

Chapter 10 - Redevelopment Areas

“Space not being utilized”

-Sticky note on what to change, submitted during the Discover Charrette

Ypsilanti has three former industrial sites which could be redeveloped in the next 20 years. Each area is discussed in detail below and design concepts for the three sites are shown in this chapter. These drawings are concepts only, which mean they will not be duplicated detail by detail exactly as presented. All of the sites hold the promise of additional tax revenue, jobs and residents, as well as the challenges of environmental contamination and competing in a depressed regional market.

WATER STREET

Beginning around 1980, the City looked to this area of former and underutilized industrial land as a target for redevelopment. At that time, the City had little to no vacant developable land. Between 1998 and 2001, the 38-acre area was targeted for redevelopment as an urban neighborhood of primarily owner-occupied condominiums, increasing both the new-construction housing options available and the number of owner-occupied households in the City. While the City acquired the land and completed most of the demolition and brownfield remediation necessary, the intended development failed to occur. The land – and its accompanying \$31 million debt – remains a major **fiscal challenge**.

Two developers had options on the land and were intending to purchase the entire site and develop it. For different financial reasons, both developers pulled out of agreements. In 2008, the City decided that looking for a master developer, one entity that would take on the entire site, was no longer feasible due to the national economic downturn. Rather, it would sell smaller pieces of the parcel to

interested parties as they came forward.

Three different proposals have been put to the City Council since that time. One, for a drive-through restaurant, was rejected. Another, for a County Recreation Center, was tentatively accepted through a Memorandum of Understanding. The third, for a discount retailer, was accepted after several rounds of negotiations.

Although each had a different result, each proposal was closely followed in the press and generated much public comment. During the charrettes for this Master Plan, many people expressed a range of visions for the property – from a permaculture forest to mixed-use mid-rise development. Almost everyone also expressed the urgency to use the property soon.

Given this political climate, the City Council will face a challenge with any development proposal that comes before them for Water Street. The Water Street redevelopment concept plan shown on the opposite page was developed based on community input during the charrettes held for this process in the Spring of 2013. The plan shows items consistently requested by the community: a formal community gathering space and a linear park along the riverfront.

The concept plan includes two structures not in previous plans for Water Street. The first is a stormwater facility in the floodplain to service the entire site, in keeping with the community’s values of creating an urban space but using environmental systems. As portions of the site are sold, the storm water facility will need to be built, some portions ahead of the actual development. Second,

Figure 24: Water Street Concept Plan



The drawing to the left is based on community input during the charrettes and urban design principles. It is a 20-year vision for the Water Street area. When developed, the site may differ from this exact layout.

The street layout is a continuation of the existing street system, drawing the value of the river through the community. A vehicular bridge is proposed extending River Street to Factory. A stormwater facility for the entire site is shown just north of the river.

The plan includes a formal park, ringed in red, and a linear park along the Huron. The property south of the river is shown as recreation use. This area is mostly floodplain. The building shown south of the river is a concept footprint that would need further study.

Drawing by: AECOM

a vehicular bridge extending River Street across the Huron River and south to Factory Street is shown. The extension of River Street would complete a missing portion of the street grid, giving the neighborhoods near Spring and Factory Street easier access to the resources in the downtown and would create an easy traffic route from the highway to Water Street. The bridge and street extension are long term projects, perhaps ten to twenty years in future.

Approval Process and Standards

The concept plan is based upon common urban design standards which will be incorporated into the form-based code for the City. These are the standards by which the City Council should determine whether the City should sell a portion of Water Street for a proposed development. The standards do not talk about the use. Rather, they dictate the design of the street, what is on the street and the design of the buildings for multiple uses over the long-term. If and only if all of these standards are met, should the City Council consider sale of property on Water Street:

Respect right-of-ways & blocks

The street layout should connect to existing streets – River, Lincoln and Park across Michigan Avenue to the north, as well as Parsons and South to the east. The new streets should continue the same width and design. Also, the blocks, as laid out in the sketch, pull the value of the view of Huron River through the entire site to the rest of city, by ending streets into parkland along the river’s edge. All proposed development should abide by this general layout.

Block perimeter should be less than 1,200 feet, like the other blocks in the City

Every block in Water Street, the area of land bounded on four sides by streets, should be less than 1,200 feet in perimeter. Blocks larger than this length, the average block perimeter in the adjacent Historic Downtown, will cut off access and value from the site to the rest of the City.

Figure 25: Water Street “A” and “B” Streets



“A” Streets are shown in yellow and “B” streets in blue

Figure 26: Sidewalk with Furnishing Zones



Source: ENP & Associates

Figure 27: Driveway Apron Example



Source: AECOM

All streets have on-street parking

Parallel parking should be required on all streets and count towards any zoning parking requirements. The on-street parking slows traffic, makes a walkable environment and provides parking in front of buildings.

All streets have sidewalks

To assure a walkable space, all streets must have sidewalks on both sides, including the side of the street nearest to the park fronting the Huron River.

All streets have space for trees and other stuff

New streets in the Water Street area should have designated areas for trees between the road edge and the sidewalk, while street furniture – benches, trash receptacles and outdoor seating – should be placed in the same place along the sidewalk. The photograph on the opposite page shows an example zones for trees, outdoor seating and pedestrian in Depot Town.

All driveway aprons have the same design

Driveway aprons, the portion of the curb cut that slopes down to meet the street, should be consistent throughout the development. Moreover, they should be made of different materials than the sidewalk to show where vehicles enter and exit to pedestrians, as shown in the photograph on the opposite page. They should also be gradually sloped for ease of pedestrian crossing.

All buildings are built for multiple uses over time

All building should be built for eventual re-use, specifically through regulation of the height of floor. The ground floor, from floor to ceiling should be a minimum of 12 feet with a maximum of 14 feet. Upper floors should be 10 feet.

New development has “A” & “B” streets, similar to the Historic Downtown (see Figure 25)

Buildings which front “A” streets must have parking on the street and behind the building. “A” street design, with no curb cuts, is required

on Michigan Avenue, River Street as it is continued through the site and Park Street as well as the street fronting the park adjacent to the Huron River. The “A” street design must incorporate the elements and dimensions of the cross section on this page (see figure 28).

“B” streets (see figure 29) allow curb cuts and parking lots to front the street. “B” streets are allowed for the continuation of Parson, South and Lincoln Streets as well as other internal streets. “B” streets must contain the dimensions and aspects shown in cross section on this page.

All buildings on “A” streets should be friendly to the street.

Buildings on “A” streets should be friendly to pedestrians by following these urban design rules:

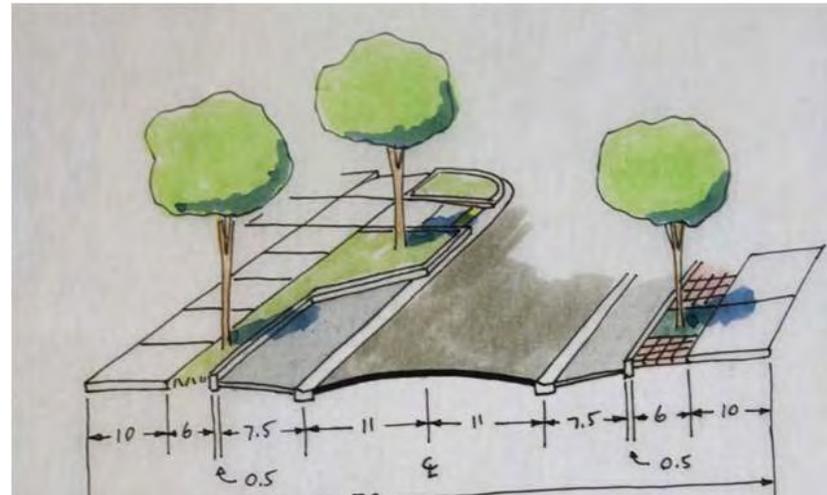
- 90-100% of the building faces the “A” street
- It is built one to five feet from street right of way
- 60% of the front of the first floor is transparent windows or glazing
- The primary building entrance faces “A” street
- The first floor of buildings should have active uses - stores, restaurants, services - where people come and go often.

Market Considerations

The vacant property on Water Street offers developers an opportunity to build from the ground up, with little or no environmental remediation. All other development opportunities in the City involve the re-use of existing buildings, which require specialized design, or probable demolition and environmental clean-up.

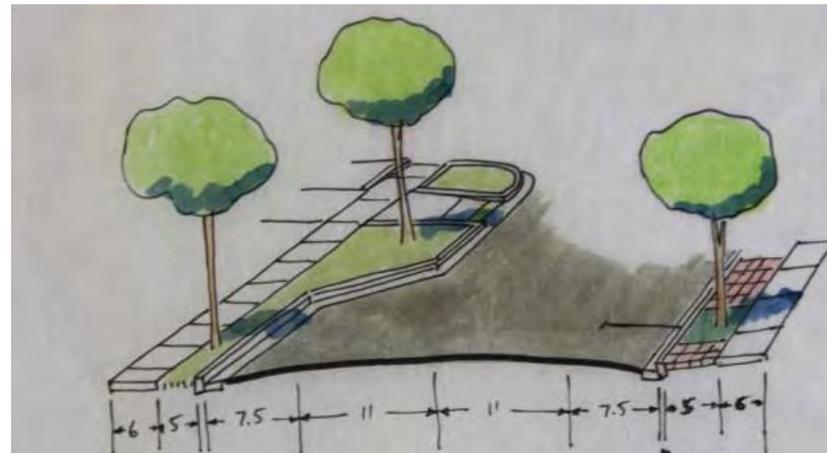
Because of these advantages, the Water Street development site offers opportunities for larger stores and national retailers to locate in the City. With the coming recreation center, this site can be attractive for businesses such as a sporting goods store, but also is a marketable site for a hardware store, major grocery store, pharmacy,

Figure 28: Water Street “A” Street Cross Section



Source: AECOM

Figure 29: Water Street “B” Street Cross Section



Source: AECOM

and neighborhood types of goods and services. A full-service grocery store has been requested by residents **for many years and was** throughout the Master Plan process.

Housing has always been part of the vision for the redevelopment of Water Street and the site offers a central location near goods and services. Upper story housing in nearby Depot Town and the Historic Downtown have waiting lists and were easily leased, even in tough economic times in the late 2000's. During the charrettes, residents expressed the need for attached or multiple family housing for seniors and for young professionals.

The market will most likely dictate the height of the buildings. The site is more likely to be filled in a shorter amount of time if the buildings are one to two stories. If the buildings are 3-4 stories, complete development of the site will take longer, probably with a first building, a period of 3-5 years with little to no activity and then a flurry of development. **In the form-based code, buildings with two or more stories may be required on "A" streets.**

If train service comes to Depot Town, the market situation for Water Street will change as the site is within a 10-15 minute walk from the location of the train station. Most cities have seen market pressure for attached or multiple-family housing within walking distance of new transit stations.

No matter what use is most marketable at the time, the buildings should abide by the urban design standards detailed previously. The City will continue to work with real estate professionals to market and develop the site. A consistent and coherent marketing and development process will attract investment interest.

BAY LOGISTICS SITE (FORMER MOTOR WHEEL)

This property, just east of the railroad and Huron River north of Forest, has a long history of industrial activity. Currently, the 30-acre site is a warehousing and distribution facility. Due to the history of the site, any use other than industrial would most likely require

environmental remediation. The upcoming form-based code should allow the current form and use to continue.

The City Framework and the concept plan on this page shows the site as a central neighborhood. The site is within a 10-minute walk of the anticipated train station in Depot Town just to the south. As with the Water Street site, demand for attached or multiple-family housing is anticipated within walking distance of daily commuter train service. Also, the site is within walking distance to EMU's campus, attractive to EMU students, faculty and staff. **The extent of any environmental contamination is not known and the cost and level of clean-up, the highest of which residential as required by the State of Michigan, will influence redevelopment costs.**

Market analysis for this Master Plan concluded this site may be marketable as a larger scale mixed use development. It could incorporate many of the unmet shopping needs for students and professionals within a new rental housing complex that shares a parking structure with EMU, residents and shoppers. The concept plan for the site, shown in figure 30, is a rendering of what a larger scale mixed use development could be. The plan is based on the urban design principles outlined for Water Street, continuing the existing street grid through the site. Two multi-use paths are shown, connecting the site to Eastern Michigan University to the west and Depot Town to the south.

When the form-based code is developed, the site will likely be zoned as a district, allowing the use and integrating the form into the surrounding neighborhood if redeveloped. However, redevelopment of the site as a core neighborhood with attached and multiple-family housing units as well as retail should be considered if brought forward by an applicant to rezone and redevelop the site.