open house workshops.

A

Purpose of the Master Plan

The Michigan Planning Enabling Act (P.A. 33 of 2008, as amended) requires a city's Planning Commission to "...make careful and comprehensive surveys and studies of present conditions and future growth within the planning jurisdiction with due regard to its relation to neighboring jurisdictions." That, in short, is the purpose of this Master Plan.

The Planning Enabling Act further requires cities to update their Master Plans every five years. This plan was completed with significant public input and the finished product is intended to be updated and implemented through future sub-area planning efforts and specific plans as needed.

The City of Hazel Park Planning Commission is the official body that approves the Master Plan, and has been an active participant in City planning matters since Hazel Park's first land use plan was adopted in 1978.

This Plan presents the City's vision for the future. It is a policy guide for the community, and informs the decisions of City officials and administrators, governmental agencies, organizations, and private individuals. It is designed to provide a flexible roadmap for future development and to ensure that new growth is consistent with the goals and objectives stated herein.

This Plan is a tool that will allow the City to anticipate future needs. One of the most important functions of the Plan is to provide a solid foundation for future land use decisions. The recommendations presented in the text and shown graphically in the maps provide a legal basis for zoning and other land use controls utilized by the City.

Finally, this Plan serves as an educational and inspirational tool. It gives Hazel Park residents, property owners, developers, and stakeholders in adjacent communities and the overall region a clear indication of the City's direction for the future. It should inspire readers to work toward achieving a standard of excellence in creating a quality built environment. For any vision to be implemented successfully,



1916 advertisement for newly platted residential parcels in Hazel Park. The Stephenson streetcar line and paved highway access were among many benefits advertised by developer B.F. Stephenson, who implored potential buyers, "Don't pay rent to the landlord any longer. Be independent."

its inspiration must be communicated across succeeding generations of residents and officials. To paraphrase the urban planner Edmund Bacon, it is the future generations who will determine whether what we create will ultimately be carried forward or destroyed.

Organization of the Plan

This Plan is divided into four parts: 1) Background, 2) Where We're Going: Land Development, 3) Where We're Going: Corridor and Neighborhood Development, and 4) How We Get There: Strategic Development.

1 | Background

Part 1 details Hazel Park's history as a streetcar suburb, and establishes the overall Vision for this Master Plan, explores existing conditions and inventories existing land uses, provides a socio-economic and demographic profile snapshot of the city, and states the goals and objectives that will allow Hazel Park to realize its Vision.

Part 1 contains supporting documentation and data to answer the question, "Where are we today, and how did we get here?"

2 | Where We're Going: Land Development

Part 2 outlines the course for future land uses in Hazel Park.

Hazel Park's Future Land Use Map and the categories depicted thereon describe the desired future development pattern of the city. The Future Land Use Categories are explained in detail, and provide an underlying template for future changes to zoning in the city.

The Planning Enabling Act requires that Michigan communities have a Master Plan as the foundation for a Zoning Ordinance, among other regulations that shape the physical and social development of the community. It cannot be understated that the Master Plan and the Zoning Ordinance are two separate documents; the latter is but one of the many legal tools used to implement the Master Plan.

3 | Where We're Going: Corridor And Neighborhood Development

Part 3 gives special emphasis to key planning areas of the City. These include five Corridors (such as Nine Mile Road and John R Roads), seventeen Nodes (the locations where Corridors intersect), and thirteen Neighborhoods.

Each Corridor, Node, and Neighborhood is displayed on a map, and each is discussed in detail. The objective of Part 3 is to define the "pieces" of Hazel Park that collectively make it the place it is. Once defined, these pieces can be analyzed and particular solutions can be presented for each that will contribute to realizing the overall Vision.

Once solutions have been defined, they can then be prioritized based on factors including cost, need, and overall feasibility. That subject is the focus of Part 4.

4 | How We Get There: Strategic Development

Part 4 contains the inventory and analysis that answers the question, "What steps do we take today to implement and secure our best future?"

This Part details all the tools necessary to move the City in the direction for which it strives. Strategic tools include a Capital Improvement Program (CIP), economic development resources, a zoning plan, and an action plan with an implementation matrix. Also included is a three-year priority project list that the City can begin aggressively pursuing with achievable projects.



Hazel Park once had a traditional downtown area, centered on John R and Nine Mile Roads, with many local businesses in a walkable setting. This area was razed in stages during the 1970s, 80s, and 90s, and redeveloped with commercial areas that are designed primarily for people arriving by car.

At the right of this picture from 1972 is the famous Harmony House record store, which drew music lovers from the entire region.

Hazel Park: Beginnings

Native Americans, including those from the Potawatomi and Erie Tribes, hunted and lived on the land Hazel Park occupies today. The area was incorporated as Royal Oak Township in 1833, and Shuabel Conant became the first landowner in 1835 with a grant from the U. S. Government. Conant and his heirs sold off parcels of land to settlers. Among these were the Lacey, Grix, Benjamin, Neusius, Meinke, Grow and Truba families, who have lent their names to area streets, schools, and parks.



The Stephenson Interurban line extended north from Hazel Park to Royal Oak, where this photo was taken. It was the last interurban line to operate in Michigan, serving riders until 1934.

The City of Hazel Park is one of Metro Detroit's oldest suburban communities, occupying the far southeastern corner of Oakland County. The area that would be incorporated in 1942 as the City of Hazel Park was founded on the principle that we would today call 'Transit Oriented Development'. Hazel Park was a 'streetcar suburb', developed specifically to serve an interurban railway line extending south to the Ford Motor Company Highland Park Plant. The plant, which had opened in 1910, began producing Ford Model T automobiles with the industry's first moving assembly line in 1913. Demand for the automobiles, combined with Ford's "\$5 a day" wage structure, created a workforce of over 10,000 employees with the means to purchase their own homes.

This fact was not lost on Burnette Fechet Stephenson, a Detroit real estate developer. The Woodward Avenue corridor, already served by an interurban line, was quickly being built up with new homes and businesses during the 1910s, creating a seam of new development that connected the northern extent of Detroit with the established community of Royal Oak.

Stephenson began acquiring parcels of active farmland immediately to the east of the Woodward Avenue growth corridor, eventually acquiring over 1,800 acres in a path zigzagging from the far southeastern corner of Oakland County to downtown Royal Oak along 4th Street.

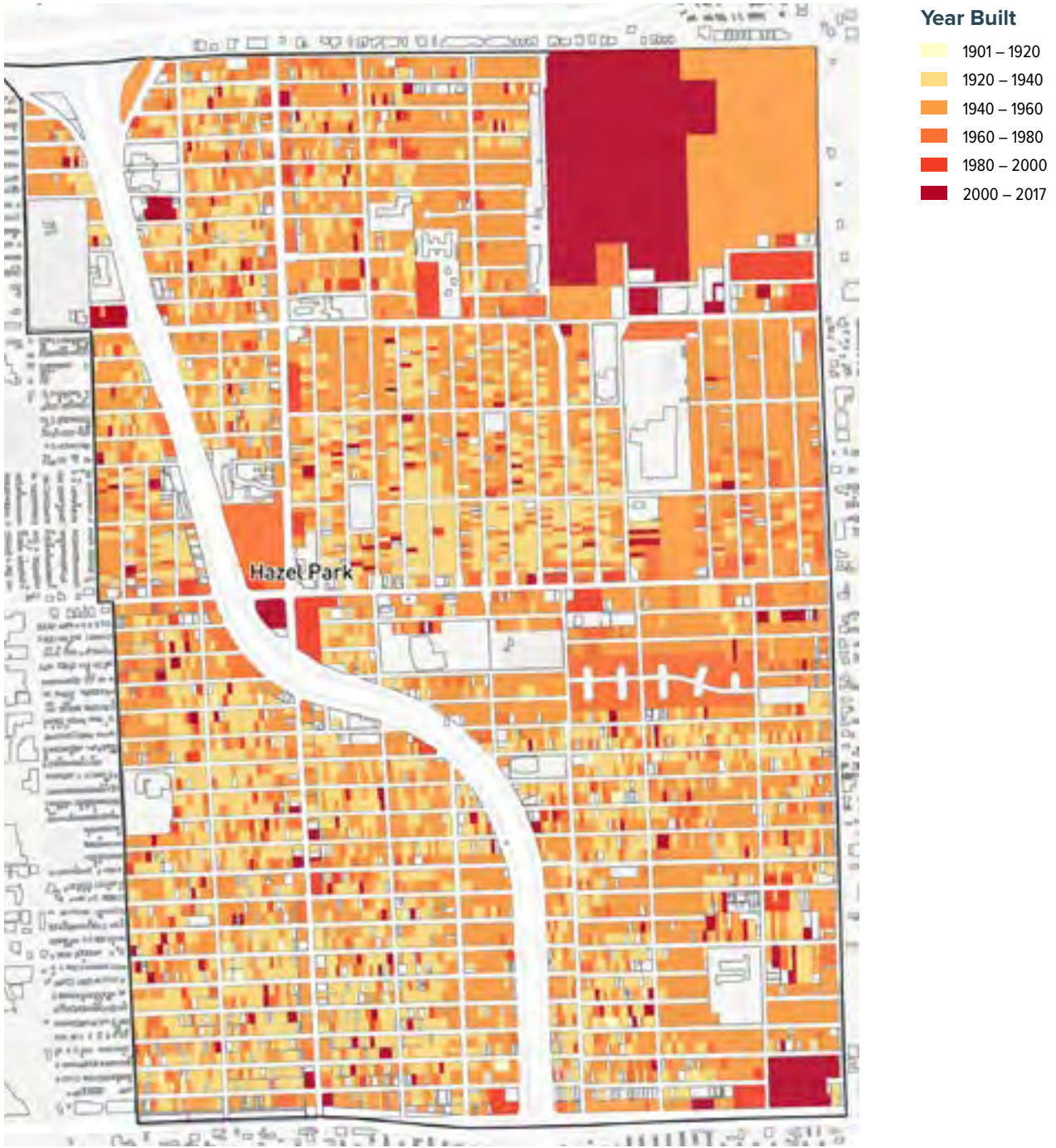
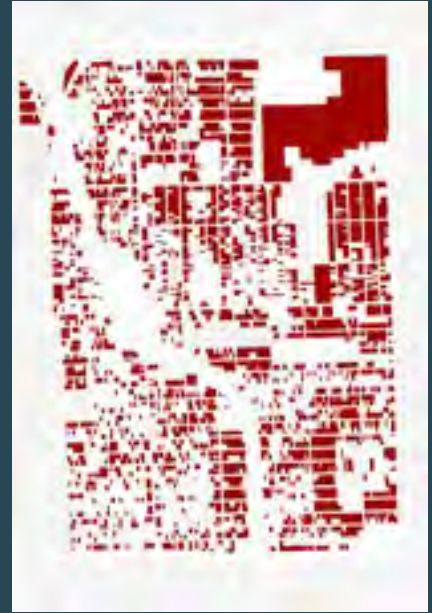


Figure 1: Hazel Park Structures by Year Built*1880 – 1920**1920 – 1940**1940 – 1960*

Stephenson constructed a new, privately held, interurban railway through the center of these land holdings, and began subdividing and platting the areas adjacent to it. Hazel Park's gridiron street pattern was thus born out of economic efficiency, as Stephenson's subdivisions were intended for modest working-class houses.

Hazel Park's name derives from two coincidental stories. Hazel brush shrubs were prevalent in southern Oakland County; they were noted as being abundant in the lowland areas of Royal Oak Township in the early 1900s. Many accounts of the one-room rural schoolhouse that was located at John R and 9 Mile Roads state that it was named for the plant. However, B.F. Stephenson's fiancée was named Hazel Kirk. According to Stephenson's son, the community was named for her. Regardless, the Hazel Park name was used from the beginning of Stephenson's promotion of the area, and its attribution can be credibly tied to the happy coincidence of nature and romance.

Hazel Park's first houses were built in the late-1910s and early-1920s, near the intersection of John R and 9 Mile Roads, in the subdivisions bordering the interurban line. Many of these structures were "kit houses" which were sold by Sears, Roebuck & Co., and were demolished during the successive right-of-way acquisitions that were required to convert the interurban line into a wide boulevard, and later, Interstate 75.



1960 – 1980



1980 – 2000



2000 – 2017

Residential development in Hazel Park boomed after 1922, and occurred in clusters throughout the entire area. The community was attractive to working-class families who sought home ownership. These families possessed a pioneering, “do-it yourself” spirit, many building their own homes on evenings and weekends. Those who could not afford formal kit houses built smaller garages and informal structures, which was facilitated by the lack of zoning or building codes in the unincorporated area.

As evidenced by the accompanying maps, Hazel Park now has very few structures built before the 1920s. The majority of the city’s structures were built between 1920 and 1960, with smaller portions of infill added in succeeding decades. The southern and western portions of the city are generally older than the northern and eastern portions.

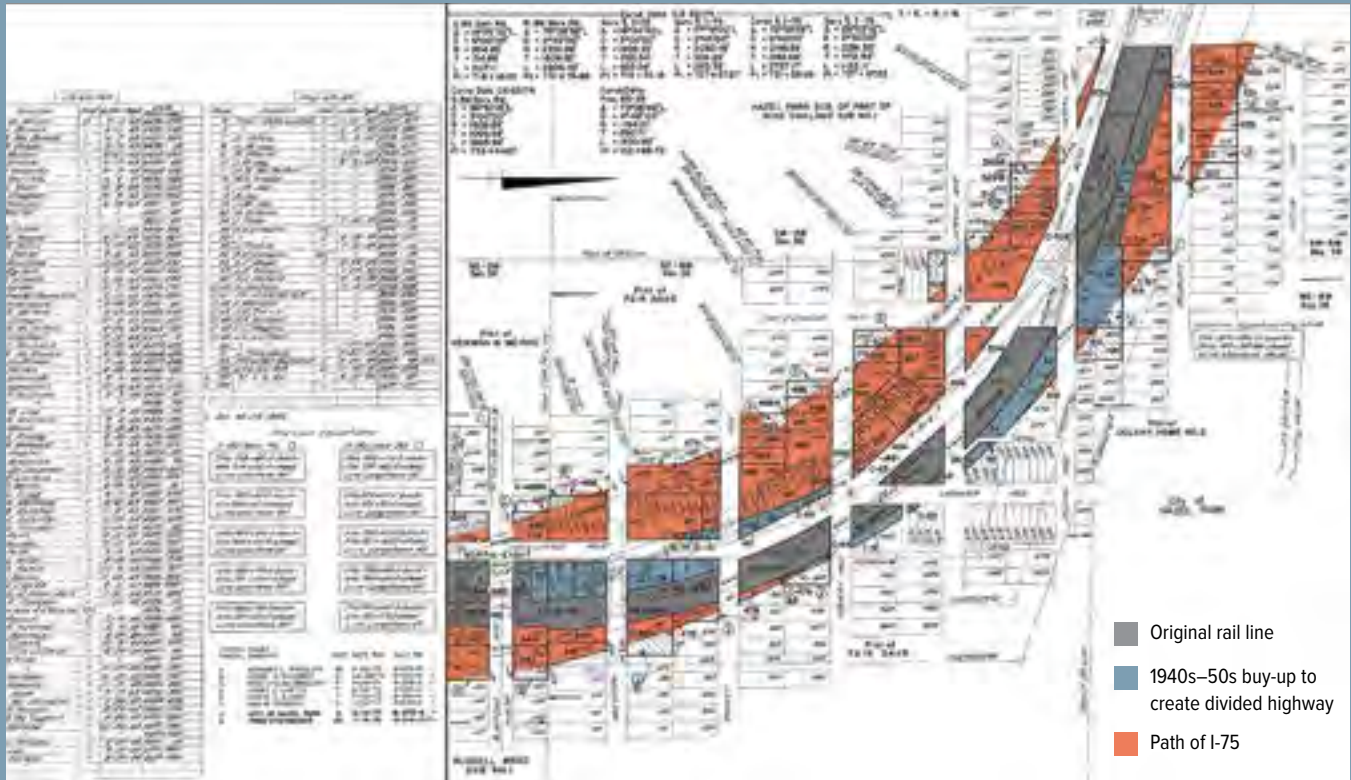
Known as a city of neighborhoods, Hazel Park has been able to maintain lifelong residents and a relatively stable local economy, due to its history of industrial uses and strategic location in Metro Detroit. Hazel Park’s proximity to other suburbs that were developed with a quality urban character, such as Ferndale and Royal Oak, have placed it in a position to be the recipient of new investment in residential and commercial development as those neighboring communities become less affordable.

From Interurban to Interstate: The Stephenson Line

The Stephenson Interurban Line created a unique footprint in a region defined by the Jeffersonian-era grid of roads: beginning at Oakland Avenue and Eight Mile Road, the line ran to the northwest in a swooping reverse-S curve formation, then continued diagonally to a point one-half mile north of Ten Mile Road before turning due west to enter downtown Royal Oak along East 4th Street. The interurban was in service from 1919 until 1934, when it fell victim to the widespread adoption of the private automobile.

B.F. Stephenson had originally constructed a road running parallel to his interurban line, which then became the main conduit to and from Hazel Park. This road was later renamed from Oakland Boulevard to Stephenson Highway, and became a state trunkline route numbered M-150. Stephenson Highway was expanded to a divided highway configuration through Hazel Park in the 1950s, utilizing the right-of-way once reserved for the interurban tracks. In the 1960s, this expanded right-of-way made Hazel Park a convenient target for planners at the Michigan State Highway Department, who sought a path of least resistance for a new segment of Interstate Highway connecting downtown Detroit to Pontiac.

Land was acquired to the north and east of Stephenson Highway in 1963-1964, and construction of Interstate 75 began in 1966 as a depressed segment of freeway between two service roads. The new freeway was opened to traffic from Eight Mile Road north to Manatee Avenue in January 1969, and from Manatee Avenue north to Eleven Mile Road in December 1971. Interstate 75 has from its inception been a physical barrier dividing Hazel Park down the middle. Its route, including the S-curve, is the legacy of Hazel Park's founder, and of the technological and market forces that shaped transportation in the Southeastern Michigan region during the 20th Century.



This map from the Michigan Department of Transportation shows land parcels acquired for the expansion of Stephenson Highway into Interstate 75. Many of Hazel Park's oldest homes and downtown parcels, including the relatively new City Hall building, were taken for the freeway's right-of-way.

Stephenson's original railway right-of-way is shown in dark gray, and the parallel Oakland Boulevard is the street occupying the center of the colored area. The parcels in blue were taken in the 1950s to combine the two into a divided Stephenson Highway. The many parcels in red were taken in the 1960s to create the wide footprint occupied by Interstate 75.

Existing Land Use



A major component of a community master plan is to identify existing land use patterns. In order to make informed decisions regarding the future of land uses in Hazel Park, it is critical to have a clear understanding of existing land uses and the relationships between those land uses. Documenting the existing land use framework not only identifies the locations of particular land use activities, but it highlights the areas with future growth potential and areas where land use conflicts exist.

Building off the City's existing land use map, a field survey of Hazel Park was conducted during 2019 to provide updated land use data (see the Existing Land Use Map and Table 1 for details). Information from this survey was used for decisions on future land uses and development potential.

A Snapshot of Hazel Park Today

Hazel Park is generally rectangular and bisected east/west by the 9 Mile Road corridor. Its northern border is the 10 Mile Road corridor and its southern border is the 8 Mile Road corridor. The City is bisected by the north/south John R Road corridor. Its eastern border is the Dequindre Road corridor, and its western border with the City of Ferndale jogs along local residential streets.



A major factor in the history of Hazel Park is the curvilinear alignment of Interstate 75 which runs north/south and generally divides the City in two parts. This right-of-way was originally the streetcar line that was the genesis for the residential subdivisions that were ultimately incorporated as Hazel Park. It was later converted to a surface boulevard known as Stephenson Highway, and finally widened, as it was the ‘path of least resistance’ when the Interstate System required a major transcontinental highway to be built through the Detroit area.

Hazel Park’s traditional downtown existed at the intersection of 9 Mile and John R Roads. This area was redeveloped with Urban Renewal assistance between the 1970s and 1990s. A traditional ‘Main Street’ environment, not unlike those found in neighboring Ferndale and Royal Oak, was cleared and replaced with auto-oriented strip shopping developments. The portion of John R immediately north, centered on the intersection of Woodward Heights Boulevard, retains this traditional character, and is attracting new investment in local business. There is the potential for this area to be identified as Hazel Park’s 21st-century ‘downtown’. Development of this area was examined in-depth in the 2016 Congress for the New Urbanism Legacy Charrette and associated plan—the John R Road Visioning Study.

The northeast corner of Hazel Park was occupied by the Hazel Park raceway between 1949 and 2017. This regional landmark was closed due to changing tastes and the competition from legalized casino gaming in Michigan. It is currently under redevelopment into industrial and logistics uses. Other industrial areas within Hazel Park include the Dequindre Road and 10 Mile Road corridors and portions of the John R and 9 Mile Road corridors.

A Snapshot of Hazel Park Today





The existing land uses are illustrated on the Existing Land Use Map by the delineation of the following land use categories:

Single Family Residential

The greatest share of land in Hazel Park is devoted to single family residential use. Comprising of over 40% of the City, this land use classification includes improved parcels that contain one-family detached and two-family attached dwelling units and are located in predominately single-family detached residential areas.

Multiple Family

This classification includes land areas that are occupied by predominately residential structures containing dwelling units for three or more households. The Multiple Family classification includes apartments and attached condominiums.

Commercial/Office

The commercial land use category includes all commercial uses related to goods and services. Primarily focused around major road intersections and arterial corridors, the commercial category includes a wide-range of uses from big-box retail and grocery stores to smaller retail and services like dry cleaners and specialty stores. Most of the commercial land in Hazel Park is concentrated along the John R and 9 Mile Road corridors, with smaller concentrations along Dequindre Road and 8 Mile Road.

The office land use classification often is associated with commercial land use, and most frequently these two use categories are mixed together. Professional offices are interspersed with commercial uses throughout Hazel Park.

Industrial

This category includes manufacturing, warehousing, assembly and fabrication facilities, and other non-manufacturing industrial and utility uses. Most of these land uses are located on the 10 Mile Road corridor, the southern John R Road corridor, and the west and north sides of Dequindre and 8 Mile Roads. The redeveloped Racetrack property is the largest area dedicated to industrial use in the city.

Public/Institutional

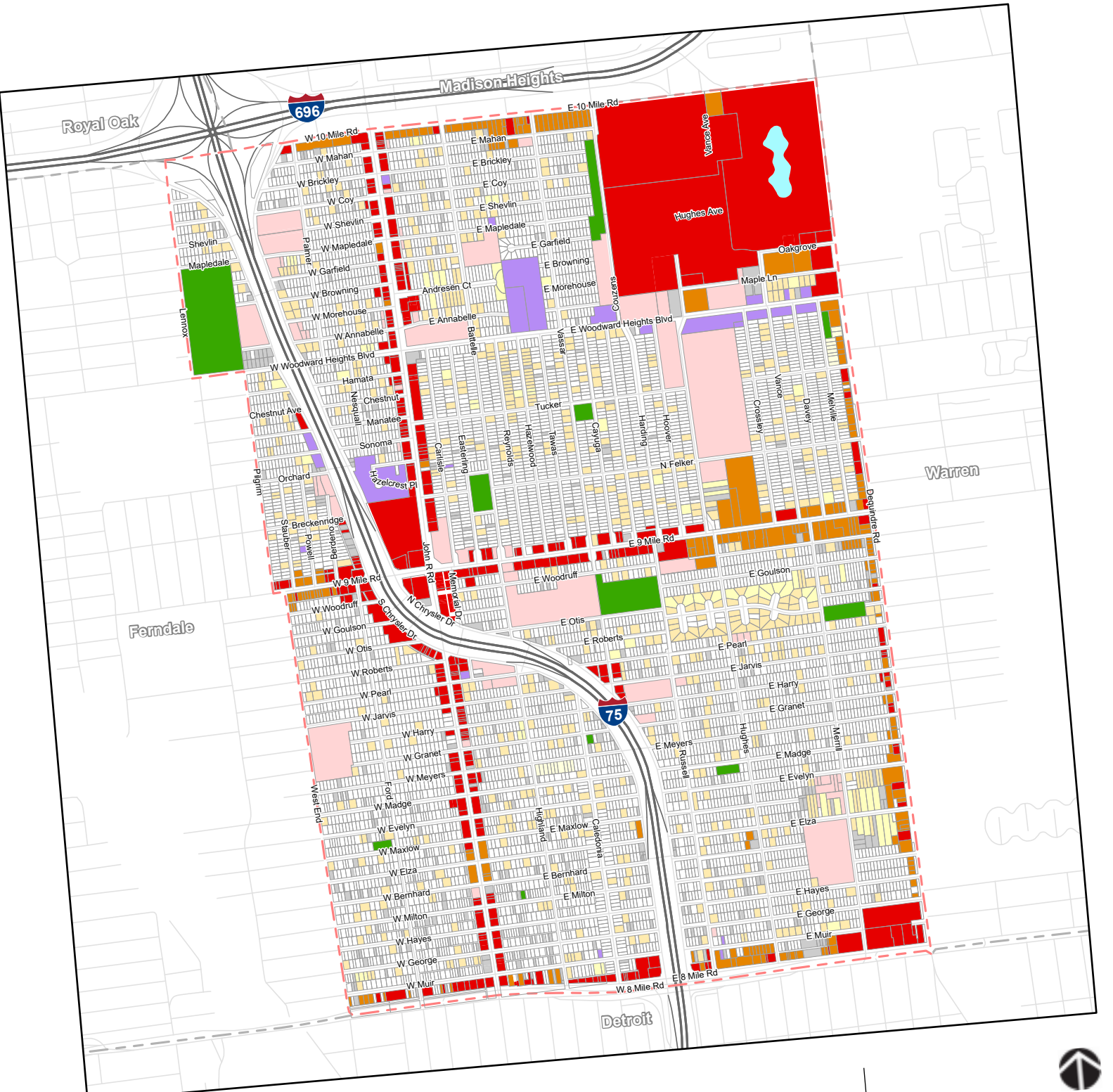
Community service areas include all public and semi-public uses of land such as schools, cemeteries, and City-owned buildings and uses. Specifically, public uses in the City include the: City Hall on 9 Mile and John R, which includes the Public Library, Police Department, Court House, and the Fire Department. Semi-public uses include the City's religious institutions, private schools, and fraternal organizations.

Recreation-Open Space

This classification includes parcels (both improved or unimproved) that are used for public or private non-intensive recreational activities, including parks, golf courses, swimming pools, ice rinks, natural areas, and private outdoor recreational facilities. The recreation-open space category also accounts for all of the general open space areas in the City.

Vacant Land

Vacant land is classified as parcels of undeveloped or vacant land for redevelopment. This category includes some larger undeveloped lots on the edges of the industrial corridor as well as many smaller lots dispersed throughout the residential areas of the City.



Existing Land Use 2001

City of Hazel Park, Michigan

October 13, 2020

Legend

- Single Family, 1 to 2.5 Acres
- Single Family, 14,000 to 43,559 sq. ft.
- Single Family, 8,000 to 13,999 sq. ft.
- Single Family, Less than 8,000 sq. ft.
- Multiple Family
- Commercial/Office
- Industrial
- Public/Institutional
- Recreation/Conservation
- Vacant
- Water
- Hazel Park Boundary



Basemap Source: Michigan Center for Geographic Information, Version 17a. Oakland County GIS, OC Land Use 2001



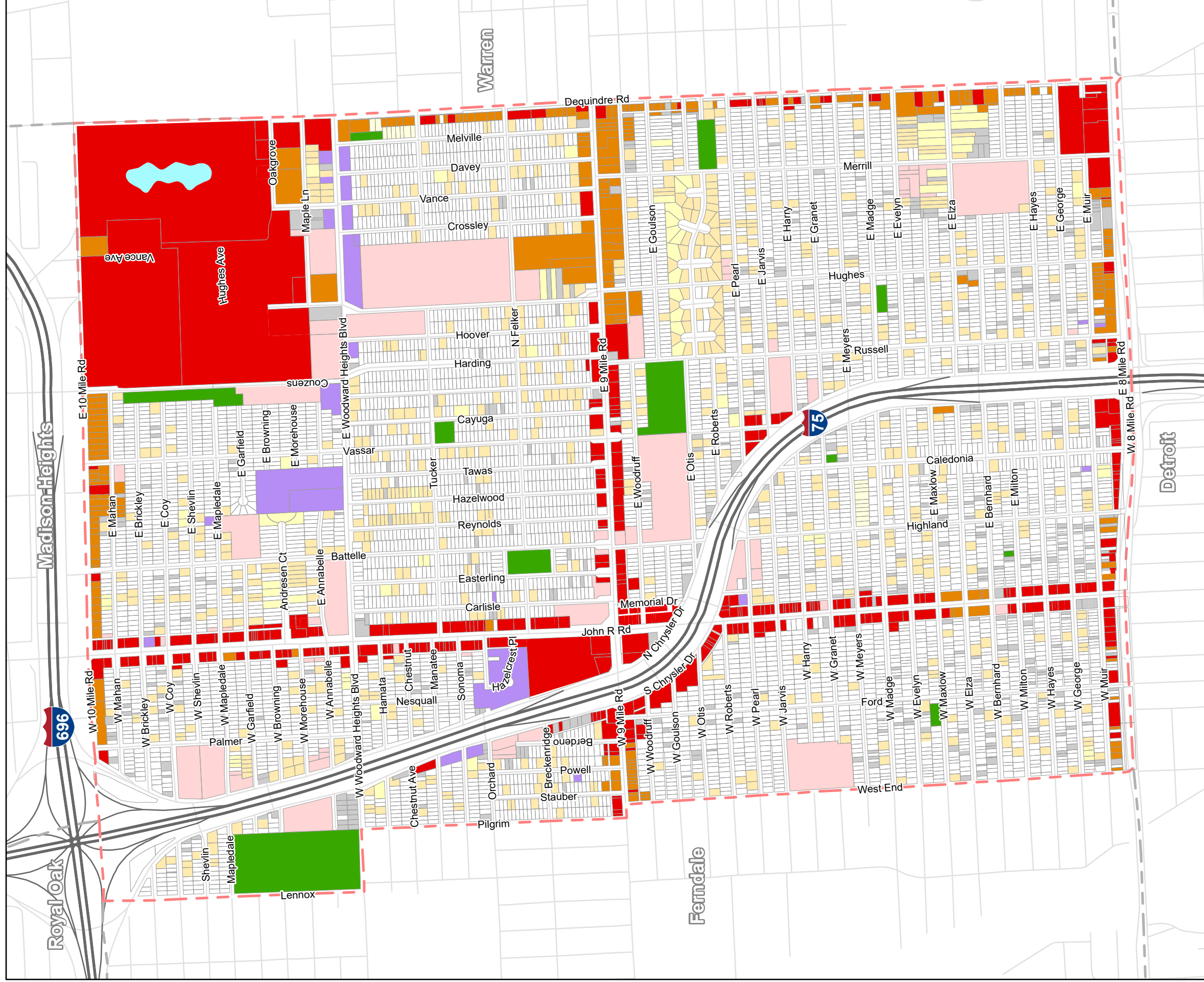
Table 1 provides a comparison of land uses since 2001 in Hazel Park. While land use patterns have remained relatively stable over this period of time, there are nevertheless several changes worth noting. The city's largest shift in land use was due to the closure of the Hazel Park Racetrack, shifting that land from Commercial use to Industrial use. A portion of this land remains undeveloped as of 2019, but it is also anticipated to become Industrial in the coming years. The 129 acres of lost Commercial land has thus been replaced by 77 acres of Industrial and 52 acres which are classified as Vacant. Not counting the former Racetrack parcel, the amount of Vacant land in the city totals 60.6 acres - a gain of 7.8 acres from 2001

The overall loss of 11.7 acres of Single-Family residential land use between 2001-2019 was due to parcels reverting to Vacant status, and to the splitting and combining of lots in residential neighborhoods.

Table 1: Existing Land Use

Land Use Category	2001		2019		2001-19 Acres Change
	Land Area (acres)	% of Total Area	Land Area (acres)	% of Total Area	
Commercial/Office	218.5	12.2%	89.8	5.0%	-128.7
Industrial	61.6	3.4%	138.3	7.7%	76.7
Multiple Family	23.8	1.3%	24.5	1.4%	0.7
Public/Institutional	102	5.7%	107	6.0%	5
Recreation/Conservation	36	2.0%	36	2.0%	0
Road Right-of-Way	498.3	27.8%	496.4	27.7%	-1.9
Single Family 1 to 2.5 Acres	2.9	0.2%	0	0.0%	-2.9
Single Family 14,000 to 43,559 sq. ft.	23	1.3%	21.5	1.2%	-1.5
Single Family 8,000 to 13,999 sq. ft.	132.7	7.4%	118.8	6.6%	-13.9
Single Family Less than 8,000 sq. ft.	639	35.6%	645.6	36.0%	6.6
Total Single Family	797.6	44.4%	785.9	43.8%	-11.7
Transportation/Utility/ Communication	0.1	0.0%	0.1	0.0%	0
Vacant	52.8	2.9%	112.6	6.3%	59.8
Water	3.9	0.2%	3.9	0.2%	0
Grand Total	1794.6	100.0%	1794.5	100.0%	

Source: Oakland County, MI Tax Parcel Data, 2001, 2018; McKenna Site Surveys, 2019.



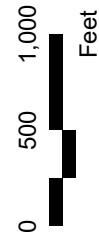
Existing Land Use 2020

City of Hazel Park, Michigan

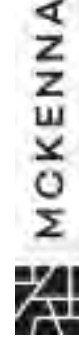
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- Commercial/Office
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- Vacant
- Water
- Hazel Park Boundary



Basemap Source: Michigan Center for Geographic Information, Version 17a. Data Source: Oakland County GIS, OC Land Use 2018, McKenna 2020



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Regional Setting

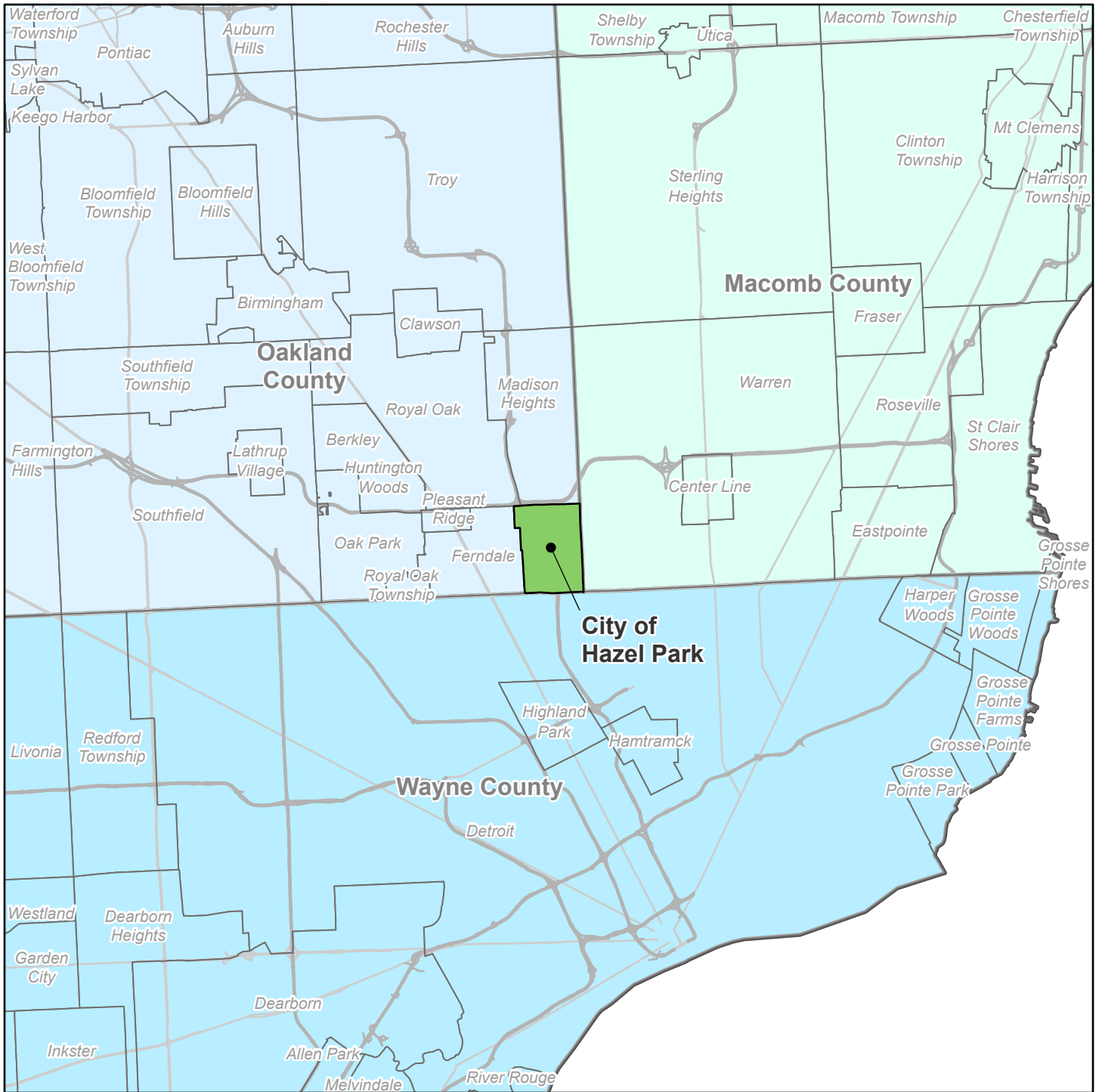
The City of Hazel Park is located in the southeastern corner of Oakland County, Michigan, and is bordered by four communities: Madison Heights to the north, Ferndale to the west, Warren to the east, and Detroit to the south. Hazel Park's location at the intersection of three counties (Oakland, Macomb, Wayne) in the metropolitan region allows for easy access to Oakland, Macomb, and Wayne Counties. As shown in Map 1: Regional Location, the city is accessible within Metropolitan Detroit along multiple major routes:

- E. 10 Mile Road which divides Hazel Park to the south from Madison Heights to the north
- E. 9 Mile Road represents the “halfway mark” of the rectangular city's north and south ends
- E. 8 Mile Road which divides Hazel Park to the north from Detroit to the south
- Dequindre Road which runs along the eastern border of Hazel Park and divides Hazel Park to the west from Warren to the east
- I-75 which splices through the city traveling north-south
- I-696 which runs along the northern border of the city traveling east-west.

The Walter P. Chrysler Freeway, Interstate 75, serves as a major artery through two miles of the city, running in a north-south direction from East 8 Mile Road to East 10 Mile Road. While the I-75 Freeway creates a stark divide between the eastern and western portions of the city, the greatest contrast in demographics can be seen between the areas above and below E. 9 Mile.

The Suburban Mobility Authority for Regional Transportation (SMART) provides fixed route, connector and ADA paratransit and community transit services within Hazel Park and is a critical piece of the economic, transit, and mobility equity environment within Hazel Park and throughout the broader region.

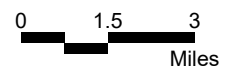




Regional Location

City of Hazel Park, Michigan

October 13, 2020



Basemap Source: Michigan Center for Geographic Information, v. 17a. Data Source: Hazel Park 2020. McKenna 2020.



Demographic Characteristics

The City of Hazel Park's current demographic situation and trends provide a background understanding of the community. The figures used in this Plan come from the US Census Bureau's 2014/19 American Community Survey (ACS) ACS 5-year data, which uses statistical sampling over a 5-year period to describe the average characteristics over the period of collection. Information for smaller geographic regions generally have a higher margin of error in statistical sampling, yet the ACS is considered very reliable and is a dataset that provide an accurate portrayal of the changing population in the City and surrounding communities. Where necessary, comparison data also come from the 2010 US Decennial Census.

Population

Trends in the number of people residing in a community are an important indicator of current conditions and future growth. According to ACS estimates, the City of Hazel Park's population is 16,592, which is a slight increase in population, approximately 1.0% percent between the 2010 and 2017 period. The City of Hazel Park's population growth in the past five years indicates that Hazel Park continues to be a desired community, and that its residents are aging in place.

Demographic Takeaways

The City's driving demographic trends include:

- *An increase in the population between the ages of 18 and 64 years. Adults find Hazel Park a valuable place to live. The town is becoming increasingly popular among young people and Millennials, with the 18-39 age groups having increased by 0.65% since 2010.*
- *The City of Hazel Park's average household size has remained unchanged. This shows that families in the City have remained relatively stable despite the negative effects of the economic downturn*
- *More than 25% of the City's population has a disability. These figures are higher than both national and regional trends. Accessible transportation and recreation facilities are imperative to increase activity and participation among this population.*
- *The City's median income and percent of the population with a bachelor's degree or higher is lower than the surrounding area.*

Source: 2010 Census and the 2014-2019 American Community Survey 5-Year Estimates

Seniors

The age data further indicate that the slight population increase can be most attributed to the rise of Hazel Park's adult population. Hazel Park's population is expected to continue aging as seniors comprise greater numbers of the City's population each year. Between 2010 and 2018, individuals age 55 years and older experienced the greatest population increase (+33.4%). Individuals 55 and older now comprise 28.4% of Hazel Park's population compared to 21.5% of the population in 2010. The retention and growth of seniors in Hazel Park can be attributed to the aging Baby Boomers generation and the national increase of life expectancy. An aging population has distinctive needs which also has implications for various community needs. Hazel Park Recreation Department will find value in adjusting facilities and programming to better meet the needs and desires of this group.

Children and Youth

The number of youth fell by approximately ten percent between 2010 and 2018, as shown in Table 1. The greatest decrease occurred among children under the age of 5 with a loss of more than 40% of this age cohort between 2010 and 2018. Hazel Park is still recovering from the aftermath of the 2007-2009 Recession and as a result, families are having less children or deciding to have children later in life.

Households

This section analyzes the composition and characteristics of households in the City of Hazel Park. If the population is growing faster than the number of households, this would suggest that more children are being born to existing households. If households are growing faster than population, this typically suggests that more singles or couples are moving into the community.

The number of households in the City has increased by 7.02 percent since 2010. However, the number of family households with children has decreased by 15.86% between 2010 and 2018. Married-couple family households with and without children under 18 decreased by 17.5 percent and 4.8 percent respectively. The decrease in households with children under 18 as well as married-couple family households coupled with the increase in total population indicates that existing residents are not having more children and new residents may be choosing to start their families later.

Average household size is another indicator of community composition. Larger average household sizes generally mean more children and fewer single-parent families. Nationally, household sizes have been shrinking as young singles wait longer to get married and life expectancy increases for the senior population.

Contrary to national trends, Hazel Park's household size remained relatively unchanged at 2.47 between 2010 and 2018—the same can be said about family size which remained the same at 3.13 between 2010 and 2018. The unchanging household and family size for Hazel Park shows that families and households in Hazel Park have remained intact since 2010 despite the impact of the economic downturn. This supports trends seen in the previous section, where it appears that the population in Hazel Park is aging in place while couples are waiting longer to get married and having less children given economic conditions between 2010 and 2018.

Economic Characteristics

Hazel Park is an entrepreneurial community. Over six percent of workers in the City are self-employed, nearly two percentage points above the statewide average. 55% of Hazel Park's workers are employed in blue collar and service-related occupations. Median monthly housing cost in the City is \$854, well below the state- and countywide averages, making it an attractive community for new residents..

Hazel Park is primarily comprised of single-family homes. There are few remaining sites on which to build new homes, so developers and homeowners renovate, enlarge, raze and/or rebuild on existing property. The 2014-2018 ACS estimates the median house value of a Hazel Park resident's home as \$61,100. Many Hazel Park neighborhoods have active neighborhood associations which work to boost the sense of pride neighbors take in owning and caring for their homes as well as preserving the character of neighborhood parks. Neighborhood associations have a very strong relationship with the Parks and Recreation Department which provides these groups with meeting space at the community center. Neighborhood associations also support the Parks and Recreation Department with planning annual events.

Known as a city of neighborhoods, Hazel Park has been able to maintain lifelong residents, as well as enjoy a stable job market due to its history industrial uses and strategic location at the intersection of two significant highways in Metro Detroit. Hazel Park's proximity to other suburbs that were developed with a quality urban character, such as Ferndale and Royal Oak, have placed it in a position to be the recipient of new investment in residential and commercial development as those neighboring communities become less affordable.



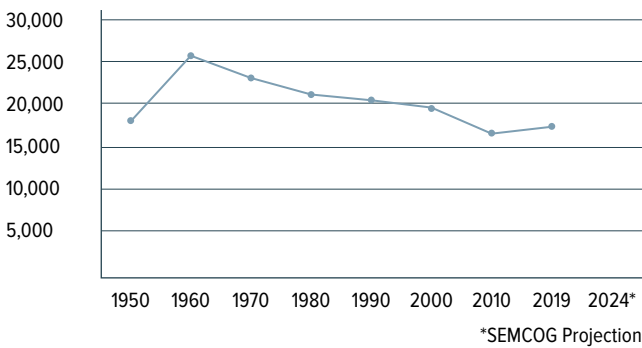
Community Snapshot

The socio-economic demographic makeup of the community is a critical component in any Master Plan. Hazel Park’s current demographic situation and trends provide the foundational understanding of the existing social and economic capacities of the City and strongly informs the realm of future planning possibilities.

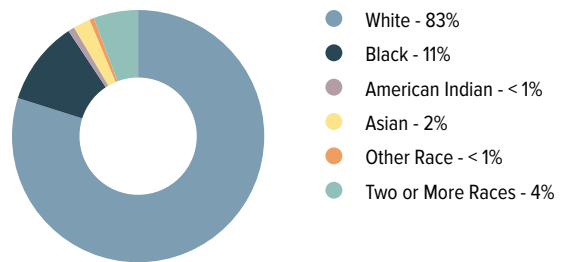
The data presented come from the US Census Bureau, both the Decennial Census and the American Community Survey (ACS) 5-Year estimates, and is also supplemented by data from SEMCOG (Southeast Michigan Council of Governments) Other relevant and helpful sources for additional demographic data analysis are the United Way’s Asset-Limited, Income-Constrained, Employed (ALICE) data set, ESRI’s Tapestry, and Oakland County’s Analysis of Impediments to Fair Housing Choice 2020.

The ACS uses statistical sampling over a 5-year period to describe the average characteristic over the period of collection. Evaluations were made with both neighboring and comparison communities (i.e. Royal Oak, Ferndale, Madison Heights), Oakland County (without Detroit), and the State of Michigan.

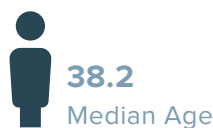
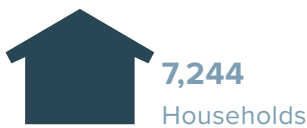
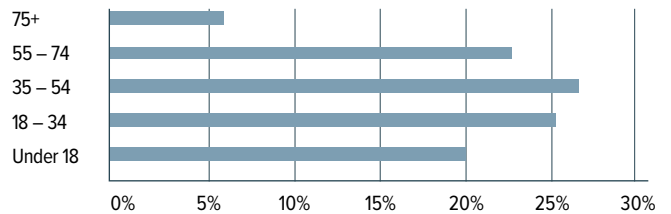
Population, 1950–2024



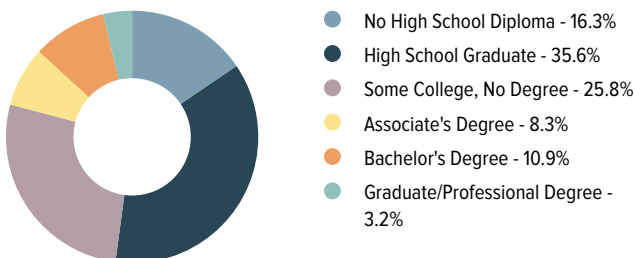
Population by Race / Ethnicity



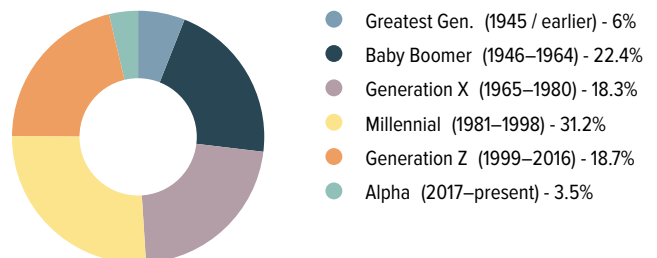
Population by Age



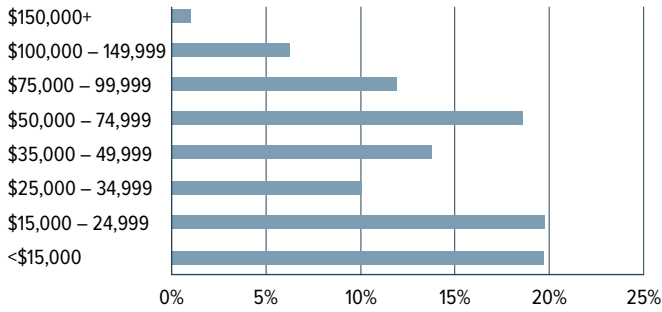
Educational Attainment, Population 25+



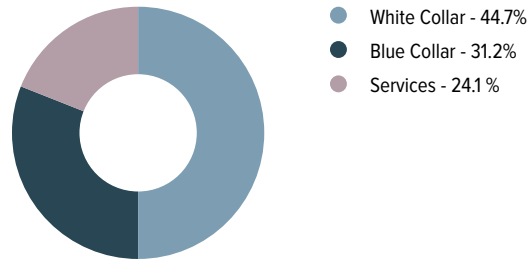
Population by Generation



Household Income



Employment by Occupation



\$35,817
Median Household Income



\$20,784
Per Capita Income



479 Total Businesses
3,335 Total Employees



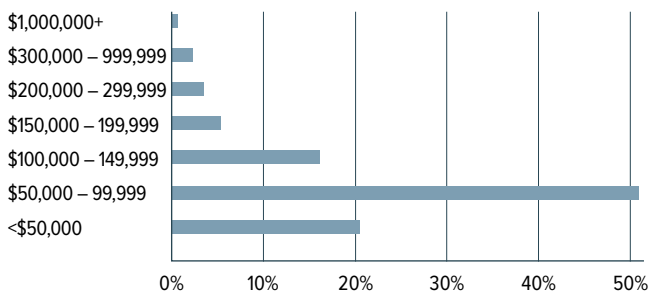
\$5,654
Avg. Spent on Mortgage and Basics

9.6%
Percent of Income for Mortgage



79.4% Drive Alone to Work
21.6 Minutes Mean Commute Time

Home Value



2.29
Avg. Size of Household

\$61,100
Median Home Value

8,002
Total Housing Units

\$854
Median Monthly Housing Cost

Public Engagement Summary

The City consulted with the public through a series of online surveys and in-person Charrette-style engagement sessions conducted during February and March of 2019. Full engagement results are presented in Appendix A of this Plan, while major themes are identified and summarized on the following page.



Zoning

- Commercial areas should be zoned to accommodate concepts that are demanded by Millennials and younger residents, including micro-developments (bakeries) and concepts that integrate light industrial uses. This allows the potential for small clusters of unique businesses to develop organically.
- One or more Form-Based Codes for the City's commercial corridors should be explored.

Streets and Sidewalks

- Residents living in the “west end” district (the residential area west of I-75, between 9 Mile Road and Woodward Heights Avenue) feel disconnected to the rest of Hazel Park.
- Interest was expressed in developing a network of non-motorized paths and greenways connecting the City's commercial areas and parks. This network could utilize and formalize the pedestrian “catwalks” that are used to cross I-75, and could include their enhancement with art and plantings.

Business Development

- Encourage the development of small boutique/artisan-style businesses that are locally owned.
- Consider the potential to incorporate a mix of uses along the 10 Mile Road corridor to take advantage of the large employment base in the Ashley Capital development at the Race Track site.

Community Character

- The southern portion of the City, between 8 and 9 Mile Roads is less attractive for potential homebuyers. There are fewer commercial businesses in walking distance to neighborhood residents, and the John R, Dequindre, and 8 Mile Road corridors have a drab, run-down appearance.
- The northern portion of the City, between 9 and 10 Mile Roads is a distinct contrast to the southern, especially along the commercial corridors. There needs to be a unifying set of policies and programs to bring the southern corridors up to a uniform City-wide standard of excellence.

Vision Statement

Hazel Park is both a city and a true community. With roots dating to the early streetcar era of suburban growth, its traditional structure of blocks and neighborhoods lends to the spirit of inclusivity and neighborliness that is a defining feature of this place. This Plan intends to protect and preserve those qualities on which residents place such great value: quality of place, quality of residential life, quality of public services and education, and quality of the natural environment.

Furthermore, this Plan intends to build upon these elements to achieve sustainable development in Hazel Park over the coming decades. Hazel Park will retain its identity as a community of neighborhoods, while cultivating centers, nodes, and corridors with a strong sense of place; working with regional and state partners to develop a quality transportation system that equitably serves all users; increasing the quality of public services; and attracting quality development which will not place unanticipated burdens on municipal finances.



In sum, Hazel Park will continue to grow as a unique, creative, vibrant, progressive, and inclusive community that is attractive to existing and new residents, the business community, and visitors.

Goals and Objectives

Goal Area 1: Housing and Neighborhoods

Maintain Hazel Park's place in Southeast Michigan as a city that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.

Objective A

Enhance and define the identity of existing neighborhoods, and define redevelopment areas within each, with the intent of providing attainable housing choices for new and existing residents of all income levels.

Objective B

Encourage residential developments, including rental and owner-occupied units, that fit the needs of persons of various age groups, income groups, and household sizes.

Objective C

Seamlessly incorporate multiple family “missing middle” housing within established neighborhoods and corridors through infill development and strong urban design.

Objective D

Promote the development of small-scale commercial districts that serve residents of immediately adjacent neighborhoods.

Objective E

Encourage improvements to, and adaptive reuse of, underutilized properties in residential areas wherever possible.

Goal Area 2: Transportation

Continue investment in improving and maintaining City vehicular and non-motorized infrastructure to ensure that the City’s transportation network provides accessibility and connectivity to City destinations, is designed for people, and responds to advances in transportation technology.

Objective A

Maintain Hazel Park’s existing network of highways, roads, and streets to accommodate the safe and efficient movement of pedestrians, non-motorized vehicles, and motorized vehicles.

Objective B

Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit in Hazel Park.

Objective C

Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements.

Objective D

Prepare for the emergence of new transportation technologies by re-visioning traditional uses of the transportation network and by investing in new mobility strategies and “smart” infrastructure.



Goal Area 3: Sustainability and Resiliency

Support land use planning efforts that encourage environmentally-friendly development including efforts that promote air pollution and greenhouse gas reduction as well as energy and water conservation.

Objective A

Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map.

Objective B

Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.

Objective C

Commit to mitigating the City's climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality.

Objective D

Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.

Objective E

Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.

Goal Area 4: Quality of Life

Maintain the City's transparent, effective, innovative, and proactive municipal leadership to ensure that Hazel Park continues to offer an inclusive, healthy, safe, and hazard free environment in which to live, work, and enjoy recreation.

Objective A

Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.

Objective B

Partner with local medical providers to create innovative health and wellness initiatives that increase active living and citizen well-being.

Objective C

Ensure that programming and facilities offered by all entities including the City, schools, parks and recreation, the library, and others are meeting the needs of all City residents (families, youth, seniors, underrepresented communities, etc.)



Goal Area 5: Economic Development

Retain and promote Hazel Park’s diverse mix of commercial and industrial uses in defined locations throughout the City that provide desired employment, goods, and services for residents, visitors, and workers alike. Encourage economic development that responds to the changing economy while positioning the City to enhance its tax base and maintain a stable and diverse revenue source.

Objective A

Cultivate a community that generates economic opportunities, and that is equally welcoming to lifelong residents, new residents, and returning residents.

Objective B

Focus on retaining existing businesses and industry, while attracting and welcoming new businesses at all scales of operation.

Objective C

Create vibrant commercial and industrial corridors that are pleasant to visit and integrate with surrounding neighborhoods.

Objective D

Adaptively retrofit existing areas of “big box” and strip-center retail to accommodate evolving trends.

Objective E

Establish a marketing and branding campaign to increase awareness about Hazel Park and its quality of life for residents and business owners.

Objective F

Cultivate and maintain a distinct local economy, with a culture that attracts those entrepreneurs attempting to creatively disrupt established business practices and processes.

Goal Area 6: Parks and Open Space

Build on the success and opportunities within existing recreation facilities to provide quality of life benefits for City residents, including active living, accessibility to recreation, and environmental preservation.

Objective A

Develop and maintain a comprehensive system of parks and walking paths; and recreational, fitness, and sports facilities and programs.

Objective B

Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.

Objective C

Pursue funding sources and develop partnerships and advocates to manage park needs.

Objective D

Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.



Goal Area 7: Infrastructure

Invest in improving and maintaining City infrastructure to ensure that City services can be available for all current and future development. Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of Hazel Park residents.

Objective A

Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.

Objective B

Provide appropriate resources for staff to maintain and improve infrastructure systems.

Objective C

Explore opportunities for infrastructure system improvements as new technology becomes available.

Objective D

Increase the use of renewable resources to reduce dependence on fossil fuels.



Goal Area 8: Urban Design

Achieve a positive and lasting community image by encouraging high quality and durable materials as well as current best practices for human scale and aesthetic character. Strive to incorporate design elements that contribute to a sense of place within the community.

Objective A

Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.

Objective B

Identify gateway locations to target urban design to announce arrival into Hazel Park.

Objective C

Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors.

Objective D

Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.

Objective E

Educate and inspire city stakeholders with the aim of developing policy tools that will ensure a standard of excellence in all future developments.

Resources

Missing Middle Housing Types

"Missing middle housing" is a range of medium-density housing types that fill a void in many Midwestern communities. According to leading national experts in the design and implementation of missing middle neighborhoods, there are at least seven characteristics associated with the missing middle that are crucial for successful development (economically, socially, and contextually):

1. Walkable context.
2. Small footprint buildings.
3. Lower perceived density.
4. Well-designed units.
5. Fewer off-street parking spaces.
6. Simple construction.
7. Creates community.

Hazel Park and its corridors and neighborhoods are appropriate for missing middle housing development. Below are examples of such housing types.



Data and image source: *Opticos Design* at missingmiddlehousing.com

Opticos Design, "Missing Middle Housing: Responding to the Demand for Walkable Living". May 25, 2016 accessed online https://communitybuilders.org/uploads/Webinar_Resources/Missing-Middle-Housing.pdf

Duplex: Side-by-Side

Side-by-side duplexes require lot sizes that are typical in Hazel Park (55-75 ft. wide by 100-150 ft. deep). Typical unit sizes range from 600 sq. ft. to upwards of 2,000 sq. ft., depending on the context and the market. These housing units can be served by on-street parking spaces.



Examples of side-by-side duplex housing type in the United States.

Duplex: Stacked

Stacked duplexes require the same lot sizes as side-by-side duplexes, which are typical in Hazel Park (55-75 ft. wide by 100-150 ft. deep). Typical unit sizes range from 600 sq. ft. to upwards of 2,000 sq. ft., depending on the context and the market. These housing units can be served by on-street parking spaces.



Examples of stacked duplex housing in the United States.

Bungalow Court

Bungalow courts require larger lots than duplexes, with minimum requirements of 100 ft. by 100 ft. (ranging from between .25 and .5 acres per site) and are a more dense development type, usually containing between five and 10 units in one court. Typical unit sizes have a smaller range than duplexes, usually between 500 and 800 sq. ft. These housing units can be served by on-street parking spaces (may require local code adjustment); between five and seven on-street spaces should be provided per development, dependent on the number of units.



Examples of bungalow courts in the United States.

Fourplex

Fourplexes require slightly wider lots, though they are developed within footprints very similar to duplexes, with minimum lot requirements of 60 ft. by 100 ft. Typical unit sizes range from 500 to 1,200 sq. ft. These housing units can be served by on-street parking spaces.



Examples of fourplexes in the United States.

Small Multiplex

Small multiplexes are medium-sized structures consisting of five to ten side-by-side or stacked dwelling units; entryways are typically provided through a single shared entry, or have individual entries along the front. Lot requirements are at minimum a width of 60 ft. by a depth of 100 ft., though larger lots are able to contain more units. Typically, there are between six and 10 units per multiplex, with each unit between 500 and 1,200 sq. ft. in size. Small multiplexes can be served by on-street parking spaces.



Examples of small multiplexes in the United States.

Townhomes

Townhomes are a more urban-style housing format that is appropriate for inclusion on Hazel Park's major corridors, and as a transition between major corridors and neighborhood blocks. These are small- to medium-sized structures consisting of between two and eight attached single-family units oriented side-by-side. Townhomes can be served by on-street parking spaces.



Examples of townhomes with diverse architectural design.

Live/Work

Live/work spaces are small- to medium-sized attached or detached structures consisting of one dwelling unit above or behind a flexible ground floor space for residential, service, or retail uses. The separate portions of the structure used for dwelling and work purposes are owned by the same entity. Live/work units can be served by on-street parking spaces; where they are clustered, an additional shared parking arrangement to serve the patrons of those containing offices and retail should, if deemed absolutely necessary, be located at the rear of the structures.



Examples of live/work housing type in the United States

Transect Zones

The rural to urban transect, often simply called “the transect”, is a tool used to analyze and categorize the form and character of cities and neighborhoods. The transect was originally thought up by Prussian naturalist Alexander Von Humboldt in the 1790s, who used it to analyze natural ecologies while exploring South America; it showed the characteristics of different zones such as wetlands, shorelines and uplands, and the transitions between zones.

In the later 20th Century, New Urbanist Andrés Duany adopted Humboldt’s transect for the study of the built environment. The rural to urban transect is divided into six zones, based on the intensity of the built environment and its physical and social character. One of the underlying principles of the transect is that certain forms and elements belong in certain environments: for example, an apartment building belongs in an urban setting and a farm belongs in a more rural setting. As transect zones become more urban, they also increase in complexity, density and intensity. The elements that change as an area becomes more urban include things like lighting, plantings, setbacks, thoroughfare design and building heights. Today, urbanists divide the transect into six zones:

The natural zone, which is denoted **T-1**, is an area with little or no human impact consisting of lands approximating or reverting to a wilderness condition. This includes lands unsuitable for development due to hydrology, topography, vegetation, or the conferring of special status as a protected area such as a national park or wildlife preserve.

The rural zone, which is denoted **T-2**, is comprised of sparsely settled lands in a cultivated or open state. Often considered “working lands”, they are made up of woodlands,

agricultural lands and grasslands. The typical building located in this zone would be a farmhouse, agricultural building, cabin, or other isolated housing type.

T-3, the sub-urban zone, consists of low-density residential areas. Setbacks are relatively deep and plantings are natural in character. There may be some mixed use in areas adjacent to higher transect zones. Home occupations and outbuildings are common. Blocks are large and road patterns can be irregular to accommodate natural features.

T-4, the general urban zone, consists of mixed use—but primarily residential—urban fabric. A wide variety of housing types, attached and detached, is found in this zone. Setbacks and landscaping are variable. Streets with curbs and sidewalks define the small- to medium-sized blocks, and street connectivity is high. Residential areas in Michigan’s older cities, and in suburbs developed before World War II, are typically located in T-4 zones.

T-5, the urban center zone, is comprised of higher density mixed use development that provides for retail stores, offices, rowhouses and apartments. Setbacks are minimal or nonexistent, and buildings are close to the sidewalks, which are wider. There is a tightly knit, connected street network that forms small blocks. Many of Michigan’s traditional downtown districts are located in T-5 zones.



T-6, the urban core zone, consists of the highest densities and heights, with the highest intensity and diversity of uses. Buildings are built directly to the sidewalk, with no setback. Sidewalks are wide, usually containing amenities such as benches, street trees, and public art. The street network is tightly knit and well connected. Only the largest cities contain T-6 zones; examples include downtown Detroit (Campus Martius and vicinity), downtown Grand Rapids (Monroe Center and vicinity), and downtown Lansing (Washington Square).

These transect zones are based on an analysis of functioning community habitats and historical development patterns. Each of the zones represents a basic urban pattern, and each of them can change over time. Areas can intensify to a more urban zone as new growth and development occurs. Areas can also de-intensify, either through major planned redevelopment such as that which occurred during the Urban Renewal projects of the mid-20th Century, or through a change in economic circumstances leading to the depopulation of neighborhoods.

References:

Steuteville, Robert. "Great Idea: The Rural-to-Urban Transect." *Public Square, Congress for the New Urbanism*, 13 Apr. 2017, www.cnu.org/publicsquare/2017/04/13/great-idea-rural-urban-transect.

Pape, Glenn. "Understanding the Urban Transect." *Michigan State University Extension*, 20 Apr. 2015, www.canr.msu.edu/news/understanding_the_urban_transect.

"The Transect." *Center for Applied Transect Studies*, transect.org/transect.html.

CASE STUDY

Cleveland Heights, Ohio

Streetcar Suburb



Cleveland Heights began as a hamlet in 1901, was incorporated as a village in 1903, and became a city in 1921. Six miles east of downtown Cleveland, it comprises eight square miles. The Cleveland Heights area originally was farmland in East Cleveland and South Euclid Townships. The oldest surviving house, built in 1825 using stone quarried from the property, still stands on Superior Road between Euclid Heights Blvd. and Mayfield Road

In 1895 developer Patrick Calhoun (with a substantial loan from John D. Rockefeller) created what would become the first section of Cleveland Heights: the “Euclid Heights” subdivision north of Cedar Road and west of Coventry Road. The plan was to create a suburb for the wealthy in the style of the Garden City Movement popularized in England. Euclid Heights gained traction (albeit slowly) and within two decades was followed by other area developments.

From the 1890s until well into the 20th century, Cleveland Heights was a “streetcar suburb,” with commuter rail lines running along or near Cedar, Coventry and Mayfield Rds. and Euclid Heights and Washington Boulevards.

Major shopping areas sprung up at the intersections of Cedar and Lee, Fairmount and Cedar, and Mayfield and Coventry in the 1910s and 1920s. Despite merchant turnover and a series of fires in the Coventry area, all three shopping districts continue to attract patrons. No single area is considered Cleveland Heights’ “downtown.”

Under the guidance of mayor Frank C. Cain (served 1914-1945) the City established Ohio’s first zoning ordinance in 1921. It adopted the council-city manager plan of government the following year. A Georgian Revival city hall was built in 1924 on Mayfield Road It was demolished in 1986 and a new structure was built at Severance Town Center.

Between 1910 and 1940 Cleveland Heights’ population grew from 3,000 to 55,000. Beginning in the 1920s, largely Jewish communities developed in (what became known as) Coventry Village and later around S. Taylor Road south of Cedar Road The neighborhood just south of Severance Town Center continues (as of 2019) to have a strong Jewish presence, even though many families moved further east beginning in the 1960s. Large clusters of Catholic families occupied neighborhoods near St. Ann Catholic Church at Cedar and Coventry Roads².



2 <https://case.edu/ech/articles/c/cleveland-heights>

CASE STUDY

Coventry Village

Cleveland Heights, Ohio



The part of East Cleveland Township now known as Cleveland Heights became a hamlet in 1901, and then a village in 1903. As demand for large houses declined in the coming decades, and Patrick Calhoun's realty company became insolvent in the 1910s, unbuilt lots in the portion of Euclid Heights near Coventry Road were sold at foreclosure sales. Developers built apartment buildings on these empty

lots. These apartment buildings are in a variety of "Missing Middle" formats, including fourplexes, stacked small multiplexes, and U-court multiplexes.

The Euclid Heights and Mayfield streetcar routes met at the Coventry–Mayfield intersection, making the area a convenient commuter transfer point after 1907. Most of the

buildings on Coventry were constructed between 1913 and 1933, with the greatest growth occurring between 1921 and 1925, when 18 commercial buildings were erected. Buildings erected for retail walk-in traffic typically included second story apartments, to maximize the benefits of urbanization and rapid population growth. The new Coventry business district served streetcar passengers and the increasing populations of the Euclid Heights and Mayfield Heights developments.

By the early 1920s, the newly built apartment district attracted a large, thriving Jewish community. This influence was reflected in the commercial district by, among other things, a kosher poultry slaughterhouse. In 1921, Cleveland Heights attained cityhood.

In the second half of the 1960s, Coventry became the gathering place for Cleveland's counterculture, owing partly to the popularity of the C-Saw Café with bikers, and to the area's proximity to John Carroll University and the predecessor schools to Case Western Reserve University and Cleveland State University.

Over the years, the sense of a Jewish neighborhood on Coventry transitioned into a more eclectic marketplace. Pioneering entrepreneurs included Kaufman's, Frankel's Jewelry, Irv's Deli, Heights Art Theatre, Allen Lock & Key, A-Appliance, Dobama Theatre, Arabica coffeehouse, Renaissance Parlour, Generation Gap, and High Tide Rock Bottom³.



3 https://en.wikipedia.org/wiki/Coventry_Village

CASE STUDY

New York, New York

Tactical Urbanism



In 2007, New York City Mayor Michael Bloomberg's PlaNYC Master Plan made a bold commitment that all New Yorkers would live within a 10-minute walk of an open space. Rather than give that goal to the Parks Department as might seem obvious, the plan's visionary crafters assigned it instead to the Department of Transportation, imagining that underutilized parts of the City's street network could potentially be converted to public space. Charged with

that task, NYC DOT's ambitious Commissioner, Janette Sadik-Khan, brought on the nonprofit Project for Public Spaces to make the vision into a reality.

The resulting NYC Plaza Program now boasts an impressive 30-acre portfolio with 74 locations citywide where streets have been repurposed into actively-programmed, partner-managed, neighborhood destinations. The NYC Plaza Program's rapid growth was due in no small part to widely employing simple but transformative quick-build methods, first



experimented with by NYC DOT in the 2006-7 projects which pre-date the program's official launch, including Willoughby Street in Brooklyn, 14th Street and 9th Avenue in Manhattan, and Pearl Street in Brooklyn. Using the principles cataloged in the book *Tactical Urbanism* and now replicated throughout the world, NYC DOT was able to reclaim street space virtually overnight, allowing city officials and local partners to test design and programming concepts, and deliver instant safety and public life benefits without waiting years for costly and time-consuming capital reconstruction funds.

What is crucial is that no public space is designed to a standard that cannot be reasonably managed and maintained. And for that, there is no better tool than using

temporary materials. The quick-build approach allowed DOT to test if a public space would actually work in a given location from many different perspectives—not just in terms of traffic flow, but was it embraced by the community and did the partner have the ability to take care of it? In many cases plaza designs had to change and even whole partner organizations had to change to make the project successful. Nevertheless, the NYC Plaza Program is a roadmap for using temporary materials to foster and cultivate public realm improvements incrementally—from demonstration phase to pilot phase to interim phase to permanent build-out—making tweaks where necessary, and ensuring that the long-term large capital investment is both sound and sustainable⁴.

⁴ <https://www.street-plans.com/project-page/reflections-on-10-years-of-the-nyc-plaza-program/>

From Tactical to Permanent

This sequence of three images was captured from Google Street View imagery taken over a period of seven years. The images are of New Lots Plaza in Brooklyn, NY, an area where two streets converge at an acute angle underneath the elevated New Lots Avenue subway station. New Lots Plaza is an example of a successful transformation of an initially marginal, "forgotten" fragment of public space into a gathering place and public amenity, under the NYC Plaza Program.

In the top image, taken in 2011, the initial state of the area can be seen: it is partially used as a lane for vehicles making a nearly 180-degree turn between the two converging streets (a bus is seen completing this maneuver in the photo). The remainder of the area is a weed-covered island, containing a derelict payphone.

The middle image, taken in 2012, shows the Tactical phase of the newly-reclaimed Plaza. The pavement has simply been painted white to delineate the public space, and temporary amenities such as planters and tables/chairs are present. The area in front of the flatiron-style building has been closed to vehicular traffic. A major change to this area was implemented with very little capital investment.

The lower image, taken in 2018, illustrates the current configuration of New Lots Plaza. During the Tactical phase, the Plaza's sponsoring organization and local residents were able to determine what worked and what didn't, and the Plaza became recognized as a quality gathering place. During this time, funds were raised to construct the permanent curbing, plantings, and benches seen in the photo.



WHERE WE'RE GOING:
LAND
DEVELOPMENT

2

Future Land Use

The Future Land Use Plan defines the framework for the future development of Hazel Park. Future Land Uses are broken down by category, with the corresponding transect zone(s) indicated, as well as the districts currently assigned to that category under the Zoning Ordinance. Descriptions of the areas to which the categories are applied on the Future Land Use Map are included. The Future Land Use Map, at right, displays these categories, and is the basis for future rezoning decisions.

Key

T-3 Sub-Urban

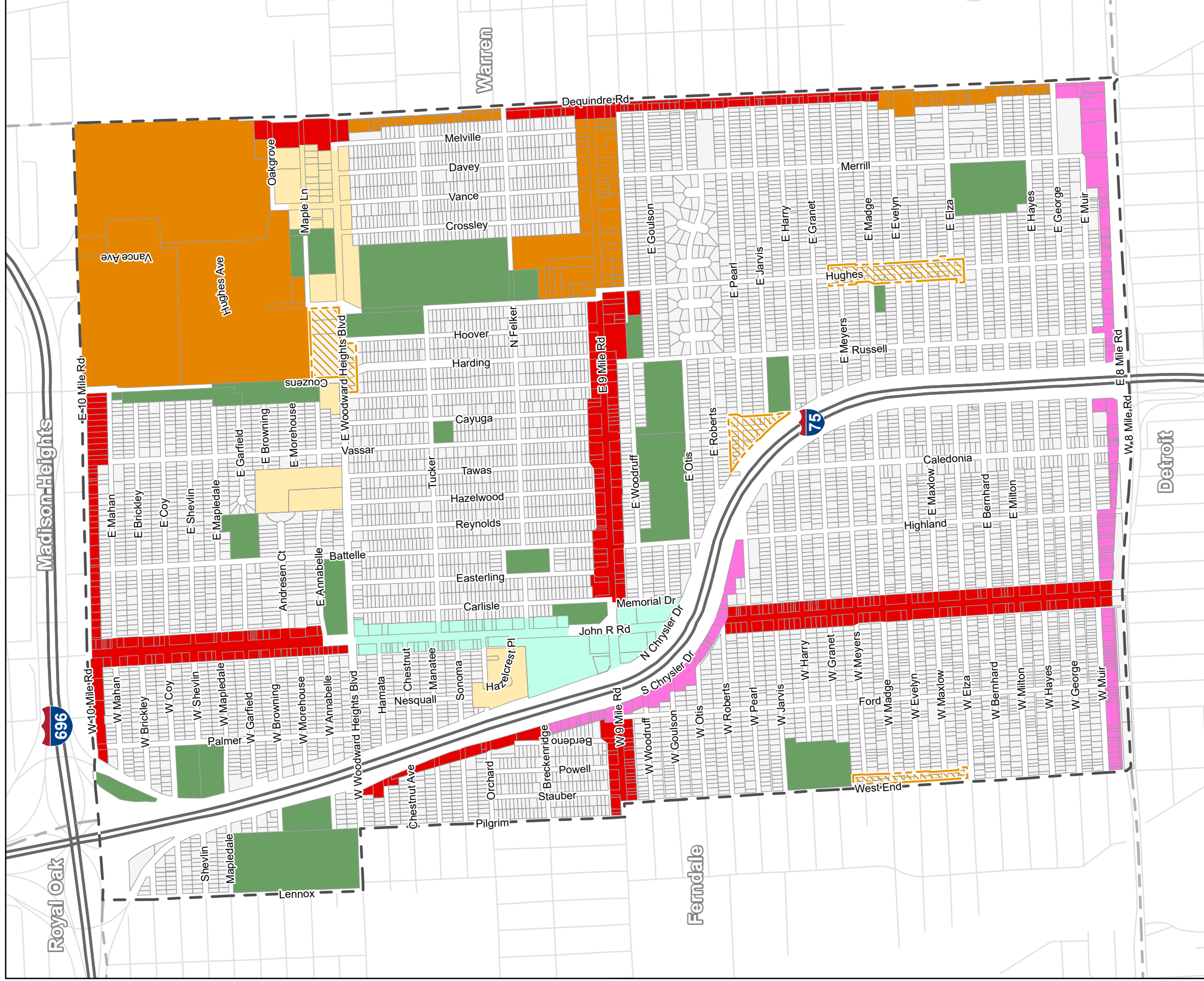


T-4 Urban



T-5 Urban Center





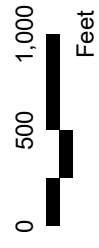
Future Land Use Map

City of Hazel Park, Michigan

October 13, 2020

Legend

- Detached Residential
- Attached Residential
- Neighborhood Services Overlay
- Flex Corridor
- Regional Corridor
- Town Center
- Light Industrial / Manufacturing
- Civic/Institutional/Recreation
- Parcel Lines
- Hazel Park Boundary



Basemap Source: Michigan Center for Geographic Information, Version 17a. Data Source: City of Hazel Park 2020, Mckenna 2020.



MCKENNA

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Detached Residential

Applicable Corridors / Neighborhoods

Detached Residential is the most common Future Land Use in Hazel Park. It is applied to most of the land within the city limits, and most existing neighborhoods are assumed to remain predominantly composed of detached residential structures for the foreseeable future.

Description

Areas classified as Detached Residential are composed of detached residential structures, irrespective of the composition of the families that live in them. Structures in these areas are likely occupied by a single family unit, but they also might be in the form of duplexes, triplexes, or bungalow court configurations.

Hazel Park's origins were rooted in the desire for families to live in their own homes, in a close-knit community. Under this plan, the majority of Hazel Park's neighborhoods will retain their detached residential character, while satisfying Objectives A and B of Goal Area 1: providing attainable housing choices in the community, and encouraging residential developments that fit the needs of various age and income groups, and differing household sizes.

Transect Zones

T-3 Sub-Urban

T-4 Urban

Current Zoning Districts

- **RA-1** Single Family Residential 60'
- **RA-2** Single Family Residential 50'
- RA-3** Single Family Residential 40'

Proposed Zoning Districts

No proposed changes to existing zoning districts.



Transect Zones

T-4 Urban

T-5 Urban Center

Current Zoning Districts

- RB** Single Family Attached Residential
- RC** Multiple Family Residential
- RC-1** High Rise Multiple Family

Proposed Zoning Districts

No proposed changes to existing zoning districts.

Attached Residential

Applicable Corridors / Neighborhoods

The Attached Residential category applies to parcels fronting Woodward Heights from Couzens east to Melville. It also applies to the two areas containing large multiple family developments in Hazel Park: the Hazel Park Manor and American House area on Woodward Heights between Battelle and Vassar, and the Hazelcrest Place Apartments area near John R and Orchard.

Description

Areas classified as Attached Residential are intended for residential structures that house multiple families, and are in configurations that are larger than detached houses. Building types could include small or large multiplexes, townhomes, brownstones, or high-rise apartments.

Attached Residential areas are intended to be predominantly single-use and residential in nature: any other uses in these areas (such as internal commercial retail) are intended only if they are incidental to the primary residential function.

For this reason, areas classified as Attached Residential are limited to where these building types already predominate. While new development of multiple family buildings is desired in Hazel Park, it is more appropriate for these types to be added in areas intended for a mix of uses.



Flex Corridor

Applicable Corridors / Neighborhoods

The Flex Corridor category applies to the majority of the John R and Nine Mile Road corridors, outside of the downtown area. It is also intended for the Ten Mile Road corridor, portions of the Dequindre corridor, and the South Chrysler Service Drive between Hamata and Breckenridge.

Description

The Flex Corridor category is intended to allow the maximum amount of development flexibility along segments of the city's corridors which are currently lacking in identity, and/or suffer from one predominant use. Flex Corridors will welcome a mix of uses along these corridor segments, as delimited by defined building type standards enforced through future form-based zoning.

Creative and heretofore unknown uses will be mixed with traditional corridor uses, including retail, missing middle housing, office, and professional service. It is understood that some degree of light manufacturing and distribution activities can continue to occur in these areas.

There is a category of business that incorporates a use traditionally considered as light industrial (such as brewing beer, printing custom T-shirts, or baking goods for consumption off-site) with a public-facing retail component (a storefront). These types of businesses are desirable, and are specifically understood as being welcomed in Flex Corridor areas.

By classifying the majority of Hazel Park's main corridors as Flex Corridors, the city can achieve the goals of supporting existing businesses while cultivating new, creative entrepreneurs to locate in high-quality buildings.

Transect Zones

T-4 Urban

T-5 Urban Center

Current Zoning Districts

- **LB-M** Local Business / Manufacturing
- **LB** Local Business
- **M-1** Industrial

Proposed Zoning Districts

- **FC** Flex Corridor

This proposed Zoning District would incorporate:

- A mix of uses, including light industrial with storefront retail component; traditional commercial retail; and missing middle residential uses.
- Building-type standards to delimit the accommodations for a creative mix of uses.
- New shared parking standards, with parking maximums specified.



Transect Zones

T-3 Sub-Urban

T-4 Urban

Current Zoning Districts

LB-M Local Business / Manufacturing

BC-1 Chrysler Business

Proposed Zoning Districts

RC Regional Corridor

This proposed Zoning District would incorporate:

- Automobile-oriented uses, with high standards for site design and landscaping.
- A mix of uses in existing and new buildings, with flexibility to incentivize creative redevelopment.
- Building-type standards to delimit the accommodations for a creative mix of uses.
- New shared parking standards, with parking maximums specified; standards for non-motorized connectivity to adjacent neighborhoods.

Regional Corridor

Applicable Corridors / Neighborhoods

The Regional Corridor category applies to the Eight Mile Road corridor, and to the parcels fronting the west side of South Chrysler Drive between Breckenridge and Highland, which are currently zoned BC-1.

Description

The Regional Corridor category is intended for those corridor segments currently dominated by auto-oriented uses and/or have suffered a degree of disinvestment. These areas will continue to allow auto-oriented development, however, they will require higher levels of urban and architectural design than current zoning allows. These design standards can be enforced through the definition of specific building types, and frontage and landscaping treatments in future form-based zoning.

While traditional auto-oriented uses (such as drive-through restaurants and vehicle service establishments) are envisioned to continue in Regional Corridor areas, a greater flexibility of uses will also be allowed, to provide support for projects in new building formats by creative entrepreneurs and developers.

It is also envisioned that auto-oriented developments in these areas will be retrofitted to provide greater non-motorized connectivity, both internally and to adjacent residential neighborhoods.



Town Center

Applicable Corridors / Neighborhoods

The Town Center category applies to the area that has historically been Hazel Park's downtown - the area centered on the intersection of Nine Mile Road and John R. It extends north along John R to Woodward Heights, which retains the architectural character of a traditional downtown, and is currently functioning as Hazel Park's downtown.

Description

The Town Center category is intended for areas which will achieve the highest net density in the city. In this area, multi-story mixed-use development projects will occur alongside high-quality, one and two-story historic commercial buildings. Ground floor uses will be uniformly active, containing shopfront retail, restaurants, and cultural amenities; residential and office uses will be in the rear or on the second story or higher.

A standard of excellence in urban and architectural design will be required of new buildings, and a high standard of appearance and upkeep will be required for existing buildings, which will be enforced through future form-based zoning.

The vision for this land use category, combined with high standards for development, will govern retrofitting and/or redevelopment of the auto-oriented retail areas surrounding Nine Mile and John R to a vibrant, traditional town center.

Transect Zones

T-5 Urban Center

Current Zoning Districts

- **LB** Local Business
- **CB** Central Business

Proposed Zoning Districts

- **TC** Town Center

This proposed Zoning District would incorporate:

- Standards for high-quality, traditional mixed-use development at a variety of scales and intensities.
- High standards of appearance and upkeep for new and existing buildings.
- New shared parking standards, with parking maximums specified.
- Regulating Plan standards to allow for future retrofit of the suburban shopping plaza areas at the intersection of Nine Mile Road and John R, and future redevelopment of the civic campus area.



Transect Zones

T-3 Sub-Urban

T-4 Urban

Current Zoning Districts

- **LB-M** Local Business / Manufacturing
- **M-1** Industrial

Proposed Zoning Districts

- **LI/M** Light Industrial/Manufacturing

This proposed Zoning District would incorporate:

- Functional design standards to aid site access and ensure uniformity and quality of corridor character.
- New shared parking standards, with parking maximums specified.

Light Industrial / Manufacturing

Applicable Corridors / Neighborhoods

The Light Industrial/Manufacturing category applies to the large properties in the northeast corner of Hazel Park that were formerly occupied by the Hazel Park Racetrack; the west side of Dequindre between George and Evelyn; and Nine Mile Road between Hughes and Dequindre.

Description

The Light Industrial/Manufacturing category is intended to provide single-use districts where specialized light industrial, manufacturing, transportation, and logistics can occur. These areas are limited to collections of parcels where such uses currently predominate.

Design standards for new and rehabilitated buildings in these areas will be enforced through future form-based zoning, and will mainly focus on functional components (such as parking, screening, and site logistics). Frontage design will nevertheless be regulated to ensure that corridor character is not interrupted by unpleasant façades which ignore the street.

Hazel Park's history is intertwined with the presence of industry, large and small, in the community. Industry's continued presence in Hazel Park will contribute to a strong and diverse economic and cultural base for city residents.



Transect Zones

T-4 Urban

T-5 Urban Center

Civic / Institutional / Recreation

Applicable Corridors / Neighborhoods

All parcels that currently contain schools and parks are contained in this category. These parcels are indicated as such on the Zoning Map. Religious institutions and municipal facilities are not included in this category, only to maintain consistency with their present underlying zoning.

As of this writing, Hazel Park has a sufficient supply of park and recreation facilities, and institutions of public education, to meet the needs of the population for the foreseeable future. If it is determined that new such facilities should be added in the future, the appropriate location(s) for those facilities can be studied at that time.

It is envisioned that design standards for parks, school buildings, and civic buildings will be included in future form-based zoning regulations, to ensure that the quality of architecture and landscaping is commensurate with the important role these facilities play in the life of the community.

Neighborhood Services Overlay



Transect Zones

T-4 *Urban*

Current Zoning Districts

- RA-3** Single Family Residential 40'
- RB** Single Family Attached Residential

Proposed Zoning Districts

- NS-O** Neighborhood Services Overlay District

Applicable Corridors / Neighborhoods

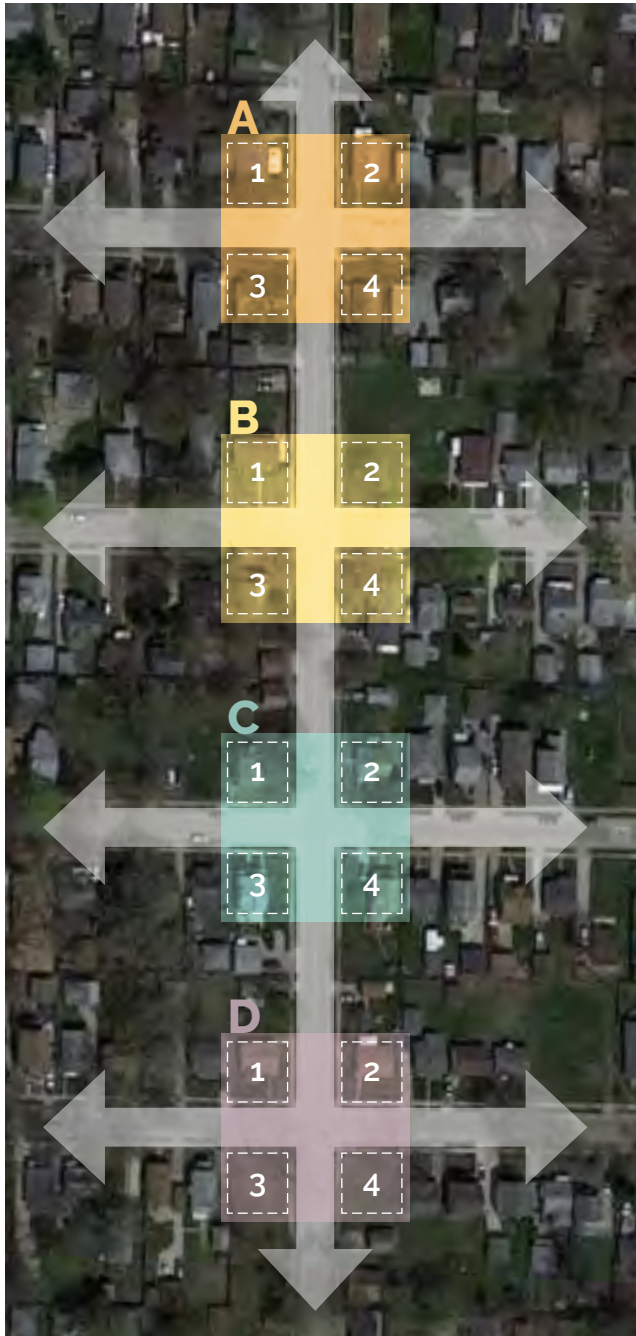
Neighborhood Services Overlay districts apply to several areas of Hazel Park where a geographically large concentration of residential uses currently exists. Within these concentrations, residents are generally outside of a five- to ten-minute walk from small-format neighborhood commercial services and 'third places' (such as a bakery, a small grocery store selling fresh foods, or a coffee shop).

Four areas appropriate for the Neighborhood Services overlay have been identified:

- A portion of Woodward Heights between Couzens and Hughes;
- The area bounded by North Chrysler Drive, Pearl, and Vassar;
- A portion of Hughes between Elza and Meyers;
- A portion of West End between Elza and Meyers.

Application of the Neighborhood Services Overlay would be governed by the Special Land Use Approval process in existing zoning, and would be incorporated into future form-based zoning standards. Development within a Neighborhood Services Overlay can only occur at one intersection within any given overlay area at a time.

For example, assume that in the illustration on the following page, a developer acquires parcel B-1 to build a small retail store with apartment unit above. If that development is approved as a Special Land Use and construction begins, then the 12 parcels in areas A, C, and D will not be eligible for a similar Special Land Use Approval in the Overlay until parcels 2, 3, and 4 in area B are developed under the auspices of the Overlay.



Description



















The Neighborhood Services Overlay category is intended to cultivate walkable destinations and 'third places' that are located within large residential neighborhoods. Overlays are located at carefully identified areas within Hazel Park's single-use residential neighborhoods, where access to everyday neighborhood services is limited, due to walking/biking distance from major corridors where such uses currently exist; due to the weakness of the built fabric of nearby corridor segments; or where those segments' road designs would make it unlikely to attract a high-quality, human-scaled development serving adjacent neighborhoods.

The overlays will allow limited clusters of small-scale commercial uses, either in their own buildings, or in two-story mixed-use buildings with upper floor apartments. Permitted uses will be regulated to a more substantial degree than in the other corridor-based business districts, to ensure that only neighborhood-appropriate, market-appropriate, and context-appropriate businesses locate in these areas.

It is understood, however, that future technological developments may provide for new, non-disruptive or non-detracting uses that are heretofore unknown and may wish to locate in these areas. Stringent design standards will include: Location on a 4-way corner lot; No conversions of existing single-family houses; No parking supply requirements (any on-site parking must be in rear of building); Limit on floor areas devoted to restricted goods (including alcohol/tobacco).



Table 2: Proposed Zoning Changes

	Current Zoning	Proposed Changes
	RA-1 Single Family Residential 60'	No proposed changes
	RA-2 Single Family Residential 50'	No proposed changes
	RA-3 Single Family Residential 40'	No proposed changes
	RB Single Family Attached Residential	No proposed changes
	RC Multiple Family Residential	No proposed changes
	RC-1 High Rise Multiple Family	No proposed changes
	LB-M Local Business / Manufacturing	 FC Flex Corridor  RC Regional Corridor  LI/M Light Industrial/Manufacturing
	LB Local Business	 FC Flex Corridor  TC Town Center
	CB Central Business	 TC Town Center
	BC-1 Chrysler Business	 RC Regional Corridor
	M-1 Industrial	 LI/M Light Industrial/Manufacturing

WHERE WE'RE GOING:
CORRIDOR AND
NEIGHBORHOOD
DEVELOPMENT

3

















Corridors

Though Hazel Park is a small city, it is defined by the corridors that traverse it: Eight, Nine, and Ten Mile Roads extending east-to-west; and John R and Dequindre Roads extending north-to-south. These corridors form the skeleton upon which Hazel Park has developed, form the seams between neighborhoods, and provide the main routes of transport within the city and to destinations elsewhere. This section of the plan analyzes these corridors, broken into segments, and generates solutions for their future development into vibrant places that serve residents, workers, and visitors alike.

Required Level of Intervention

- 
 Level 1 :
Light
- 
 Level 2 :
Light-Medium
- 
 Level 3 :
Medium
- 
 Level 4 :
Medium-Heavy
- 
 Level 5 :
Heavy

Current Zoning Districts

-  **RA-1** Single Family Residential 60'
-  **RA-2** Single Family Residential 50'
-  **RA-3** Single Family Residential 40'
-  **RB** Single Family Attached Residential
-  **RC** Multiple Family Residential
-  **RC-1** High Rise Multiple Family
-  **LB-M** Local Business / Manufacturing
-  **LB** Local Business
-  **CB** Central Business
-  **PUD** Planned Unit Development
-  **BC-1** Chrysler Business
-  **M-1** Industrial
-  **P-1** Parking
-  **M-D** Mixed Use / Entertainment
-  **School**
-  **Park**

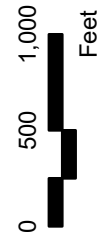


Strategic Corridors Framework

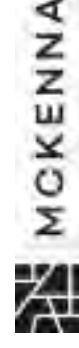
City of Hazel Park, Michigan

October 13, 2020

- Legend**
- Hazel Park Boundary
 - Strategic Corridors
 - Development Nodes**
 - 10 Mile & John R
 - 10 Mile & Dequindre
 - 9 Mile & John R
 - 9 Mile & Dequindre
 - 8 Mile & John R
 - 8 Mile & Dequindre



Basemap Source: Michigan Center for Geographic Information, Version 17a. Data Source: City of Hazel Park 2020, McKenna 2020.



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Eight Mile to Meyers

John R Corridor

Existing Land Use

The corridor segment contains a mix of retail commercial, office, and light industrial uses. There are several former commercial storefronts that are vacant, and several parcels that are vacant.

Existing Built Form

Predominantly one-story zero lot line buildings of masonry construction, several with distinguishing architectural features which have been deprecated with poor modifications. Shopfront frontages, which have high-quality architectural features, are bricked over in many cases. Many blank walls, heavily tinted windows, and glass blocked windows front the street. There are three convenience retail centers in a traditional strip configuration, with commercial/office tenants, moderate vacancy rates, 50-60 ft setbacks and front-loaded parking.

Current Zoning

- LB-M** Local Business / Manufacturing
(Eight Mile north to Evelyn)
- LB** Local Business
(Evelyn north to Meyers)

Statement of Identity

This is a pre-Gateway condition

Traveling north, contextual clues hint that you are in a traditional community, and character is intensifying toward arrival in a traditional downtown environment. There is a sense of building anticipation. This area could attract an overflow of flexible, non-traditional businesses that aren't yet ready to locate closer to the center for economic reasons.

Solutions

A mural-based color scheme should be developed, and blank walls should be painted, with designs becoming more frequent/intense as one progresses north toward Meyers.

Buildings with significant architectural features should be restored, perhaps through a façade restoration program, typically used for traditional main street buildings, but could be applied here as well.



Existing Road Profile

3 lanes, curb bike lanes. Road diet from 4 to 3 lanes completed in 2019.





Meyers to Nine Mile Rd.

John R Corridor

Existing Land Use

This corridor segment contains a mixture of retail commercial, office, and professional service uses. There are several vacant commercial shopfronts near the intersection of Meyers at the southern end of the segment. The northernmost portion of the segment, from East Chrysler Drive to Nine Mile, has been redeveloped from a traditional main street downtown to auto-oriented retail, in a neighborhood strip center format.

Existing Built Form

Predominantly one-story zero lot line buildings of masonry construction, several with distinguishing architectural features which have been depreciated with poor modifications. Building on southeast corner of John R and Harry St. is an excellent example of mural treatment. There are newer convenience commercial strip centers with 50 ft setbacks and front-loaded parking. The larger, modern retail development north of North Chrysler Dr has 60-100 ft setbacks with front-loaded parking.

Current Zoning

- LB** Local Business
(Meyers north to South Chrysler Dr)
- BC-1** Chrysler Business
(W Chrysler Dr corners only)
- CB** Central Business (W side of John R from E Chrysler Dr to Nine Mile—CVS site)
- PUD** Planned Unit Development (E side of John R from E Chrysler Dr to Nine Mile - O'Reilly Plaza)

Statement of Identity

Southern Gateway to Downtown Hazel Park

This section of John R serves many daily needs for Hazel Park residents. Dairy Park and other longtime local businesses in this area give a sense of arrival to people who live here, and resonate as being special places with newcomers.

Solutions

Continue the mural scheme used on the building at John R at Harry St., applying similar treatment to neighboring buildings. Employ a façade restoration program for significant buildings on the corridor segment. Employ the infill development strategies discussed in the 2016 CNU Legacy Charrette John R Road Visioning Study, which include developing vacant parcels with buildings of compatible scale and high-quality architecture. Infill can be governed through future form-based zoning regulations.



Existing Road Profile

3 lanes, curb bike lanes. Road diet from 4 to 3 lanes was completed as far north as W Chrysler Dr in 2019. Bridge over I-75 north to Nine Mile is 2+2, widening to 2+1+2.





Nine Mile to Woodward Hts.

John R Corridor

Existing Land Use

This corridor segment contains a range of land uses and contexts. The southern end is defined by a large Neighborhood retail center anchored by Kroger, and the Hazel Park City Hall. Moving north, the character transitions to a traditional main street, culminating at the Woodward Heights intersection. There is a cluster of local retail (hardware, groceries) and notable independent restaurants and entertainment venues here (Mabel Gray, Joebar).

Existing Built Form

Neighborhood Center retail plaza with Kroger anchor, gas station and outparcel, avg 250 ft setback. City Hall does not interface with street. Hazelcrest Place north to Woodward Heights: Predominantly one-story zero lot line buildings of masonry construction, several with distinguishing architectural features which have been depreciated with poor modifications; Many curb cuts for parking lots abutting street frontage;

Shopfront frontages bricked over in many cases; Many blank walls, heavily tinted windows, glass blocked windows; west side of John R between Chestnut and Hamata is excellent example of murals, creative shopfronts, adaptive reuse. Some convenience commercial with 50 ft setbacks and front-loaded parking; Modern retail development north of E Chrysler Dr has 60-100 ft setbacks with front-loaded parking.

Current Zoning

- CB** Central Business (Nine Mile to Felker)
- LB** Local Business (Felker to Woodward Heights)

Statement of Identity

Town Center

This segment of John R traverses the historic downtown, which has lost all connection to the past. Focus should be to strengthen corridor using existing built assets focused on northern end at Woodward Heights. Short and medium term: Encourage new, mixed-use infill developments oriented toward Woodward Heights area, follow infill guidance in CNU John R Road Corridor Study; Long-term: Develop focused Master Plan for Nine Mile/John R intersection for specific suburban retrofit/redevelopment of entire area, including existing civic campus, to reinstate street grids and allow traditional development to take place once again.

Solutions

Any action taken in the short term to incentivize or attract new infill development should occur in this area. Follow infill development guidelines in CNU John R Corridor Study, which suggest a mix of 2- to 3-story buildings with traditional architecture. This can be governed by future form-based zoning regulations. Enhance walkability with the addition of new streetscaping elements and requirements for street-facing storefronts employing exceptional design traits.



Existing Road Profile

Nine Mile north to Felker: 2+1+2; Felker north to Hamata: 2+2; Hamata north to Woodward Heights: 2+1+2.





Woodward Hts. to Ten Mile

John R Corridor

Existing Land Use

Community serving retail, including grocery store, hardware store, and bicycle shop. Several independent restaurants which attract customers from the larger region. St. Mary Magdalene Parish complex includes school facilities.

Existing Built Form

Predominantly one-story zero lot line buildings of masonry construction, several with distinguishing architectural features which have been depreciated with poor modifications; Many curb cuts for parking lots abutting street frontage;

Shopfront frontage bricked over in many cases; Many blank walls, heavily tinted windows, glass blocked windows; However, there are several examples of active shopfronts, and adaptive reuse.

Some convenience commercial with 50 ft setbacks and front-loaded parking;

Current Zoning

- **LB** Local Business
(Woodward Heights to Ten Mile)

Statement of Identity

Town Center

The Town Center condition (discussed in previous spread) continues north to Garfield, and dissipates to a Northern Gateway condition at Ten Mile Road.

Solutions

A mural-based color scheme should be developed, and blank walls should be painted, with designs becoming more frequent/intense as one progresses south toward Garfield. Mirror the road diet design that was implemented on southern portion of John R to decrease traffic speeds and increase pedestrian comfort.



Existing Road Profile

Woodward Heights north to Annabelle: 2+1+2; Annabelle north to Ten Mile: 2+2.





Eight Mile to Meyers

Dequindre Road Corridor

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).
- Several small retail businesses interspersed (Wig shop, party store).

Existing Built Form

Predominantly one-story industrial buildings of masonry construction, with occasional retail uses. Buildings have a uniform, roughly 40 ft setback from the road, with an informal parking arrangement in front. Several vacant lots exist along the corridor. Small retail plaza exists between Muir and George Streets with 130 ft. setback.

Many curb cuts exist for the parking lots abutting the street frontage. Lack of color, windows and/or window transparency exists throughout the corridor, and there is poor pedestrian circulation along building frontage lines.

Current Zoning

- **LB-M** Local Business / Manufacturing
(Eight Mile to George)
- **M-1** Industrial
(George to Meyers)

Statement of Identity

Boundary condition

This corridor is Hazel Park's eastern boundary and also the eastern Oakland-Macomb County line. The corridor should buffer adjacent neighborhoods, but has little direct service purpose for these residents: neighborhood service amenities should be allowed to develop in targeted areas within the adjacent neighborhoods through zoning reforms. Nevertheless, the Dequindre corridor needs to be clean and attractive, as it is a statement and reflection of Hazel Park.

Solutions

Small, low-cost improvements to beautify this corridor can add up to a big result. Tactics include repairing and replacing deteriorating fences, pruning overgrown vegetation, and coordinating the painting of blank walls in a uniform color scheme. Larger-scale investment should involve addressing the poor pedestrian circulation and informal parking arrangements, by creating a slip street arrangement. As part of this redesign, streetlights should be upgraded to a higher decorative standard. Taken together, these improvements will contrast with the east side of Dequindre and help to distinguish Hazel Park from its neighbors.



Existing Road Profile

Eight Mile to Meyers, 2+2.





Nine Mile to Meyers

Dequindre Road Corridor

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).
- Block between Pearl and Roberts contains side yards of residential properties, with poor frontage.
- One restaurant on southwest corner of Nine Mile (Bray's Hamburgers).

Existing Built Form

Predominantly one-story industrial buildings of masonry construction, with occasional retail uses. Buildings have a uniform, roughly 40 ft setback from the road, with an informal parking arrangement in front. Several vacant lots exist along the corridor.

Many curb cuts exist for the parking lots abutting the street frontage. Lack of color, windows and/or window transparency exists throughout the corridor, and there is poor pedestrian circulation along building frontage lines.

Current Zoning

- **M-1** Industrial
(Meyers to Nine Mile)

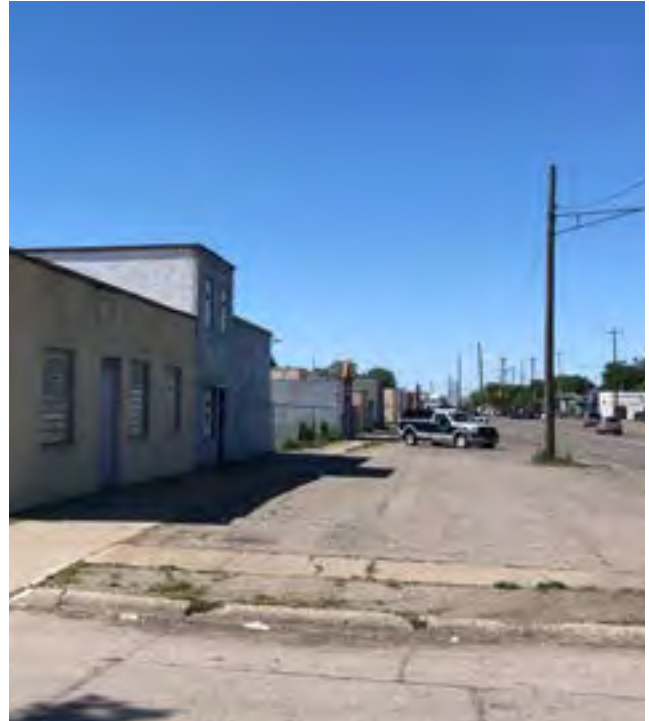
Statement of Identity

Boundary condition

This corridor is Hazel Park's eastern boundary and also the eastern Oakland-Macomb County line. The corridor should buffer adjacent neighborhoods, but has little direct service purpose for these residents: neighborhood service amenities should be allowed to develop in targeted areas within the adjacent neighborhoods through zoning reforms. Nevertheless, the Dequindre corridor needs to be clean and attractive, as it is a statement and reflection of Hazel Park.

Solutions

Small, low-cost improvements to beautify this corridor can add up to a big result. Tactics include repairing and replacing deteriorating fences, pruning overgrown vegetation, and coordinating the painting of blank walls in a uniform color scheme. Larger-scale investment should involve addressing the poor pedestrian circulation and informal parking arrangements, by creating a slip street arrangement. As part of this redesign, streetlights should be upgraded to a higher decorative standard. Taken together, these improvements will contrast with the east side of Dequindre and help to distinguish Hazel Park from its neighbors.



Existing Road Profile

Meyers to Woodruff, 2+2; Woodruff to Nine Mile, 2+1+2.





Nine Mile to Woodward Hts.

Dequindre Road Corridor

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).
- Several vacant lots, with poor frontage.
- One restaurant (Loui's Pizza) south of Felker that is similar in character to neighboring industrial buildings.

Existing Built Form

Predominantly one-story industrial buildings of masonry construction, with occasional retail uses. Buildings have a uniform, roughly 40 ft setback from the road, with an informal parking arrangement in front. Several vacant lots exist along the corridor.

Many curb cuts exist for the parking lots abutting the street frontage. Lack of color, windows and/or window transparency exists throughout the corridor, and there is poor pedestrian circulation along building frontage lines.

Current Zoning

- **M-1** Industrial
- **LB** Local Business
(Parcels on SW corner of Felker: Loui's Pizza site)

Statement of Identity

Boundary condition

This corridor is Hazel Park's eastern boundary and also the eastern Oakland-Macomb County line. The corridor should buffer adjacent neighborhoods, but has little direct service purpose for these residents: neighborhood service amenities should be allowed to develop in targeted areas within the adjacent neighborhoods through zoning reforms. Nevertheless, the Dequindre corridor needs to be clean and attractive, as it is a statement and reflection of Hazel Park.

Loui's Pizza is the exception to the rule: it is a community 'third place' and center of activity. Its role in the Hazel Park community, excellent building upkeep, and vintage signage give it a unique character and attract people to the corridor.

Solution

Small, low-cost improvements to beautify this corridor can add up to a big result. Tactics include repairing and replacing deteriorating fences, pruning overgrown vegetation, and coordinating the painting of blank walls in a uniform color scheme. Larger-scale investment should involve addressing the poor pedestrian circulation and informal parking arrangements, by creating a slip street arrangement. As



part of this redesign, streetlights should be upgraded to a higher decorative standard. Taken together, these improvements will contrast with the east side of Dequindre and help to distinguish Hazel Park from its neighbors.

Existing Road Profile

2+2; immediately north of Nine Mile and immediately south of Woodward Heights, 2+1+2.





Woodward Hts. to Ten Mile

Dequindre Road Corridor

Existing Land Use

- Two strip retail plazas north of Woodward Heights.
- Remainder of frontage is former Racetrack site, currently fenced-off and under construction; this frontage will eventually appear similar to the Ten Mile Road frontage to the immediate northwest.

Existing Built Form

1980s-90s-era strip commercial centers with neighborhood-scale retail and restaurants containing an approximately 130 ft. setback with parking in front. Former Racetrack frontage consists of wide grass strip with occasional trees, no sidewalk, and poorly maintained chain link fence screening active construction site.

Current Zoning

- **M-1** Industrial
(Woodward Heights to Ten Mile)

Statement of Identity

Boundary condition

This is the eastern boundary of the former Racetrack site, and likely will not attract much pedestrian activity without new mixed-use development there (which is not intended). Two auto-oriented plazas have adequate landscaping, but are not pedestrian friendly. New development on the eastern portion of Racetrack property will impact the ultimate outcome of this portion of Dequindre. The vacant Kmart store on the opposite side of Dequindre in Warren could be an opportunity for redevelopment that would have spillover impacts to Hazel Park.

Solution

Deprioritize major investments in this corridor segment until plans for redevelopment of adjacent former Racetrack property and Kmart site to east are complete.



Existing Road Profile

Woodward Heights to Oakgrove, 2+1+2; Oakgrove to immediately south of Ten Mile, 2+2; Remainder of Dequindre north to Ten Mile, 2+1+2.





West End St. to John R

Eight Mile Road Corridor

Current Zoning

- **LB-M** Local Business / Manufacturing (West End to John R)

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).
- Several small retail businesses interspersed (appliance store, coney island restaurant).

Existing Built Form

This segment of the Eight Mile Road corridor contains predominantly one-story, zero lot line buildings of masonry construction. There are many curb cuts for parking lots abutting the street frontage, and a great deal of chain link fencing in poor condition. There is overgrown and poorly maintained greenery in some cases at property boundaries.

Shopfront frontages have been bricked over in many cases, and buildings contain many blank walls, heavily tinted windows, and/or glass blocked windows.

The restaurant on the northwest corner of John R has a 60 ft. setback.

Statement of Identity

Boundary condition

This corridor is the southern boundary of Hazel Park, but the design and cross-section of Eight Mile Road makes it incredibly difficult to induce redevelopment. Adjacent neighborhoods are not served by the existing uses on corridor, and zoning reforms should take place within adjacent neighborhoods to ensure residents are served in a walkable context.

Solution

Low-cost, tactical attempts should be made to beautify the northern frontage of this corridor, to differentiate Hazel Park from neighboring communities to motorists traversing Eight Mile Road, and pique their interest in following the routes in to the core of the city. This could be achieved by installing murals and small landscaping improvements, and by adding banners or other decorative signage to lampposts. Promote the use of high-quality exterior finishes, fixtures, and designs, through future zoning regulations.



Existing Road Profile

West End to John R, 4 lanes westbound traffic





John R to S. Chrysler Dr.

Eight Mile Road Corridor

Current Zoning

- **LB-M** Local Business / Manufacturing (John R to S Chrysler)

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).
- Gas station on northeast corner of John R.

Existing Built Form

This segment of the Eight Mile Road corridor contains predominantly one-story, zero lot line buildings of masonry construction. There are many curb cuts for parking lots abutting the street frontage, and a great deal of chain link fencing in poor condition. There is overgrown and poorly maintained greenery in some cases at property boundaries.

Shopfront frontages have been bricked over in many cases, and buildings contain many blank walls, heavily tinted windows, and/or glass blocked windows.

Statement of Identity

Boundary condition

This corridor is the southern boundary of Hazel Park, but the design and cross-section of Eight Mile Road makes it incredibly difficult to induce redevelopment. Adjacent neighborhoods are not served by the existing uses on corridor, and zoning reforms should take place within adjacent neighborhoods to ensure residents are served in a walkable context.

Solution

Low-cost, tactical attempts should be made to beautify the northern frontage of this corridor, to differentiate Hazel Park from neighboring communities to motorists traversing Eight Mile Road, and pique their interest in following the routes in to the core of the city. The north side and abutments of the parallel overpass for through traffic could be treated with unique paint, and with new landscaping underneath. Promote the use of high-quality exterior finishes, fixtures, and designs, through future zoning regulations.



Existing Road Profile

2 to 5 lanes of one-way westbound traffic





N. Chrysler Dr. to Dequindre

Eight Mile Road Corridor

Existing Land Use

- North Chrysler to Merrill: Mainly light manufacturing, and auto-related service businesses (repair, collision). One party store on northwest corner of Russell St.
- Merrill to Dequindre: New convenience retail center originally anchored by a grocery store, which is now vacant.

Existing Built Form

The segment of the corridor from North Chrysler to Merrill contains predominantly one-story, zero lot line buildings of masonry construction. There are many curb cuts for parking lots abutting the street frontage, and a great deal of chain link fencing in poor condition. There is overgrown and poorly maintained greenery in some cases at property boundaries.

Shopfront frontages have been bricked over in many cases, and buildings contain many blank walls, heavily tinted windows, and/or glass blocked windows.

The segment from Merrill to Dequindre contains newer convenience retail strip centers, originally anchored by a grocery store, which is now vacant. Setbacks average 100-150 ft. with parking in front.

Current Zoning

- **LB-M** Local Business / Manufacturing (John R to S Chrysler)

Statement of Identity

Boundary condition

This corridor is the southern boundary of Hazel Park, but the design and cross-section of Eight Mile Road makes it incredibly difficult to induce redevelopment. Adjacent neighborhoods are not served by the existing uses on corridor, and zoning reforms should take place within adjacent neighborhoods to ensure residents are served in a walkable context.

Solution

Low-cost, tactical attempts should be made to beautify the northern frontage of this corridor, to differentiate Hazel Park from neighboring communities to motorists traversing Eight Mile Road, and pique their interest in following the routes in to the core of the city. The north side and abutments of the parallel overpass for through traffic could be treated with unique paint, and with new landscaping underneath. Promote the use of high-quality exterior finishes, fixtures, and designs, through future zoning regulations. A suitable anchor should be found to ensure the newer development at the corner of Dequindre does not lose its existing tenants.



Existing Road Profile

2 to 4 lanes of one-way westbound traffic.





West End St. to John R

Nine Mile Road Corridor

Existing Land Use

- West End to Berdeno: Mainly light manufacturing, and auto-related service businesses (repair, collision). Some retail is interspersed on the north side of street.
- Berdeno to S Chrysler: Auto-oriented commercial uses (Wendy's restaurant with a drive-thru, two gas stations).
- N Chrysler to John R: Auto-oriented commercial uses (Tim Horton's, McDonald's and CVS, each with drive-thrus).

Existing Built Form

West End to Berdeno: Predominantly one-story zero lot line buildings of masonry construction. Shopfront frontages are bricked over in many cases. There are blank walls, heavily tinted windows, and/or glass blocked windows.

Berdino to S Chrysler: Wendy's restaurant with a drive-thru, and two gas stations, which break up the street wall due to curb cuts and parking access. However, the setbacks are shallow, roughly 10-20 ft.)

N Chrysler to John R: Auto-oriented businesses including Tim Horton's, McDonald's, and CVS with drive-thrus. There is an outlot shopping plaza for the Kroger-anchored neighborhood shopping center on the northwest corner of John R. South side setbacks are 120 ft., north side setbacks are 30ft.

Current Zoning

- **M-1** Industrial
- **LB** Local Business (Several parcels on north side)

Statement of Identity

Western Gateway

This small segment of the Nine Mile Road corridor between the Ferndale boundary and South Chrysler Dr can capture energy from neighboring Ferndale and usher residents and visitors into Hazel Park.

Solution

Paint blank masonry walls a limited number of solid, bright colors from a pre-defined palette. Extend 3-lane road diet east from Ferndale, which can be accomplished through working with MDOT and local stakeholders after reconstruction of Interstate 75 is completed in 2021.



Existing Road Profile

West End to S Chrysler: 2+2





John R to Couzens Ave.

Nine Mile Road Corridor

Existing Land Use

- Commercial and Civic uses predominate (Library, Churches, Service-oriented retail, restaurants).

Existing Built Form

Mainly older commercial buildings with shallow setbacks, however their frontages have been neglected, and main entryways are to the side and/or rear. Large gaps exist between buildings to allow for parking lots with little screening. The First United Methodist Church is architecturally significant. The Country Boy restaurant anchors the northern side of this corridor segment with its iconic sign and creative outdoor seating area.

The Hazel Park Library building frontage has no relationship with the street; its principal entrance is in rear via a parking lot, by design.

Current Zoning

- CB** Central Business (Civic campus parcel)
- PUD** Planned Unit Development (O'Reilly plaza parcel)
- LB** Local Business (remainder of corridor)

Statement of Identity

Town Center

This segment of Nine Mile traverses the historic downtown area, which has lost all connection to its history as a walkable, mixed-use area. The civic campus, which contains the library, is designed to Modernist principles and does not contribute to street life. Small neighborhood businesses to the east are not configured in a way that encourages walking along the corridor.

Solution

A focus should be on strengthening this corridor segment using the existing built assets. Strengthen the street edges with better fencing and screening: the porticoes installed in front of the building on the south side between John R and Highland (pictured at right) are remarkable; these should be extended along the entire frontage along from N Chrysler westward to Couzens, painted in various colors, to give the corridor some identity and create defined edges for pedestrians.



Existing Road Profile

John R to Easterling: 2+1+2; Easterling to Couzens: 2+2.





Couzens Ave. to Dequindre

Nine Mile Road Corridor

Existing Land Use

- Couzens to Hughes: Retail, Service retail, and office uses.
- Hughes to Dequindre: Light manufacturing, with more diverse uses than other manufacturing corridors (cabinet makers, chair covers, water technology), but still many auto-related small industries.

Existing Built Form

Couzens to Hughes: Two neighborhood shopping plazas, with 60-120 ft. setbacks. Fast food restaurant with a drive-thru and a gas station.

Hughes to Dequindre: Predominantly industrial buildings of masonry construction, many with 20 ft. setbacks. Blank walls predominate; several buildings are screened with vegetative buffers. Brick and tan colors predominate, in contrast to other industrial corridors where shades of black and gray predominate.

Current Zoning

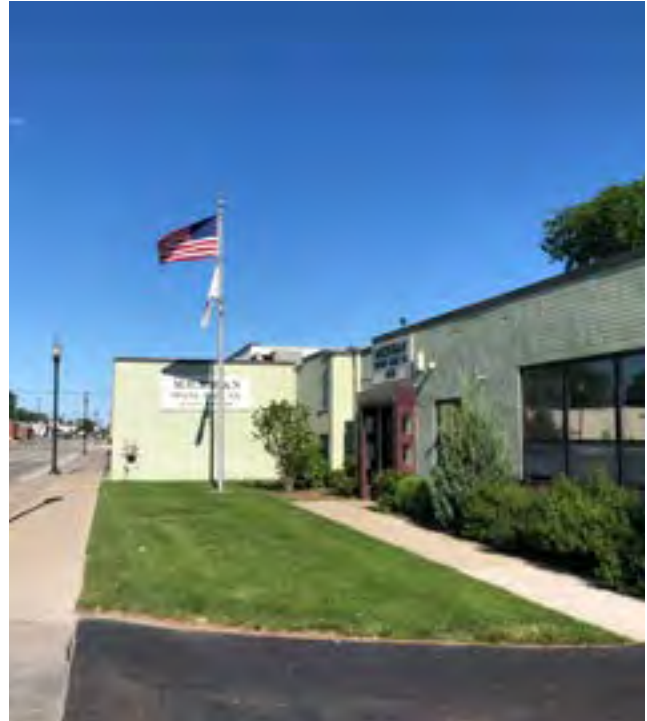
- LB** Local Business (Couzens to Harding, and S side between Harding and Hoover)
- M-1** Industrial (Hoover to Dequindre)

Statement of Identity

This is an Eastern Gateway of sorts, as there is a distinct transition in character, though not in use, as one travels westbound from Warren across Dequindre into Hazel Park.

Solution

A mural-based color scheme should be developed, and blank walls should be painted, with designs becoming more frequent/intense as one progresses west toward Couzens. Murals could evoke the patterns/shapes of the porticoes found further west, closer to the Town Center area. A system of banners echoing this color scheme could be installed along the historic-themed lampposts.



Existing Road Profile

Couzens to Melville: 2+2; Melville to Dequindre: 2+1+2.





N. Chrysler Dr. to John R

Ten Mile Road Corridor

Current Zoning

■ M-1 Industrial

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision).

Existing Built Form

Predominantly industrial buildings of masonry construction, many with 20 ft. setbacks. Blank walls predominate, and several buildings are screened with vegetative buffers. Informal parking arrangements exist within building setbacks. Open parking lots have minimal screening. There is a small auto dealership on the southwest corner of John R.

Statement of Identity

This is a 'forgotten' stretch of road, in the sense that it was once a major through road, but has since been cut off by the large I-696/I-75 interchange. The purpose of this corridor segment is akin to a cul-de-sac for westbound traffic, as it is forced to turn 180 degrees eastbound onto the I-696 service drive. All eastbound traffic originates from the N Chrysler service drive.

Solution

Deprioritize major investments in this corridor segment until after investments to the east and south along John R take place.



Existing Road Profile

2+2.





John R to Couzens Ave.

Ten Mile Road Corridor

Current Zoning

- **M-1** Industrial (except SE corner of John R, which is LB)

Existing Land Use

- Mainly light manufacturing, and auto-related service businesses (repair, collision). Two small neighborhood bars (Kozy Lounge and Max Dugan's).

Existing Built Form

Predominantly industrial buildings of masonry construction, many with 20 ft. setbacks. Blank walls predominate, and several buildings are screened with vegetative buffers. Informal parking arrangements exist within building setbacks. Open parking lots have minimal screening. Many smaller buildings have individual front entrances. The bright walls on Max Dugan's Bar are the only thing that visually breaks up the monotony of the corridor.

Statement of Identity

Edge Condition

This is Hazel Park's northern boundary, but it serves mainly local neighborhood and industrial traffic, as I-696 and its Service Drive are immediately to the north.

Solution

Pursue a slip street configuration to retain existing parking in front of buildings, albeit in a more formal arrangement. This would increase pedestrian safety and induce safer traffic circulation as well. Upgrade street lighting in conjunction with these improvements to differentiate the Hazel Park side of the corridor.



Existing Road Profile

2+2.





Couzens Ave. to Dequindre

Ten Mile Road Corridor

Existing Land Use

- Former Racetrack property: Light industrial, logistics, manufacturing.

Existing Built Form

Couzens to Vance: Large, continuous building frontage punctuated by loading bays. 250 ft. setback, screened by young trees and lawn.

Vance to Dequindre: One older industrial building with parking in front. Former Racetrack site screened by overgrown vegetation. No sidewalks.

Current Zoning

■ **M-1** Industrial

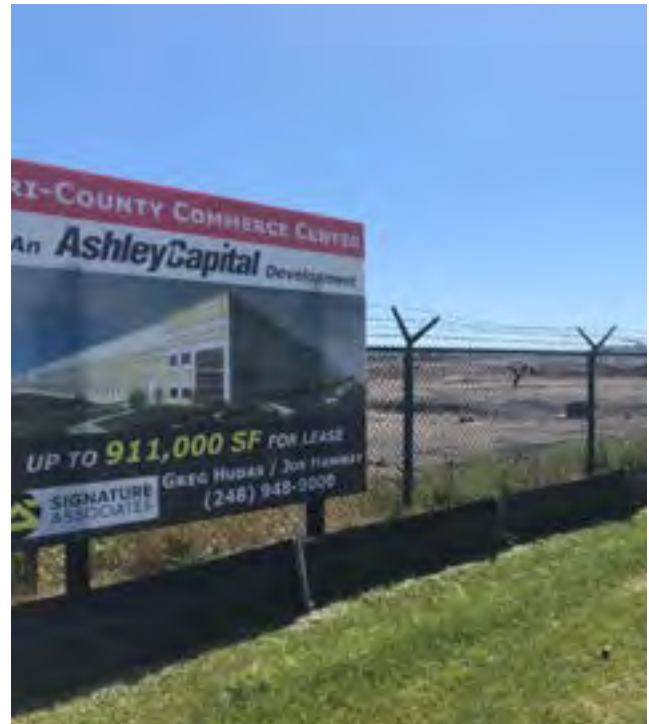
Statement of Identity

Edge Condition

This is Hazel Park's northern boundary, but serves mainly local neighborhood and industrial traffic, as I-696 and its Service Drive are immediately to the north. The exit ramp configuration east of Couzens Ave. was designed to facilitate Racetrack traffic, and therefore Ten Mile Road westbound through traffic is offloaded to the freeway and service drives at Vance Avenue; Ten Mile Road becomes a route for local traffic west of here. The former Racetrack site redevelopment provides no active frontage along Ten Mile and will not for foreseeable future.

Solution

Deprioritize major investments in this corridor segment until plans for redevelopment of adjacent former Racetrack property and the former Kmart site on the southeast corner of Dequindre are complete.



Existing Road Profile

2+3 (3 lanes eastbound); at John R, 2+1+3.



















Nodes

Nodes are the focal points of Hazel Park. They are typically located where two corridors intersect, and when functioning properly, become unique places unto themselves. They are the focus and culmination of energy and activity from multiple directions. This section analyzes the unique conditions present where corridors intersect, presenting solutions for their transformation into wonderful places.

Required Level of Intervention

-  Level 1 :
Light
-  Level 2 :
Light-Medium
-  Level 3 :
Medium
-  Level 4 :
Medium-Heavy
-  Level 5 :
Heavy

Current Zoning Categories

-  **RA-1** Single Family Residential 60'
-  **RA-2** Single Family Residential 50'
-  **RA-3** Single Family Residential 40'
-  **RB** Single Family Attached Residential
-  **RC** Multiple Family Residential
-  **RC-1** High Rise Multiple Family
-  **LB-M** Local Business / Manufacturing
-  **LB** Local Business
-  **CB** Central Business
-  **PUD** Planned Unit Development
-  **BC-1** Chrysler Business
-  **M-1** Industrial
-  **P-1** Parking
-  **M-D** Mixed Use / Entertainment
-  **School**
-  **Park**



John R. / Eight Mile Rd

Existing Land Use

Auto-oriented service retail (Gas station, restaurant).

Existing Built Form

One story; setbacks and wrap-around parking.

Current Zoning

LB-M Local Business / Manufacturing

Statement of Identity

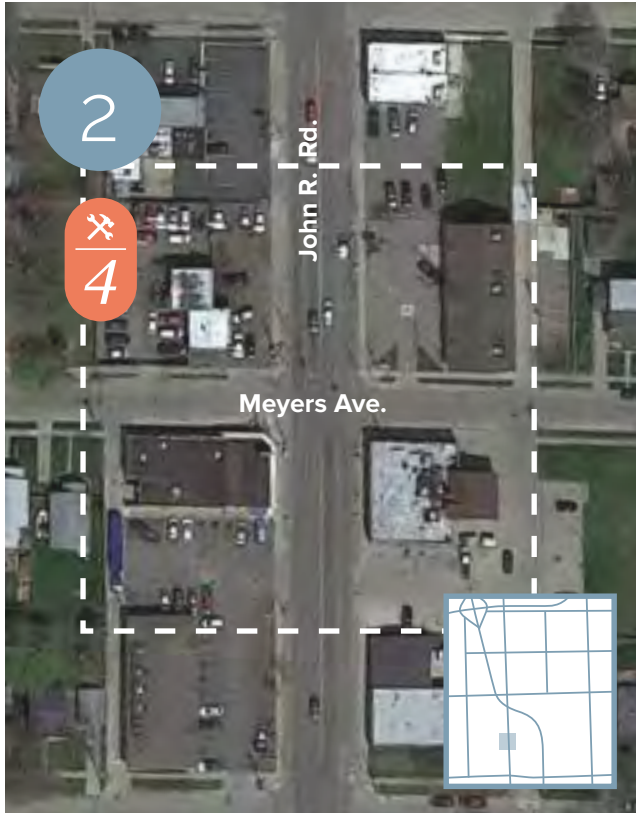
Southern Pre-Gateway

Solution

Place entry markers to define southern beginning of the corridor and usher interest further north. Modify zoning to require high-quality architecture at this corner if development in city has pushed demand to this area.

John R is the main gateway to the center of Hazel Park. Looking north from Eight Mile, this street can beckon visitors and residents northward into the city. Existing structures can contribute to an alluring environment, with exceptional landscaping and façade treatments, or specific design standards for new structures can be employed to make this a notable corner.





John R. / Meyers Ave

Existing Land Use

- Neighborhood convenience retail (tobacco shop, liquor store, hair salon); Auto Repair.

Existing Built Form

Buildings on south side are zero lot line and could be made attractive with new façades. Buildings on north side have ~30–50 ft. setbacks with front parking.

Current Zoning

■ **LB** Local Business

Statement of Identity

Southern Gateway

Solution

Place entry markers to define gateway and transition to Town Center. Upgrade signage and façades of buildings on south side.





John R. / Nine Mile Rd

Existing Land Use

- Auto-oriented community center retail
- Civic campus

Existing Built Form

Suburban retail plazas on three corners; Modernist civic campus which fronts streets but does not interact with them.

Current Zoning

- **CB** Central Business
- **PUD** Planned Unit Development

Statement of Identity

Historic/Future Town Center

Solution

Long-term: redevelopment plan for suburban retrofit/new walkable mixed-use district with civic campus.





John R. / Woodward Heights Blvd

Existing Land Use

- Traditional main street (ACE Hardware, Mabel Gray), professional office
- Civic (St. Mary Magdalene Church).

Existing Built Form

Traditional one-story commercial shopfront on NW and SW corners; SE corner vacant; Church on NE corner.

Current Zoning

- **LB** Local Business
- RA-3** Single Family Residential 40'

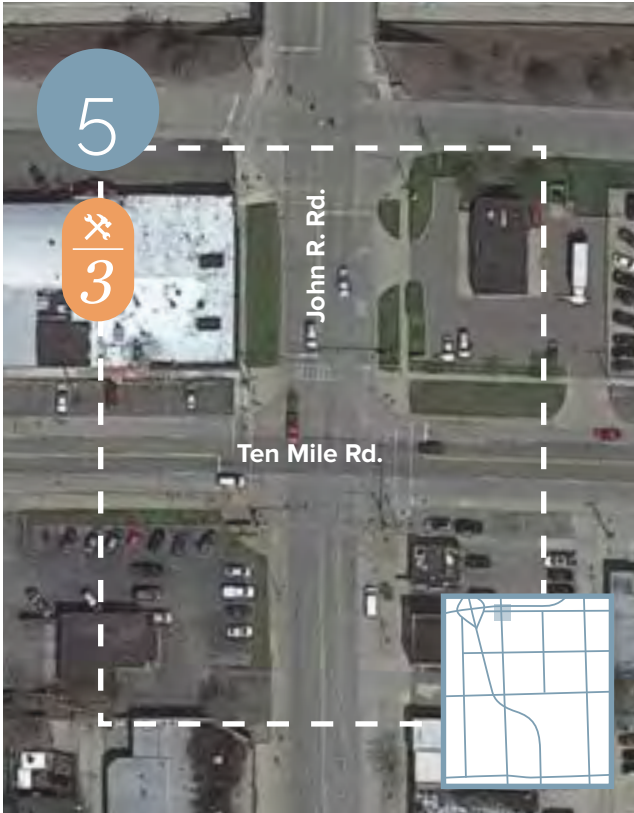
Statement of Identity

Town Center

Solution

Cultivate high-quality mixed use development at this intersection and blocks immediately north and south; continue momentum from CVS site redevelopment. Follow infill plan and guidelines per CNU John R Corridor Plan. Extend road diet north to entirety of corridor.





John R. / Ten Mile Rd

Existing Land Use

- Used car dealership
- Neighborhood restaurant
- Tattoo parlor.

Existing Built Form

SW corner dominated by auto lot; SE corner has traditional one-story commercial buildings, good 'main street' frontages with neighborhood businesses.

Current Zoning

- **LB** Local Business
- **M-1** Industrial

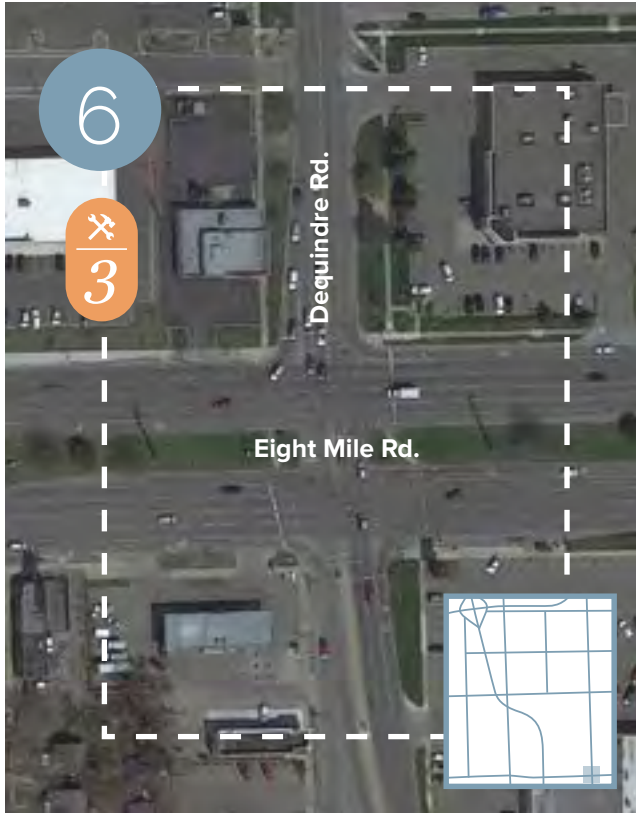
Statement of Identity

Northern Gateway

Solution

Invest in road diet, streetscaping; Place entry elements at intersection. Follow guidelines in CNU John R Corridor Plan.





Dequindre / Eight Mile Rd

Existing Land Use

- Recent strip convenience center retail center, anchored by Save-A-Lot.

Existing Built Form

Suburban auto-oriented commercial. One-story plazas with deep setbacks and front-loaded parking.

Current Zoning

LB-M Local Business / Manufacturing

Statement of Identity

SE Corner - Neighborhood Services

Solution

While full retrofit of this new plaza is not likely in the foreseeable future, invest in heavy landscaping and entry features to differentiate Hazel Park corner along Eight Mile. Create pedestrian circulation and connections to/through retail center to make accessible and pleasant journey from adjacent neighborhoods on foot/bike. Potential to integrate missing middle housing at rear of retail site, on NE corner of Merrill and Muir.





Dequindre / Meyers Ave

Existing Land Use

- Light industrial; screened side yard from adjacent residential parcel.

Existing Built Form

One story industrial buildings with few windows, garage bays.

Current Zoning

■ **M-1** Industrial

Statement of Identity

Edge Condition

Solution

Limited potential for changes in land use; redesign of parking and frontages and corridor-wide painting/ mural program can improve welcoming nature of node, differentiate Hazel Park, and connect to adjacent neighborhoods.





Dequindre / Nine Mile Rd

Existing Land Use

- Commercial

Existing Built Form

Bray's Hamburgers is classic 'squeeze-in' restaurant and regionally notable; Used car lot on N side.

Current Zoning

■ **M-1** Industrial

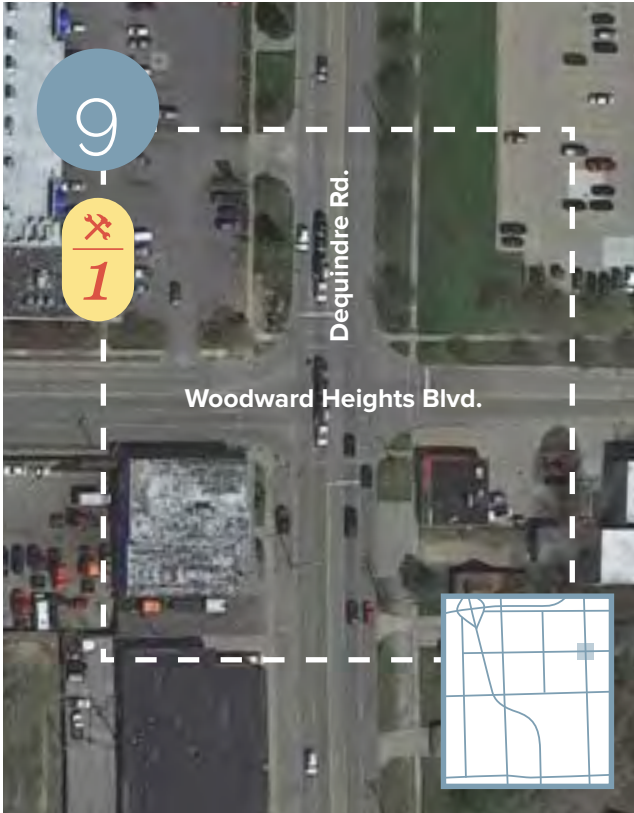
Statement of Identity

Eastern Gateway

Solution

Built form becomes more urban as one passes westbound on Nine Mile through this gateway location. Bray's restaurant and sign is iconic. Promote sense of arrival with entry features; promote color scheme for blank masonry walls extending west along Nine Mile to push people towards town center. Consider road diet for Nine Mile throughout length in Hazel Park.





Dequindre / Woodward Heights Blvd

Existing Land Use

- Auto-oriented service retail on S side;
- Neighborhood strip retail on N side.

Existing Built Form

One story industrial building; one story strip commercial plaza with 120 ft. setback.

Current Zoning

■ **M-1** Industrial

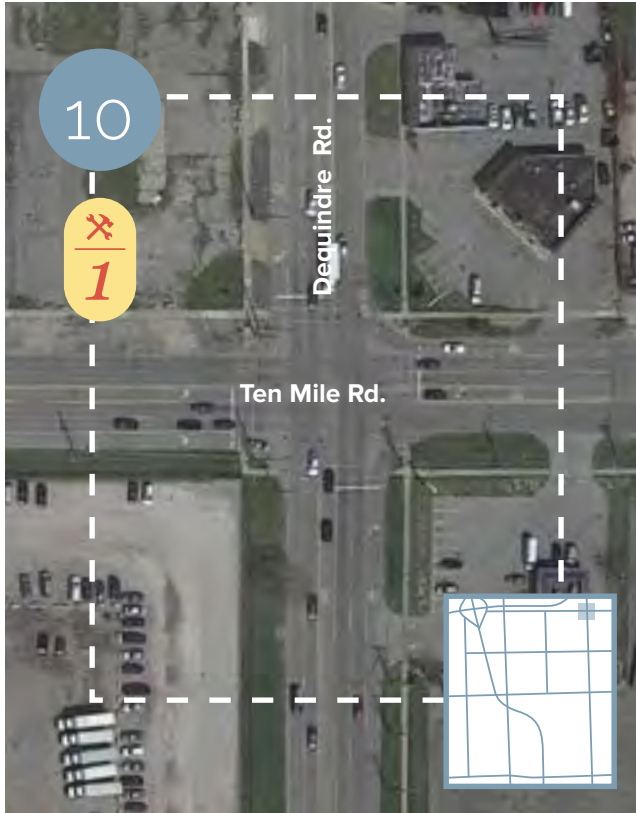
Statement of Identity

Edge Condition

Solution

Due to former Racetrack site immediately adjacent, this is a transitional area unlikely to attract significant pedestrian activity. Accentuate landscaping and welcome signage; make minor tactical investments to differentiate Hazel Park from Warren. Road diet for Woodward Heights to 1+1+1 throughout Hazel Park city limits.





Dequindre / Ten Mile Rd

Existing Land Use

- Former Racetrack property on SW corner; currently under redevelopment.

Existing Built Form

Open vacant land.

Current Zoning

■ M-1

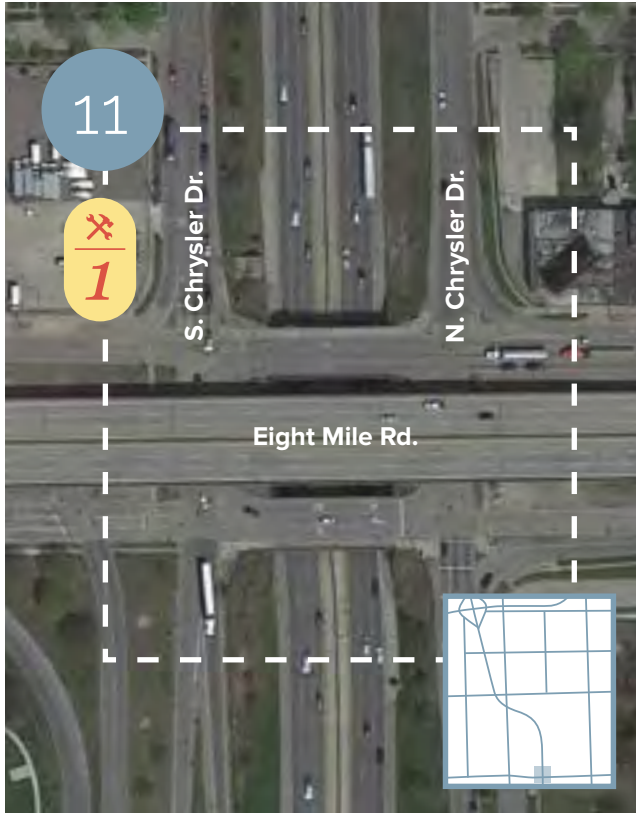
Statement of Identity

NE Corner; Edge Condition

Solution

Due to former Racetrack site immediately adjacent, this is a transitional area unlikely to attract significant pedestrian activity. Accentuate landscaping and welcome signage; make minor tactical investments to differentiate Hazel Park from Warren. Future redevelopment of adjacent Kmart site in Warren will impact future of this corner. Due to distance and lack of connectivity from rest of Hazel Park, no significant investments should be made here until redevelopment plans to both SW and E are clear and substantially complete.





Chrysler Dr / Eight Mile Rd

Existing Land Use

- NW corner is long-vacant commercial building;
- NE corner, several (vacant?) light industrial buildings and party store.

Existing Built Form

Neglected commercial and industrial buildings. NE corner buildings could have potential for rehab if owners so desired.

Current Zoning

LB-M Local Business / Manufacturing

Statement of Identity

Edge Condition

Solution

This node handles a large traffic volume, but is not a gateway location. Design of Eight Mile/I-75 interchange is oppressive and nearly impossible to retrofit to make pedestrian friendly. Corners can be made more visually appealing through building improvements. No significant investments should be made pending rebuild of I-75 through this area. Placemaking treatments (bright lighting, plants, murals) can make underside of flyover visually appealing.





Chrysler Dr / Vassar Ave

Existing Land Use

- Neighborhood convenience retail/services (grocery/ pharmacy, barber)
- Small multifamily residential apartment bldg.

Existing Built Form

Commercial buildings of masonry construction with shopfronts. One has been converted to residential use.

Current Zoning

■ **LB** Local Business

Statement of Identity

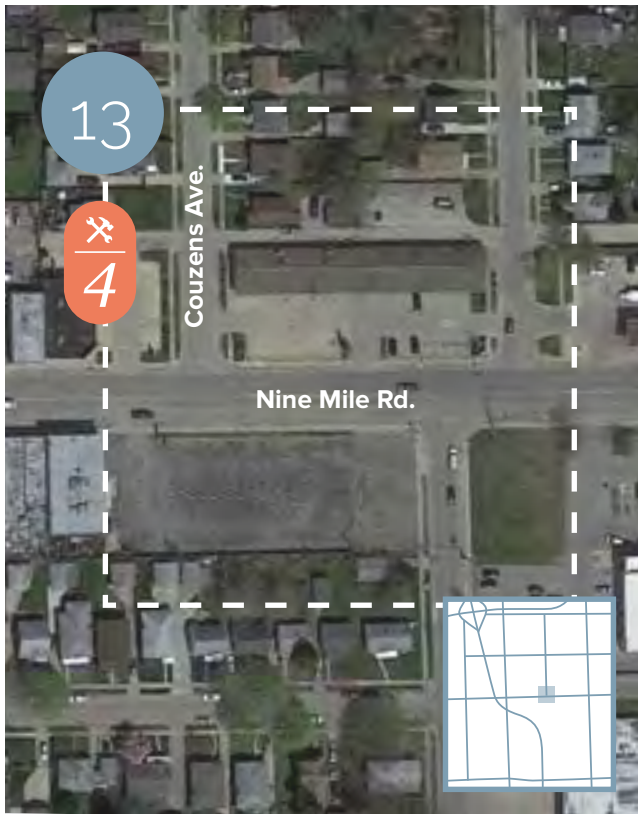
Neighborhood Seam

Solution

This node functions as a seam between several neighborhoods, and contains many important functions knitted into the walkable fabric of the street grid: a small grocery/pharmacy, barbershop, adjacent is an Elks Club ('third place') and Oaks Elementary School.

Small placemaking tactics might be applied here to visually soften the impact of the freeway and service drive, but generally the area functions well as it is. The small triangular island formed by Vassar, Jarvis, and N Chrysler could be developed as a small greenspace.





Couzens Ave / Nine Mile Rd

Existing Land Use

- Neighborhood convenience retail/services (restaurant, cell phones, pharmacy).

Existing Built Form

One small strip plaza with ~60 ft. setback; open parking lots; two masonry commercial buildings with recent modifications to west.

Current Zoning

■ **LB** Local Business

Statement of Identity

Neighborhood Seam

Solution

The major impediment to quality place in this area is the prevalence of open parking lots, and the somewhat chaotic traffic patterns induced by the mismatch of residential street grids to the south and north of Nine Mile. Nine Mile should undergo a road diet to a 1+1+1 configuration, and if possible, the small parcel of land at the southeast corner of Russell should be obtained to allow a realignment of Russell St to make a direct crossing of Nine Mile (similar to the treatment at Hughes immediately to the east). This could be done at relatively low expense, with no disruption to the surrounding built form (see photo at left).

The parking lot on the southwest corner of Russell would be an ideal location for a zero lot line, mixed use building with shopfront retail to provide a sense of enclosure.





Couzens Ave / Woodward Heights Blvd

Existing Land Use

- Residential and Civic (church).

Existing Built Form

Single-family houses; the Maple Grove Apartments building; the Church of Christ and its associated parsonage house.

Current Zoning

- RA-3** Single Family Residential 40'
- RC** Multiple Family Residential

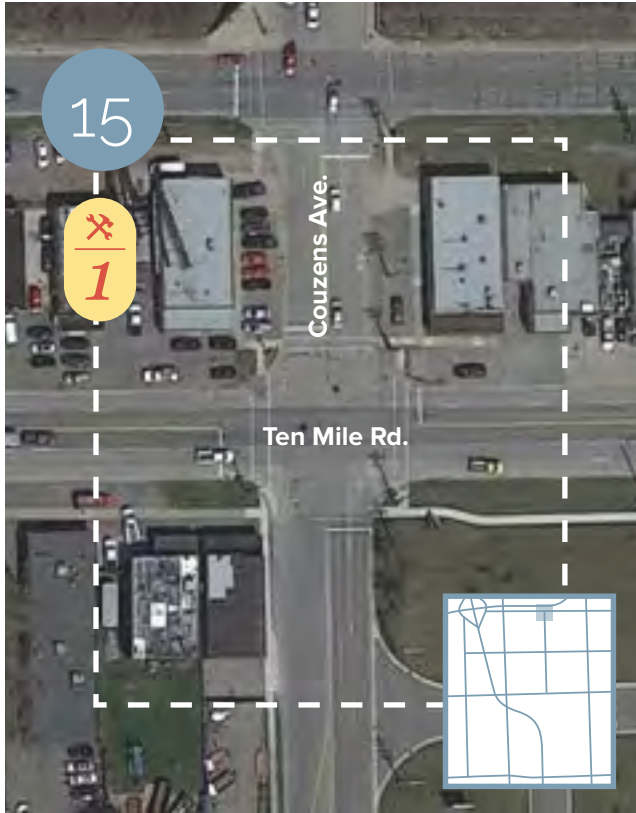
Statement of Identity

Neighborhood Seam

Solution

This node has a softer, residential feel. The prevalence of trees gives it texture, and it is a good transition area for the more intense uses immediately to the north at the former Racetrack site. The mixture of housing types and nearby employment centers and schools make it an ideal location for neighborhood services, however, it would be likely that significant redevelopment of this area would disrupt the character of the surrounding neighborhoods. A small, pedestrian-scaled block of commercial shopfronts could ideally locate immediately north, at the boundary of the Racetrack property, however, this is in practice highly unlikely.





Couzens Ave / Ten Mile Rd

Existing Land Use

- Light industrial; logistics; distribution.

Existing Built Form

Small light industrial buildings to the west; the NW corner of the Ashley Capital redevelopment (logistics and distribution) to the east.

Current Zoning

■ **M-1** Industrial

Statement of Identity

Edge Condition

Solution

The particular mix of uses generating from this area's history makes it unlikely to be a destination desired by pedestrians or neighborhood residents. It is recommended that, unless flexible zoning creates the natural development of commercial uses here (due to the concentration of employment), neighborhood services be located elsewhere.





West End St / Eight Mile Rd

Existing Land Use

- Light industrial

Existing Built Form

Small light industrial buildings and an open parcel.

Current Zoning

LB-M Local Business / Manufacturing

Statement of Identity

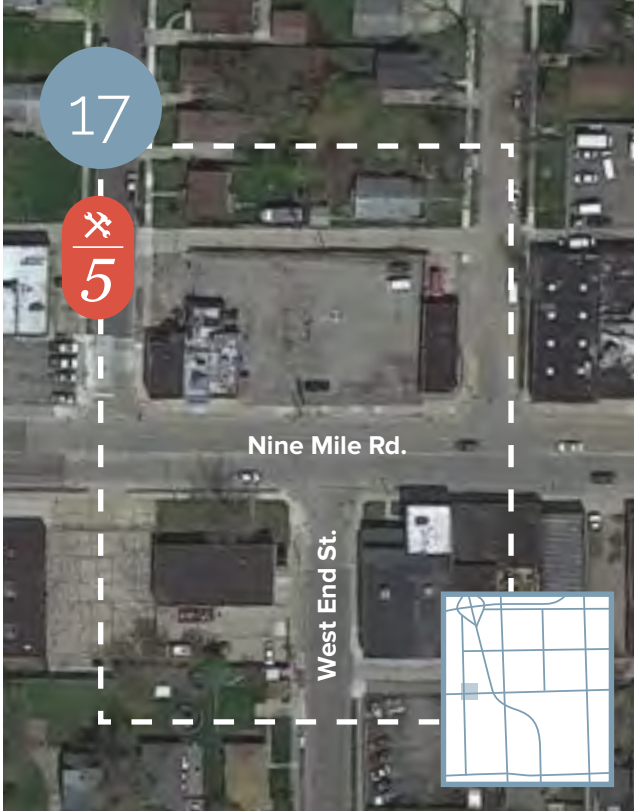
Edge Condition

Solution

The SW corner of Hazel Park is made challenging by the overwhelming profile of Eight Mile Road. The adjacent neighborhoods to the north are some of the oldest in Hazel Park, and to the west, the Ferndale neighborhoods are cut off from the commercial fabric of that city by an industrial area bordering the railroad tracks. It could be ideal for zoning reform to allow a small neighborhood commercial node to develop along West End Street north of here, perhaps between Elza and Meyers.

The Eight Mile/West End corner could be made more attractive by promoting the improvement of building façades, installing welcoming signage, and other small interventions to differentiate Hazel Park to passersby.





West End St / Nine Mile Rd

Existing Land Use

- Commercial; light industrial.

Existing Built Form

One-two story commercial buildings with deprecated frontages.

Current Zoning

- **LB** Local Business
- **M-1** Industrial

Statement of Identity

Western Gateway

Solution

The Nine Mile/West End intersection is a transitional area along that corridor, and a western gateway to Hazel Park. This area can easily pick up the vibrancy existing slightly west along Nine Mile in the eastern extent of Ferndale.

















Nine Mile should be reduced to a 1+1+1 configuration, mirroring the treatment in Ferndale. This is an area where façades and shopfronts should be restored; lots of color used on masonry buildings; and small, mixed-use infill developments should be encouraged. Entry features should clearly welcome people to Hazel Park and proudly display the city's unique brand and character.



Neighborhoods

Neighborhoods are the building blocks of a community. Hazel Park is distinct because it originated as a collection of neighborhoods which developed simultaneously over several decades; the downtown area was built to serve the neighborhoods. Hazel Park's neighborhoods have a tight-knit fabric, with a traditional, connected street grid, and a mix of house sizes, ages, styles, and setbacks.

Current Zoning Districts

	RA-1	Single Family Residential 60'
	RA-2	Single Family Residential 50'
	RA-3	Single Family Residential 40'
	RB	Single Family Attached Residential
	RC	Multiple Family Residential
	RC-1	High Rise Multiple Family
	LB-M	Local Business / Manufacturing
	LB	Local Business
	CB	Central Business
	PUD	Planned Unit Development
	BC-1	Chrysler Business
	M-1	Industrial
	P-1	Parking
	M-D	Mixed Use / Entertainment
	School	
	Park	

Hazel Park's neighborhoods were studied intensively during the development of this plan. All streets were driven and/or walked, at varying times of the day and year. Hazel Park's neighborhoods are strong centers of family and community: residents walk frequently, make frequent use of parks, and—importantly—children are seen playing outside. Many newer communities, with newer housing stocks, lack this critical element of community life.

The city will face new pressure in the coming years to accommodate new residents from many walks of life and family compositions. The residents of Hazel Park have demonstrated a readiness to accept new neighbors, as stated in the Goals and Objectives of this plan. Hazel Park's neighborhoods need an organized means of meeting this challenge, through the addition of new housing types, revitalizing the existing housing stock, and confronting the potential increase in demand in certain areas as would-be movers to Ferndale and Royal Oak discover Hazel Park as an attractive alternative.

The following section of this plan defines 13 distinct neighborhoods, giving them statements of identity, and an organizing framework for prioritizing improvements to meet the needs of residents, new and existing, in the coming years.

Hazel Park is a city comprised of strong, close-knit neighborhoods. These neighborhoods were developed in a traditional pattern of small blocks of rectilinear streets: this could be referred to as the 'tissue' of hazel park's development. Neighborhoods in this traditional type of tissue can have distinct boundaries, but can also blend into one another, with more subtle seams. A purpose of this plan is to undertake a study to identify and map these boundaries and seams.

It cannot be understated, however, that Hazel Park's neighborhoods are equally-important pieces of a cohesive whole. While they should remain sources of pride for their inhabitants, they are never intended to become the primary means of identification for Hazel Park residents; citizens, first and foremost, live in a strong, healthy City of Hazel Park.

Hazel Park residents have long been concerned about maintaining the quality of their community, particularly the quality of residential life, the natural environment, and the quality of the schools and other public services. This Plan is intended to protect and preserve those qualities on which residents place such great value.

Building upon these existing elements is a tremendous advantage for the City towards its goal of growing a creative, vibrant, progressive, inclusive community that is attractive to residents, the business community and visitors.

While individual neighborhoods are a source of pride to their residents, they are not the primary means of identity in the city. Hazel Park is a unified, close-knit community; in a sense, it is "one big neighborhood". It is worthwhile to restate that analyzing individual neighborhoods for the purposes of this Plan is in the interest of a strong, healthy, and sustainable Hazel Park in its totality.



An ad from the Sears Roebuck catalog for the Lebanon model kit house. A Lebanon house exists in Hazel Park, located on West Otis Street.

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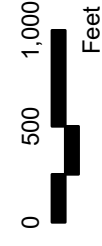
Neighborhoods Framework

City of Hazel Park, Michigan

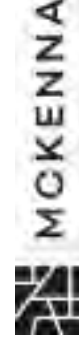
October 13, 2020

Legend

- Hazel Park Boundary
- Neighborhood Boundaries
- Schools
- Parks
- Residential Parcels



Basemap Source: Michigan Center for Geographic Information, Version 17a. Data Source: City of Hazel Park 2020, McKenna 2020.



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Green Acres Park

Existing Built Form

The neighborhood surrounding Green Acres Park consists of single family houses built predominantly between 1940-1960. Groups of houses closer to S Chrysler Dr (the route of the former Stephenson streetcar line) date from 1920s-1930s.

Current Zoning

- RA-2** Single Family Residential 50'
- RA-3** Single Family Residential 40'

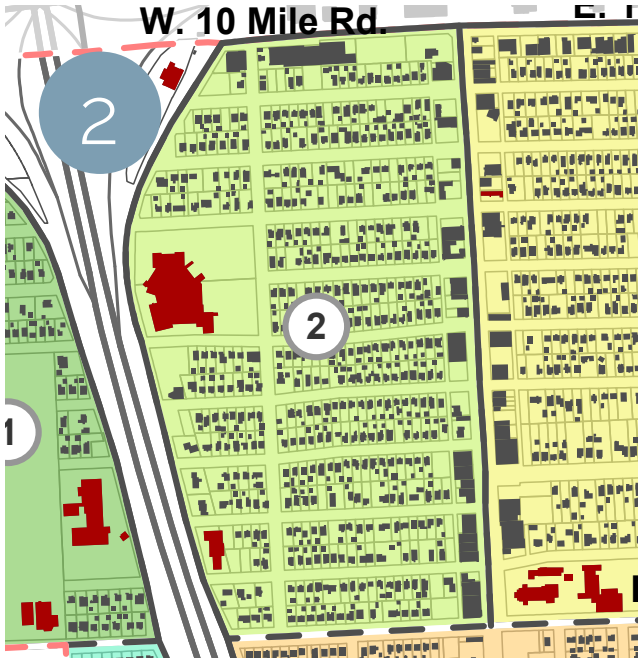
Statement of Identity

This small neighborhood in the far northwest corner of Hazel Park has been physically cut off from other city neighborhoods by Interstates 75 and 696. Several blocks of this neighborhood were lost in the 1970s to accommodate the interchange between Interstates 75 and 696. It is today isolated by this large interchange to the north and Interstate 75 to the east; however, it blends seamlessly into the Ferndale neighborhoods to the west.

Assets and Destinations

- Green Acres Park
- Hazel Park Community Center
- INVEST Roosevelt Alternative High School





Landmark Community Church

Existing Built Form

The neighborhood surrounding Landmark Community Church is composed of single family houses built predominantly between 1920-1960. There are several clusters of houses that were constructed as neighborhood infill projects in the 1990s and 2000s, such as those on the south side of West Mapledale between North Chrysler Drive and Palmer.

Current Zoning

- RA-3** Single Family Residential 40'
- RB** Single Family Attached Residential

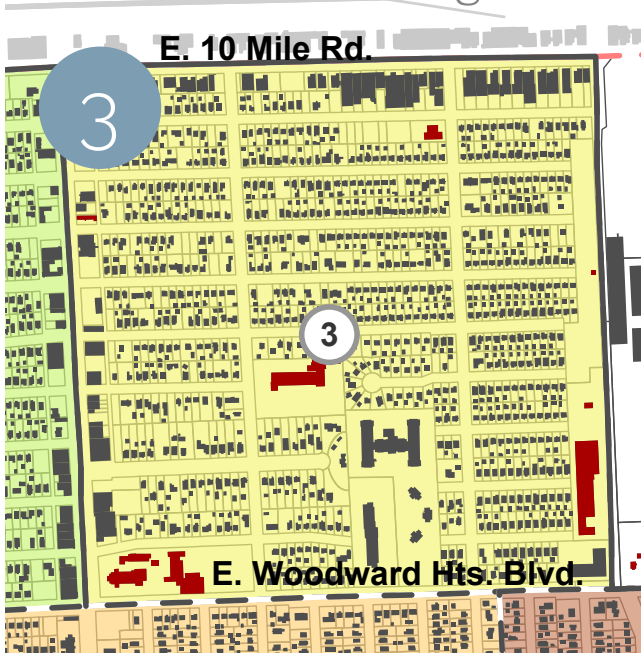
Statement of Identity

This neighborhood is located adjacent to the strongest walkable retail areas in Hazel Park. John R, which comprises the neighborhood's eastern boundary, contains several community-serving businesses including a grocery store and hardware store. Residents of this neighborhood are within a 5-10 minute walk to the John R corridor, and the node at John R and Woodward Heights. This neighborhood is likely to absorb future residential demand due to its location in the City.

Assets and Destinations

- Landmark Community Church
- Serenity Christian Church
- Retail businesses clustered along John R and at the John R/Woodward Heights node.





Longfellow/ Karam

Existing Built Form

The Longfellow/Karam neighborhood consists of single family homes built predominantly between 1920-1960. Those blocks closest to John R were built out during the 1920s-1940s. This neighborhood contains much of the city's multiple-family residential development, including American House, Hazel Park Manor, and Maple Grove Apartments.

Current Zoning

- RA-2** Single Family Residential 50'
- RA-3** Single Family Residential 40'
- RC** Multiple Family Residential

Statement of Identity

Most Longfellow/Karam residents are within a 5-10 minute walk to the John R corridor, which contains community-serving businesses including a bicycle shop, variety store, and locally-owned restaurants. The eastern edge of the neighborhood contains Karam Park, the Dog Park, and the city's municipal services depot. Grace Elementary School is centrally located in this neighborhood. This neighborhood is likely to absorb future residential demand due to its location in the City.

Assets and Destinations

- St Mary Magdalen Church and School
- Church of the Nazarene
- Grace Elementary School
- Karam Park and Dog Park
- Retail businesses clustered along John R and at the John R/Woodward Heights node.





Green Acres / Martin

Existing Built Form

This small neighborhood consists of single family houses built between 1920-1960. Nine Mile Road to the south, and South Chrysler Drive to the east, contain several small retail and fast food establishments. There are two small apartment buildings on South Chrysler Drive.

Current Zoning

RA-3 Single Family Residential 40'

Statement of Identity

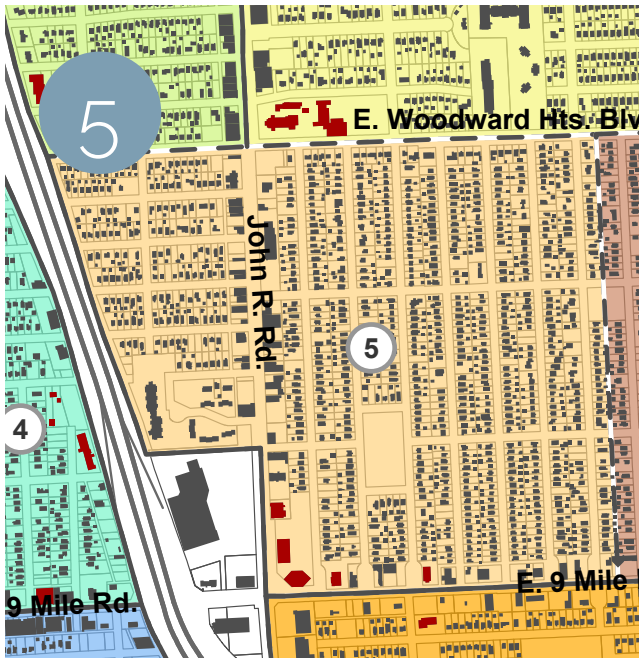
The Green Acres/Martin neighborhood blends seamlessly into the Ferndale neighborhoods to the west. Residents are within a 5-minute walk of businesses on the Nine Mile and South Chrysler Drive corridors, but those corridors currently lack retail and restaurant variety.

This neighborhood connects to the John R corridor via a pedestrian overpass over Interstate 75 located at Orchard Avenue. However, it is more likely that residents of this neighborhood would use private vehicles to access this area if available. Strengthening the South Chrysler Drive and Nine Mile corridors would, however, greatly increase the quality of life in this neighborhood, and allow it to absorb some demand for those seeking to locate near Ferndale.

Assets and Destinations

- First Baptist Church





Felker Field

Existing Built Form

The Felker Field neighborhood contains single-family homes built between 1920-1960. The blocks closest to Nine Mile and John R Roads, the historic downtown center, were built out by 1940. Blocks closer to Woodward Heights were built out between 1940-1960.

Current Zoning

RA-3 Single Family Residential 40'

Statement of Identity

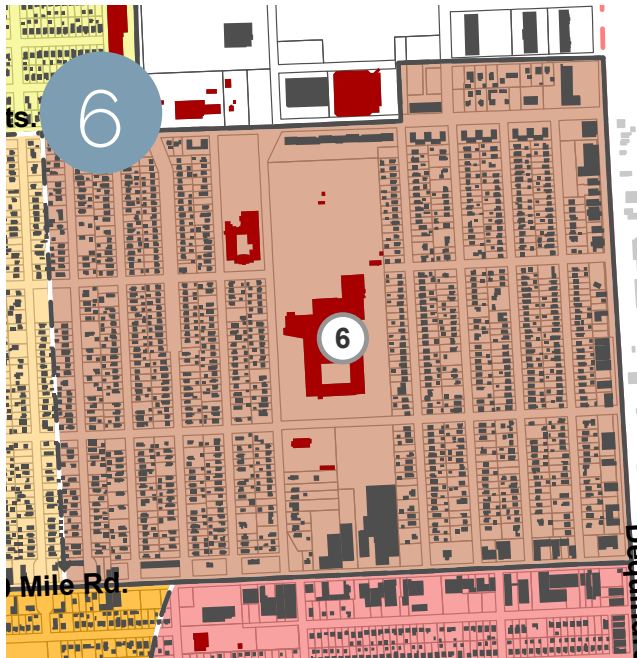
The Felker Field neighborhood sits in the cultural center of Hazel Park. It has seamless access to the historic downtown area at Nine Mile and John R, as well as the walkable town center area at Woodward Heights and John R. The neighborhood has a 'soft' seam, or transition, to the east, transitioning around Vassar Avenue and Tuski Park into the H.P. High School neighborhood.

The neighborhood straddles the John R corridor where it is strongest in character, use, and form. Felker Field is the dominating feature in the center of the neighborhood, and the Nine Mile Road and John R corridors provide most neighborhood services in walking distance of residents. This neighborhood has the highest likelihood of attracting new infill projects and investment, particularly in the blocks closest to John R and Woodward Heights.

Assets and Destinations

- Hazel Park Civic Center
- First United Methodist Church
- Solid Rock Church
- Felker Field
- Tuski Park





Hazel Park High School

Existing Built Form

The neighborhood surrounding Hazel Park High School was one of the newest to develop, with its single-family houses constructed predominantly between 1940-1980. The north side of the neighborhood is bordered by small apartment complexes on Woodward Heights, while the east and south sides of the neighborhood are bordered by light industrial uses.

Current Zoning

- RA-3** Single Family Residential 40'
- RB** Single Family Attached Residential

Statement of Identity

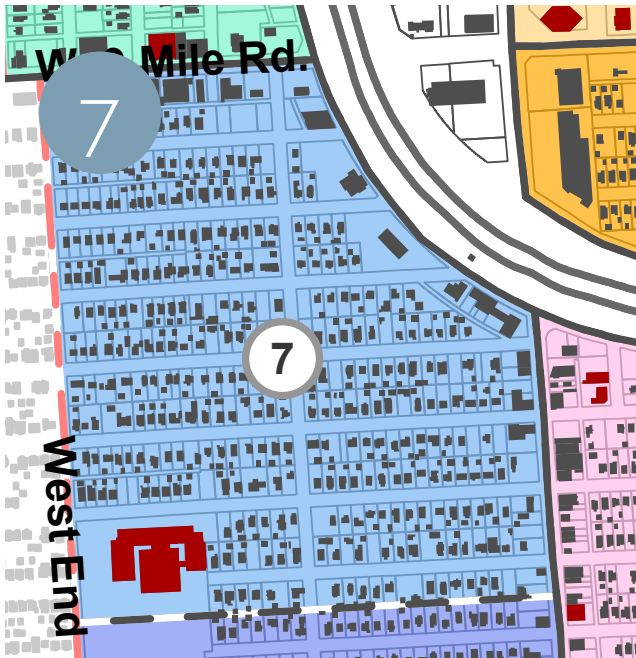
This neighborhood is anchored by the Hazel Park High School campus, and thus draws students from the entire city, as well as adults attending and participating in school-related events. Industrial uses penetrate the residential character of the neighborhood between Hughes and Crossley.

The Nine Mile and Dequindre corridors bounding to the south and east contain a mixture of light industrial and retail uses. The current appearance of these corridors, and lack of retail/restaurant variety, do not make them quality, walkable destinations.

Assets and Destinations

- Hazel Park High School and Grba Field
- Hoover Elementary School
- Tuski Park





Webster/Wanda

Existing Built Form

The Webster neighborhood is among Hazel Park's older neighborhoods. The single-family houses here were built predominantly before 1940, in a mixture of architectural styles and sizes. As lots were developed individually, there are inconsistent setbacks, and lots are generally smaller than 5,000 square feet. Mature trees front the streets, giving the neighborhood a distinctive character. Many lots were platted with slightly wider frontages than elsewhere in the city, which results in the majority of the neighborhood being zoned as RA-2.

Current Zoning

- RA-2** Single Family Residential 50'
- RA-3** Single Family Residential 40'

Statement of Identity

Webster Elementary is the focal point of this neighborhood. The eight residential blocks to the west of West End Street, in Ferndale, are isolated from other Ferndale neighborhoods by an industrial district, and so are an informal adjunct to this neighborhood.

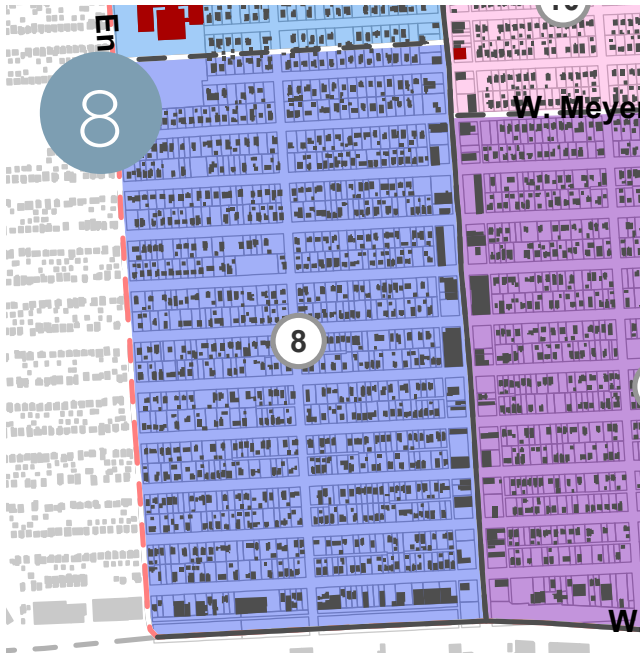
Neighborhood residents are within a 5-10 minute walk to the John R corridor, which contains community-serving businesses and local restaurants. The Dairy Park restaurant is adjacent to this neighborhood, and acts as a treasured community 'third place' and anchor for the area.

Improvements to the John R and Nine Mile Road corridors would improve quality of life for neighborhood residents, as it is otherwise cut off from the cultural center of Hazel Park by Interstate 75.

Assets and Destinations

- Webster Elementary School





Webster/Wilson

Existing Built Form

Similar to the Webster/Wanda neighborhood to the north, Webster/Wilson is an older neighborhood with a variety of house styles and sizes. Mature trees and large setbacks give the neighborhood a semi-rural feel in parts. Several houses predating the 1920s remain in this area.

Current Zoning

- RA-2** Single Family Residential 50'
- RA-3** Single Family Residential 40'

Statement of Identity

The Webster/Wilson neighborhood is bounded by Meyers, John R, Eight Mile, and West End Avenue. The neighborhood has Wilson Park at its center, and this small park is well-used by residents. Wilson Elementary is a major neighborhood feature at its northern boundary. The nine residential blocks to the west of West End Street, in Ferndale, are isolated from other Ferndale neighborhoods by an industrial district, and so are an informal adjunct to this neighborhood.

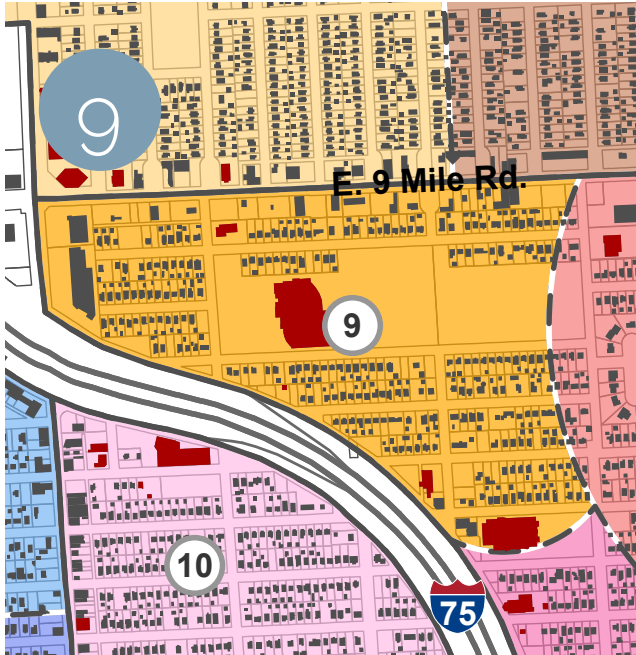
Access to neighborhood services is limited due to the weakness of Eight Mile and John R corridors where they abut the neighborhood - they contain a mix of vacant and light industrial uses, with few quality retail options.

Allowing the development of small, neighborhood-serving retail uses at a corner location on West End Street would benefit residents of this neighborhood, as well as their Ferndale counterparts.

Assets and Destinations

- Jessica Nagle-Wilson Memorial Park





Scout Park

Existing Built Form

The Scout Park neighborhood consists of single family houses built in the 1940s and 1950s. Houses are smaller and have more uniformity than in the neighborhoods to the south and west. While one of the oldest neighborhoods platted in Hazel Park, those homes that were built in the 1920's were razed to accommodate I-75.

Current Zoning

- RA-3** Single Family Residential 40'
- LB** Local Business

Statement of Identity

This small neighborhood is bounded by N Chrysler Drive, John R, and Nine Mile to the west and north, but its eastern and southern boundaries are less well-defined. The transition appears to occur around Harry Avenue/Oaks Elementary to the south, and Russell Street to the east.

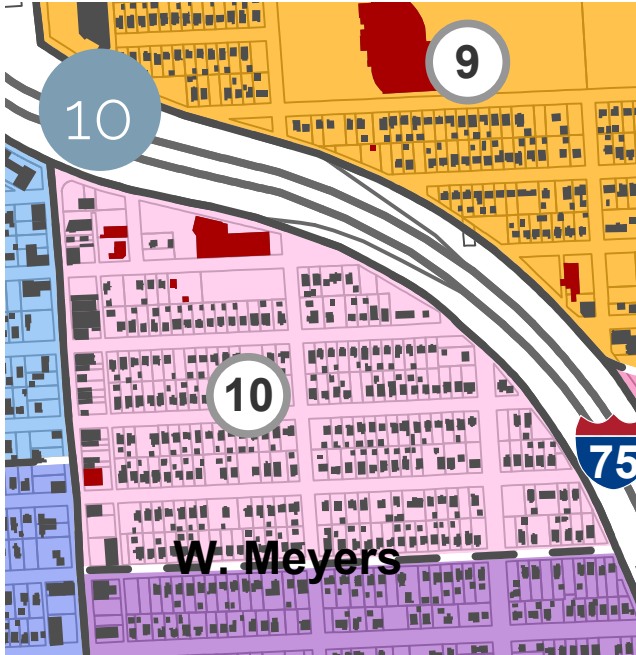
The neighborhood's biggest asset Scout Park, but also contains Hazel Park Middle School and Oaks Elementary School. There is a neighborhood node at Vassar Avenue and N Chrysler that contains a small grocery and barbershop.

The Scout Park neighborhood is near the cultural center of the city, and contains the city's destination park. This neighborhood is best suited for families with younger children due to the proximity to Scout Park, two schools, and a variety of retail services at the Nine Mile and John R node.

Assets and Destinations

- Scout Park
- Hazel Park Middle School
- Oaks Elementary School





Caledonia Park

Existing Built Form

The small Caledonia Park neighborhood contains a mixture of pre-World War II houses and newer infill houses built in small clusters.

Current Zoning

RA-3 Single Family Residential 40'

Statement of Identity

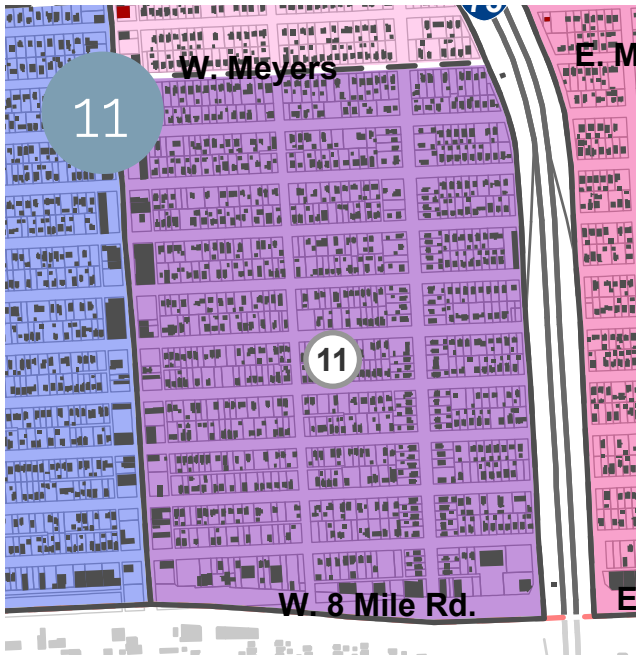
This neighborhood is separated to the north and east by Interstate 75, though pedestrian bridges at Highland and Granet provide access to Oaks Elementary and Hazel Park Middle School.

The neighborhood has good access to community-serving retail along the John R corridor. Caledonia Park and the Hazel Park Historical Museum are the defining features of this neighborhood.

Assets and Destinations

- Tabernacle Baptist Church
- Caledonia Park
- Hazel Park Historical Museum





Sylvester Park

Existing Built Form

The houses in Sylvester Park date from the pre-World War II era toward the western edge at John R, and from the 1950s and 1960s further east. The neighborhood has an interesting fabric due to the residential lots fronting Caledonia Avenue, which is a north-south street. This is an anomaly for north-south residential streets in the southern portion of Hazel Park, and gives the neighborhood a greater degree of variation and character in its structure.

Current Zoning

RA-3 Single Family Residential 40'

Statement of Identity

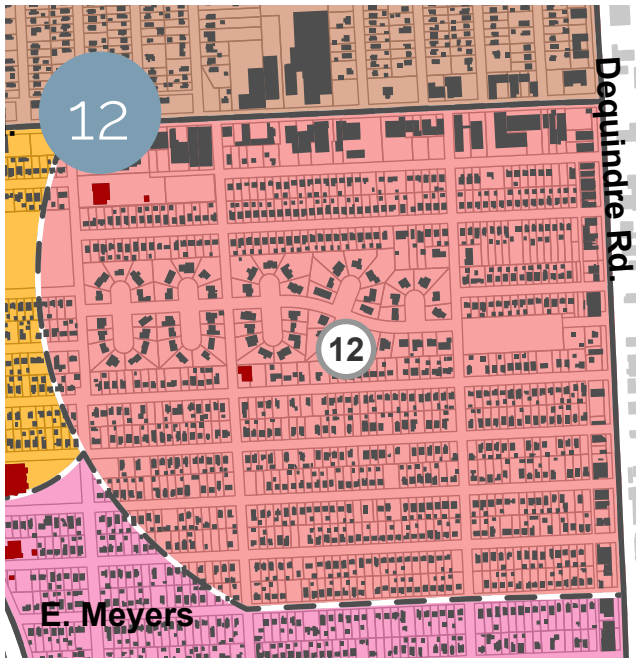
This neighborhood lacks access to retail services due to the weaknesses of its bounding corridors along John R, Eight Mile Road, and South Chrysler Drive.

Sylvester Park is a defining feature of this neighborhood, but it otherwise lacks the presence of a school or other community institution.

Assets and Destinations

- Sylvester Park





Kennedy Park

Existing Built Form

The Kennedy Park neighborhood is a newer neighborhood, and contains a relatively uniform pattern of smaller houses with consistent setbacks. This neighborhood contains "The Courts", an infill development from the 1970s, with houses grouped on larger lots fronting culs-de-sac, that has a traditionally suburban feel.

Current Zoning

RA-1 Single Family Residential 60'

RA-3 Single Family Residential 40'

Statement of Identity

The Kennedy Park neighborhood is bounded by Nine Mile and Dequindre to the north and east, but its western and southern boundaries are softer, and less well-defined. The transition generally occurs around Russell and Meyers. Scout Park and Kennedy Park anchor the neighborhood to the east and west.

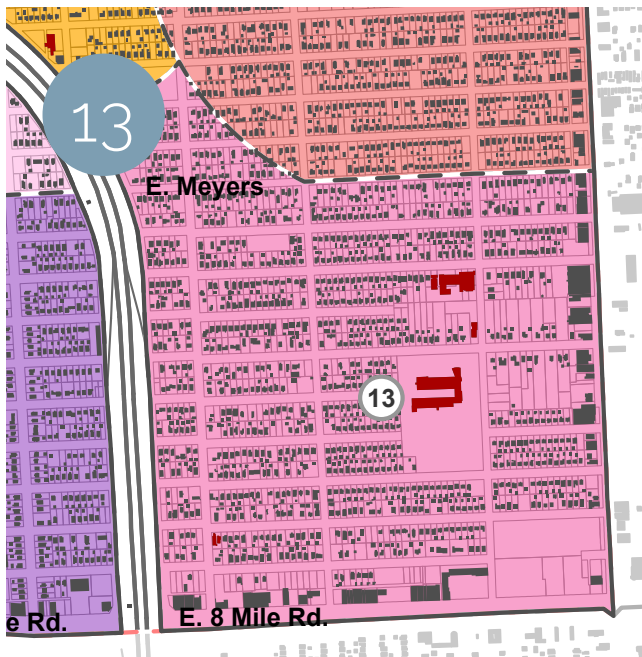
Neighbors at the western and northern edges have access to services at the Chrysler Dr/Vassar and Nine Mile/Couzens nodes, but access from other parts is not ideal, and the Nine Mile and Dequindre corridors are weak and lack walkability.

Allowing the development of small, neighborhood-serving retail uses at a corner location on Hughes Avenue would benefit residents of this neighborhood.

Assets and Destinations

- Kennedy Park
- Power and Praise Church





Ford

Existing Built Form

The Ford School neighborhood's homes were predominantly built between 1940-1960. Three blocks centered on Elza Street were platted with lots in excess of 14,000 square feet, giving this part of the neighborhood a different character.

Current Zoning

- RA-1** Single Family Residential 60'
- RA-3** Single Family Residential 40'

Statement of Identity

Community features in this neighborhood include Ford Elementary School, St. Justin's Catholic Church and school, and the Hazel Park Community Garden. Access to other neighborhood services is limited, due to the weaknesses of the bounding corridors.

This neighborhood is rich with assets, but suffers from its lack of walkability to everyday goods and services. Allowing the development of small, neighborhood-serving retail uses at a corner location on Hughes Avenue would benefit residents of this neighborhood.

Assets and Destinations

- Ford Elementary School
- Hazel Park Advantage Alternative School
- Madge Park
- Hazel Park Community Garden
- St. Justin's Catholic Church and School





HOW WE GET THERE:
STRATEGIC
DEVELOPMENT

4

Action Plan

This section presents tools and techniques that residents, community leaders, and City administrators can use to implement the Master Plan. The tools and techniques identified herein are available for use under current state legislation. Specific recommendations for implementing certain goals and objectives established herein are also provided.

The Master Plan recommends a future vision for the community, building upon the City's existing assets and opportunities to attract new development and new residents. The goals and objectives herein should be reviewed often and be considered in decision making by the City. Successful implementation of this Plan will be the result of actions taken by City Council, City Administration and staff, the Planning Commission, and all other City stakeholders in partnership with entities spanning regional and state government, and the private and non-profit sectors. This Plan will be implemented incrementally by working towards the goals identified in the following Action Plan.

Key	
Priority	
A	Most Important
B	Very Important
C	Important
Timeframe—Years of Focus	
Ongoing	Ongoing
1–3 years	2020–2022
3–5 years	2023–2025
5+ years	2025+
Funding Sources	
Public	
Private	
DDA/TIF	

Partnerships	
Hazel Park Local Government	
CC	City Council
CM	Other Board and Community Members
CS	City Staff
DDA	Downtown Development Authority
PC	Hazel Park Planning Commission
PRC	Hazel Park Parks and Recreation Commission
Hazel Park Local Stakeholders	
BO	Business Owners
DEV	Local Property Developers
HO	Homeowners
RC	Religious and Cultural Institutions
County, Regional, and State Partners	
8MBA	8 Mile Business Association
HC	Healthcare Providers
MDOT	Michigan Department of Transportation
OC	Oakland County
OCRC	Oakland County Road Commission
SEMCOG	Southeast Michigan Council of Governments
SM	State of Michigan

Goals and Objectives

Goal Area 1: Housing and Neighborhoods

Maintain Hazel Park’s place in Southeast Michigan as a city that provides safe, attractive, and vibrant neighborhoods that can accommodate residents at all stages of life.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Enhance and define the identity of existing neighborhoods, and define redevelopment areas within each, with the intent of providing attainable housing choices for new and existing residents of all income levels.	A	1–3 years	CS, PC, HO	Public Private
B Encourage residential developments, including rental and owner-occupied units, that fit the needs of persons of various age groups, income groups, and household sizes.	A	1–3 years	CS, PC	Public
C Seamlessly incorporate multiple family “missing middle” housing within established neighborhoods and corridors through infill development and strong urban design.	B	3–5 years	CS, CM, PC, BO, DEV	Public Private
D Promote the development of small-scale commercial districts that serve residents of immediately adjacent neighborhoods.	A	1–3 years	CS, PC, BO, DEV	Public
E Encourage improvements to, and adaptive reuse of, underutilized properties in residential areas wherever possible.	A	3–5 years	CS, PC, BO, DEV, HO	Public Private

Goal Area 2: Transportation

Continue investment in improving and maintaining City vehicular and non-motorized infrastructure to ensure that the City’s transportation network provides accessibility and connectivity to City destinations, is designed for people, and responds to advances in transportation technology.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Maintain Hazel Park’s existing network of highways, roads, and streets to accommodate the safe and efficient movement of pedestrians, non-motorized vehicles, and motorized vehicles.	A	Ongoing	CS, OCRC, MDOT	Public
B Promote the use of alternative modes of transportation such as ridesharing, bicycling, walking, and transit in Hazel Park.	A	1–3 years	CS, OCRC, MDOT	Public
C Implement a comprehensive pedestrian network that focuses on creating safe intersections and crossings, encourages pedestrian-scale streetscapes, and supports walkable land use arrangements.	B	3–5 years	CS, OCRC, MDOT	Public DDA/TIF
D Prepare for the emergence of new transportation technologies by re-visioning traditional uses of the transportation network and by investing in new mobility strategies and “smart” infrastructure.	C	5+ years	CS, OC, SEMCOG, SM	Public Private

Goal Area 3: Sustainability and Resiliency

Support land use planning efforts that encourage environmentally-friendly development including efforts that promote air pollution and greenhouse gas reduction as well as energy and water conservation.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Promote land use patterns that increase sustainability and resiliency in buildings and transportation systems by making sustainability a critical element when developing new zoning regulations and modifying old regulations and the comprehensive map.	A	1–3 years	CS, PC	Public
B Conserve and restore open spaces, waterways, tree canopies, and other natural resources to increase resiliency, adaptability, and biological integrity.	B	3–5 years	CS, PRC, OC, SM	Public Private
C Commit to mitigating the City's climate impacts, including reducing energy, land, and water consumption and improving outdoor and indoor air quality.	B	Ongoing	CC, CM, CS, BO, HO	Public Private
D Think beyond first costs and consider long-term, cumulative impacts when making infrastructure and policy decisions.	A	Ongoing	CC, CM, CS	N/A
E Prepare the public and city staff for emergencies by updating emergency plans and expanding emergency management initiatives.	A	1–3 years	CC, CM, CS, BO, HO	Public

Goal Area 4: Quality of Life

Maintain the City's transparent, effective, innovative, and proactive municipal leadership to ensure that Hazel Park continues to offer an inclusive, healthy, safe, and hazard free environment in which to live, work, and enjoy recreation.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Continue to prioritize good governance and leadership by operating in an open and financially stable manner, focusing on maintaining high levels of citizen involvement and achieving measurable results.	A	Ongoing	CC, CM, CS, DDA	N/A
B Partner with local medical providers to create innovative health and wellness initiatives that increase active living and citizen well-being.	C	3–5 years	CM, CS, BO, HC	Public Private
C Ensure that programming and facilities offered by all entities including the City, schools, parks and recreation, the library, and others are meeting the needs of all City residents (families, youth, seniors, underrepresented communities, etc.)	B	1–3 years	CC, CS, CM, PRC	Public

Goal Area 5: Economic Development

Retain and promote Hazel Park’s diverse mix of commercial and industrial uses in defined locations throughout the City that provide desired employment, goods, and services for residents, visitors, and workers alike. Encourage economic development that responds to the changing economy while positioning the City to enhance its tax base and maintain a stable and diverse revenue source.

	Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A	Cultivate a community that generates economic opportunities, and that is equally welcoming to lifelong residents, new residents, and returning residents.	A	Ongoing	CC, CS, CM, DDA, BO, HO, RC	Public Private DDA/TIF
B	Focus on retaining existing businesses and industry, while attracting and welcoming new businesses at all scales of operation.	A	Ongoing	CM, CS, DDA, BO, DEV, OC, SM	Public Private DDA/TIF
C	Create vibrant commercial and industrial corridors that are pleasant to visit and integrate with surrounding neighborhoods.	B	3–5 years	CS, DDA, PC, BO, 8MBA	Public DDA/TIF
D	Adaptively retrofit existing areas of “big box” and strip-center retail to accommodate evolving trends.	C	5+ years	CS, DDA, PC, BO, DEV, 8MBA	Public Private DDA/TIF
E	Establish a marketing and branding campaign to increase awareness about Hazel Park and its quality of life for residents and business owners.	A	1–3 years	CC, CM, CS, DDA, BO, HO	Public DDA/TIF
F	Cultivate and maintain a distinct local economy, with a culture that attracts those entrepreneurs attempting to creatively disrupt established business practices and processes.	A	Ongoing	CC, CM, CS, DDA, PC, BO	Public Private

Goal Area 6: Parks and Open Space

Build on the success and opportunities within existing recreation facilities to provide quality of life benefits for City residents, including active living, accessibility to recreation, and environmental preservation.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Develop and maintain a comprehensive system of parks and walking paths; and recreational, fitness, and sports facilities and programs.	A	Ongoing	CC, PRC, PC, CS	Public Private
B Preserve and/or incorporate natural drainage and flood plains wherever possible into park and recreation sites.	B	3–5 years	CC, PRC, CS	Public Private
C Pursue funding sources and develop partnerships and advocates to manage park needs.	A	Ongoing	PRC, CS	Public Private
D Develop, maintain, and preserve sufficient open space and recreation facilities to fully satisfy the wide variety of recreation needs of residents.	C	Ongoing	CC, PRC, CS	Public Private

Goal Area 7: Infrastructure

Invest in improving and maintaining City infrastructure to ensure that City services can be available for all current and future development. Implement innovative and effective strategies for maintenance and improvement of the stormwater, wastewater, solid waste, and recycling systems to ensure the health and safety of Hazel Park residents.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Invest in and implement comprehensive and innovative urban water management, green infrastructure practices, and renewable energy systems.	C	5+ years	CC, CM, CS, PRC, OC, SM	Public
B Provide appropriate resources for staff to maintain and improve infrastructure systems.	A	Ongoing	CC, CM, CS, MDOT, OCRC, SEMCOG	Public
C Explore opportunities for infrastructure system improvements as new technology becomes available.	B	3–5 years	CS, BO, OC, SEMCOG, SM	Public Private
D Increase the use of renewable resources to reduce dependence on fossil fuels.	B	1–3 years	CS, PRC, BO, HO	Public Private

Goal Area 8: Urban Design

Achieve a positive and lasting community image by encouraging high quality and durable materials as well as current best practices for human scale and aesthetic character. Strive to incorporate design elements that contribute to a sense of place within the community.

Objectives and Strategies	Priority	Timeframe	Partnerships	Funding Sources
A Incorporate unique and functional community design components with all new developments, public spaces, and streetscapes.	A	Ongoing	CS, DDA, PC, BO, MDOT, OCRC	Public Private DDA/TIF
B Identify gateway locations to target urban design to announce arrival into Hazel Park.	B	1–3 years	CS, DDA, PC, BO, HO	Public DDA/TIF
C Enhance landscaping and site design through redevelopment to enhance the sense of place along major strip corridors.	B	1–3 years	CS, DDA, PC, BO, DEV, MDOT, OCRC	Public Private DDA/TIF
D Reserve underdeveloped land for high quality development emphasizing the use of high quality materials and the establishment of a sense of place.	C	3–5 years	CS, DDA, PC, DEV	Public Private
E Educate and inspire city stakeholders with the aim of developing policy tools that will ensure a standard of excellence in all future developments.	A	Ongoing	CS, DDA, PC, BO, DEV, HO	Public

Zoning and Related Codes

Zoning Ordinance

Objectives and Strategies	Priority	Timeframe
<p>A Perform comprehensive technical review of Zoning Ordinance and amend as required, including:</p> <ol style="list-style-type: none"> 1. Review uses of land for appropriateness of permitted vs. special land use designation, adjust as necessary to bring about development consistent with this plan 2. Review standards that might discourage “missing middle housing” development, adjust as necessary to encourage infill housing of various types 3. Review sign standards for consistency with Reed v. Town of Gilbert* decision (i.e. content neutrality), adjust as necessary for compliance 4. Review parking, landscaping, and dimensional requirements through lens of sustainable development; amend to include low-impact design, appropriate bonuses / incentives, and least intense / lightest environmental footprint 5. Review industrial and heavy commercial standards against best practices for environmentally sustainable land development; revise as necessary to protect adjacent properties and residents of Hazel Park from negative effects 6. Review commercial and mixed-use standards for form and character; consider writing implementing form-based standards to bring about highest quality of design and encourage walkable mixed-use districts 	A	1–3 years
<p>B Implement a Neighborhood Zoning Plan, containing design standards for residential zoning districts to foster traditional neighborhood form and character:</p> <ol style="list-style-type: none"> 1. Prohibit “snout house” development where garages protrude further into front yard than principal building 2. Ensure appropriateness of design and location of accessory buildings in relation to form and character of principal buildings; consider limiting multiple accessory buildings to lead to visual cohesion and lack of clutter 3. Prepare visualizations to incorporate into zoning graphics and other City promotional materials for desired housing types and traditional neighborhood character 	A	1–3 years
<p>C Revise Use Standards to incorporate the Neighborhood Services Overlay (see pp. 66-67) concept.</p>	A	1–3 years
<p>D Consider coding for a minimum and maximum number of parking spaces in non-residential districts to prevent over-development and inefficient use of land; study parking standards against typical parcel sizes and development requirements to find rightsized standards.</p>	B	1–3 years
<p>E Overall, amend standards for consistency with this plan</p>	B	Ongoing

*576 US __ (2015). A case in which the Supreme Court decided that extra restrictions placed on signs describing the location of nonprofit events do not survive strict scrutiny and are therefore unconstitutional.

Code of Ordinances

Objectives and Strategies	Priority	Timeframe
A Study and consider adopting historic preservation ordinance and accompanying standards for preservation of historic areas (sites or districts, to be determined)	C	3–5 years
B Review and amend, as necessary, the Subdivision Ordinance to reflect current development environment of City, relatively built-out status	C	5+ years
C Review and amend, as necessary, standards related to enforcement of codes and inspection processes to implement proactive approach to site and building maintenance	B	1–3 years
D Review and amend, as necessary, Streets, Sidewalks, and Public Spaces Ordinance for consistency with this plan	B	3–5 years

Administration and Processes

Objectives and Strategies	Priority	Timeframe
A Institute pre-development processes that appropriately streamline review and incorporate subject matter experts and other City Department Heads for comprehensiveness from outset	A	1–3 years
B Identify types of improvements to private land and structures that may allow for ready-to-issue permits; develop designs and specifications that can be used by any applicant to receive immediate permit for improvements	C	3–5 years
C Study City departments responsible for land development oversight and organize buckets of work and division of labor into appropriate categories, including consideration of: <ol style="list-style-type: none"> 1. Long-range planning division 2. Zoning and development review division 3. Public space and right-of-way division 	C	3–5 years
D Consider creating new City positions such as City Artist and City Architect to comment on and guide development consistent with this plan and for overall beauty of all improvements to public and private property in Hazel Park	B	5+ years



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